10.5. Neutral Bay Village Planning Study - Post Exhibition Report

AUTHOR	Jing Li, Senior Strategic Planner - Urban Design
ENDORSED BY	Marcelo Occhiuzzi, Director Community, Planning and Environment
ATTACHMENTS	1. Neutral Bay Village Planning Study Report [**10.5.1** - 108 pages] 2. Draft NBTCPS Submissions Summary [**10.5.2** - 169 pages] 3. Neutral Bay Traffic and Transport Study [**10.5.3** - 197 pages] 4. Economic and Feasibility study - Addendum letter [**10.5.4** - 4 pages] 5. Draft Amendment to NSDCP 2013 Section 5 North Cremorne Planning Area extract [**10.5.5** - 14 pages]
CSP LINK	1. Our Living Environment 1.3 Clean and green places 1.4 Well utilised open space and recreational facilities 2. Our Built Infrastructure 2.1 Infrastructure and assets meet diverse community needs 2.2 Vibrant public domains and villages 2.3 Prioritise sustainable and active transport 2.4 Efficient traffic mobility and parking 3. Our Innovative City 3.1 Our commercial centres are prosperous and vibrant 3.2 North Sydney is smart and innovative 3.3 Distinctive sense of place and design excellence 4. Our Social Vitality 4.1 North Sydney is connected, inclusive, healthy and safe 4.3 North Sydney's history is preserved and recognised 5. Our Civic Leadership 5.1 Lead North Sydney's strategic direction 5.3 Community is engaged in what Council does

PURPOSE:

To report on the submissions received in response to the public exhibition of the draft Neutral Bay Town Centre Planning Study (renamed 'Neutral Bay Village Planning Study'), and to recommend a way forward (final study at Attachment 1).

EXECUTIVE SUMMARY:

- On 12 February 2024, North Sydney Council resolved to endorse the draft Neutral Bay Town Centre Planning Study (the 'draft planning study') for public exhibition.

- The draft planning study provides a strategic planning framework for Neutral Bay local centre that aims to:
  - address the ongoing decline of the employment-generating floorspace occurring under existing planning controls;
  - leverage a range of public benefits and public domain improvements from planned and targeted growth; and
  - maintain and enhance the local character and amenity of the Neutral Bay local centre.

- The draft planning study is an opportunity to provide a framework for future development in a way that better aligns with our community's needs and generates tangible public benefits for the enhancement of the Neutral Bay Village.

- The draft planning study was placed on public exhibition from 27 February to 2 April 2024. 343submissions were received (summary table at Attachment 2).

- During the exhibition period, the draft planning study received considerable support from the community, local businesses, and landowners, particularly in relation to the proposed public domain upgrades, pedestrian access improvements, tree protection measures, preservation of local character, and protection of retail and commercial floorspace in Neutral Bay.

- Key issues raised during the exhibition period relate to landowner and resident expectations for height and density, the long-term employment function of the centre, concerns relating to the public car park at Grosvenor Lane, and traffic impacts arising from any additional growth.

- In response to the submissions made, it is recommended that the draft planning study be revised as follows:
  - reinforce advice in the study that the proposed designs of two plazas and the basement car park are indicative concept designs only, and that further detailed design work will be required;
  - clarify the potential staging plan for delivery of Grosvenor Plaza, including a short-term solution;
  - encourage the provision of a covered through-site link at Site 2A connecting Military Road with any future plaza, and investigate adding a maximum building length requirement for built forms over six storeys;
  - encourage the provision of a covered through-site link at Site 3B if it can be demonstrated that the through site link can meet desired urban design outcomes;
  - reduce the proposed non-residential floor space ratio (FSR) at Sites 1, 2, and 3A from 1.5:1 to 1.2:1;
  - amend the eight-storey building height limit boundary southward at Site 1 while ensuring no additional overshadowing impacts on Grosvenor Plaza;
  - reduce the proposed podium height along the Grosvenor Plaza southern frontage from three storeys to two storeys;
  - increase the proposed podium heights on the western and eastern sides of Military Lane from two storeys to three storeys;

- clarify the identified public benefit contributions for Rangers Road Plaza from both Site 3A and Site 3B;
- add a diagram to indicate the desired amalgamation pattern for Site 2;
- allow some flexibility for the landscape design at Grosvenor Plaza if a new design can meet canopy size and deep soil requirements,
- update advice in the study to reflect the transport study, which has been amended to correct errors in existing retail floorspace assumptions (Attachment 3); and
- no changes required to reflect the economic and feasibility study, which has been amended to correct errors relating the valuation of the community centre (Attachment 4).

The report also provides Council with an overview of the next steps and potential future processes in implementing the desired outcomes of the Planning Study. In particular, it provides a high-level outline of a future Planning Proposal, ahead of it being reported to Council's Local Planning Panel to give effect to the Planning Study if adopted. In addition, it broadly outlines changes that would be required to Council's DCP to ensure that the two planning instruments align.

Furthermore, it is recommended that Council endorse, for public exhibition, site specific draft amendments to NSDCP 2013 (refer to Attachment 5) in relation to 1-7 Rangers Road, 50 Yeo Street and 183-185 Military Road (Sites 3A and 3B) to be progressed as a matter of expediency. This is to ensure that there is an appropriate level of guidance for future development on these sites as they are likely to proceed via state led rezoning processes before the adoption of the more comprehensive amendments to Council's planning controls to implement the desired outcomes of the Planning Study.

RECOMMENDATION:
1. THAT Council note the submissions made to the public exhibition of the draft planning study.
2. THAT Council adopt the Neutral Bay Village Planning Study, as amended, as the strategic development framework for Neutral Bay local centre (Attachment 1).
3. THAT Council note the Neutral Bay Village Planning Study will guide future Planning Proposals.
4. THAT Council endorse the preparation and progression of a planning proposal and associated development control plan amendment to give effect to the aspects of the Neutral Bay Village Planning Study outlined in this report.
5. THAT Council endorse the draft amendment to North Sydney Development Control Plan 2013 (Attachment 5 to this report) as it relates to the redevelopment of land at 1-7 Rangers Road, 50 Yeo Street and 183-185 Military Road consistent with the desired outcomes of the Neutral Bay Village Planning Study and the associated Planning Proposals being progressed separately by the proponents of these sites and to place that draft amendment on public exhibition.
6. THAT the outcomes of the public exhibition identified in 5 above, be reported back to Council.

Background

On 22 February 2021, Council adopted the Military Road Corridor Planning Study (MRCPS) to guide future development in the Neutral Bay local centre.

On 24 January 2022, Council rescinded the MRCPS noting strong community feedback on the proposed building heights and the potential impact on the village atmosphere, heritage character, solar access, and traffic in the centre. Council resolved to further engage with the community and relevant stakeholders to prepare a revised study.

On 23 May 2022, Council resolved to endorse a scoping framework as the basis to commence a revised planning study for the Neutral Bay local centre. The same drivers and objectives from the rescinded MRCPS apply, with an additional objective introduced which is to ensure that the scale of growth proposed, has a better balance between development height and the provision of additional public open space compared with the rescinded planning study.

The revised study has been shaped through a comprehensive process that integrates detailed input from community consultation including the Neutral Bay Alive community consultation group, technical advice provided by external consultants, and internal council staff from different divisions.

Councillor briefings were held 7 November 2022, 17 July 2023, 18 September 2023, 20 November 2023, 05 February 2024, and 6 May 2024, to provide updates on progress of this work.

On 12 February 2024, Council resolved to exhibit the draft planning study and rename it to the Neutral Bay Village Planning Study.

This report considers the main issues raised during the public exhibition process and details the recommended changes to the draft planning study. An amended version of the Neutral Bay Village Planning Study is provided at Attachment 1 which is recommended for adoption.

Report

1. Purpose of the report

The purpose of this report is to outline the submissions received in response to the exhibited *draft Neutral Bay Village Planning Study*.

The draft planning study seeks to deliver on identified public domain and facilities improvements as well as protect the existing employment uses by leveraging off limited and managed height increases. Specifically, the draft planning study aims to:

- articulate the desired future character of Neutral Bay;
- guide future development;
- preserve local identity;
- sustain employment opportunities;
- enhance accessibility;

- identify opportunities for provision of public open spaces and community facilities;
- balance height and public benefits; and
- provide a clear implementation path.

2. Public exhibition

The draft planning study was publicly exhibited for 35 days, from Tuesday 27 February 2024 to Tuesday 2 April 2024.

The following provides a summary of the methods that were used to generate widespread awareness of the draft planning study and the level of participation/reach:

Have your say webpage

- A dedicated exhibition web page, including all documentation, contact information and online submission forms – 3,813 views during the exhibition period.

Notification letters, email, and memo

- 9,675 notification letters were mailed to properties and business owners, educational establishments, and places of worship in and around the Neutral Bay local centre area
- Notification letters to six State Government agencies
- 448 email notifications sent to community members who have previously registered interests on the draft planning study and the rescinded *MRCPS*
- Memo to Precinct Committees and Councillors.

Advertisement

- Newspaper advertisement in the Mosman Daily (two publications)
- Advertisement in North Shore Living
- Notification in North Sydney News
- Advertisement in the Living Collective Group
- Notification in Council's e-Newsletters, including:
  - Council eNews
  - Precincts eNews
  - Business eNews
- Notification on the Council's social media accounts:
  - Facebook
  - LinkedIn
  - Instagram
- Notification of the exhibition on the North Sydney Council website
- Notification in the Councillor Bulletin
- Digital TV notification displayed at North Sydney Council Customer Service Centre
- Signage notification with a QR code promoting YourSay webpage, installed at the bus shelter and on community noticeboards in/around Neutral Bay, North Sydney, St Leonards, Wollstonecraft, Waverton, Cammeray, and Cremorne
- Billboard signage notification on Hayden Orpheum Cinema
- Hard copies of draft Neutral Bay Town Centre Planning Study, contact information, fact sheets, postcards, and physical submission forms were available at North Sydney Council Customer Service Centre, Stanton Library, and Neutral Bay Community Centre

- Postcard with a QR code promoting YourSay webpage at some retail shop counters within Neutral Bay local centre.

Drop-in information sessions

- Two information sessions at Neutral Bay Community Centre with Council staff providing draft planning study information and answering questions:
  - 29 February 2024 - 1pm to 3pm
  - 5 March 2024 - 1pm to 3pm.

Presentation of the draft planning study

- Presented the exhibited draft planning study at a meeting with Neutral Bay Alive Community Consultation Group on 27 February 2024
- Presented the exhibited draft planning study at Neutral Precinct Meeting with representatives from Harrison-Bennett, Parkes, Willoughby Bay, and Brightmore Precincts in attendance on 12 March 2024.

3. Submissions Overview

343 submissions were received in response to the public exhibition of the draft planning study, with the majority from local residents. Six submissions were received from Precinct Committees, and four submissions were lodged by, or on behalf of, key site landowners/developers. In addition, Redlands School and Transport for NSW also provided submissions.

28 submissions expressed support for the draft planning study. Notably, one resident living in the Neutral Bay local centre area strongly supported the study, highlighting its positive impact on issues related to limited amenity, open recreational spaces, and pedestrian safety. The submission described the study as a significant step forward for the area:

> The village can finally be a village, and where a car park is not a focal point for the community. The balance of new open space and amenity with new buildings with modest height increases, achieves the right balance. It will bring Neutral Bay into the modern era as a wonderful place to live and visit.

Seven submissions expressed general opposition to the draft planning study. 125 submissions included concerns that were generally beyond the scope or applicable framework of this planning study; or related to specific development applications and planning proposals under assessment.

3.1 Community Feedback

This section provides an overview of the feedback received. It should be noted that there is significant overlap between feedback of the general public, Precinct Committees, landholders, and other stakeholder groups.

Below is an outline of the frequency of issues raised in submissions received. For a more complete summary of the submissions and responses, refer to Attachment 2.

Total	%	Issue
140	41%	Concerns regarding reduction of at-grade car parking
111	32%	Against pedestrianised Grosvenor Plaza
81	24%	Support pedestrianised Grosvenor Plaza
50	15%	Submission relates to alternative Grosvenor Plaza options 1 & 2
48	14%	Concerns relating to local character
36	11%	Support proposed 6 storey building height
33	10%	Concerns regarding additional traffic
26	8%	Against general increase in building height
20	6%	Provide detailed design recommendations
18	5%	Support proposed 6 and 8 storey building height
18	5%	Against proposed 8 storey building height
17	5%	Concerns regarding the planning process, including Voluntary Planning Agreements
16	5%	Support retaining trees
15	4%	Concerns regarding loss of retail
15	4%	Concerns regarding the proposed new community centre
13	4%	Concerns regarding construction impact and/or requests staging construction
11	3%	Request additional building height
10	3%	Against proposed office space
9	3%	Recommend pedestrian overpass/underpass over Military Road
6	2%	Support bicycle facility

Opinions within the community regarding the proposed building heights vary. Overall, there were 5% (18 submissions) supporting the proposed six and eight-storey building heights, and 11% (36 submissions) supported the proposed six-storey building height. However, 8% (26 submissions) objected to the general increase in building height. Additionally, 5% (18 submissions) were against the proposed eight-storey building height. Conversely, 3% (11 submissions) argued that the proposed height and density are insufficient to adequately address housing availability and affordability.

The at-grade car parking at Grosvenor Plaza received the greatest number of submissions, with 41% (140 submissions) requesting more at-grade parking space be retained on site.

While community members supported the idea of transforming Grosvenor car park into a plaza, there were split views regarding whether the future Grosvenor Plaza should be a fully pedestrianised plaza. Among the community, 24% (81 submissions) support a pedestrianised plaza, while 32% (111 submissions) were either against the Council-proposed pedestrianised plaza or provided their preferences on alternative plaza options. Within this 32% (111 submissions), 15% (50 submissions) specifically commented on an alternative plaza ‘option 1 and 2’. These options, not prepared by Council, depict the plaza with less landscaping area and significantly more at-grade parking spaces. It is understood that alternative proposals were developed and distributed locally without reference to Council.

An error in the Neutral Bay Traffic and Transport Study Report was identified during the exhibition. 15 submissions had raised concerns regarding a loss of retail floorspace. On review it was discovered that the exhibited traffic study had over-estimated existing retail floorspace and underestimated existing commercial floorspace, implying retail floorspace would be reduced under the draft planning study. This error has been rectified in the updated transport study (refer to Attachment 3) and new traffic modelling has been undertaken, the outcomes of which are discussed in Section 4.8.1 of this report.

3.2 Precinct Committees

Five Precinct Committees made submissions, expressing considerable support for certain planning directions outlined in the draft planning study while also raising concerns and providing suggestions to refine the study.

Four Precinct Committees supported increasing the maximum building height from 16m (five storeys) to 21m (six storeys) but expressed concerns about the proposed increase to building height of 8 storeys on key sites (Figure 1).

Neutral, Harrison-Bennett and Willoughby Bay Precinct Committees did not support using Voluntary Planning Agreements (VPA) to secure public benefits due to uncertainties associated with the process.

Four Precinct Committees supported relocating the public car park underground and creating a fully pedestrianised Grosvenor Plaza. They emphasised the importance of moving the existing supermarket loading dock away from the future plaza. They also welcomed the draft planning study's proposal to improve pedestrian connectivity between the new plaza and Military Road.

Regarding key site 3, submissions from Precinct Committees also included support for an open-to-sky link to Yeo Street, as well as recommendations for built form controls along Yeo Street, proposed podium heights, and upper-level setbacks to create a more human-scale streetscape.

The submissions also outlined the following concerns:

- potential loss of fine-grain retail space;
- lack of planning controls to ensure high quality above ground commercial space;
- a lack of controls to prevent site isolation issues caused by development;
- opposition to increased setbacks for Site 1 leading to a smaller supermarket or loss of active frontages;
- criticism of through-site links not accommodating adequate disabled access;
- opposition to all three through site links to Military Rd being open to the sky;
- opposition to a proposed café/pavilion within Grosvenor Plaza;
- opposition to new loading dock or carpark entries off Grosvenor Plaza;
- opposition to additional at-grade disabled parking/drop-off spaces exceeding four, as well as any expansion of at-grade parking (Willougby Bay, and Neutral Precinct Committees);

- suggestion for keeping half of the plaza as the short-term parking area (Anzac Park Precinct Committee)
- suggestions for improving Grosvenor Plaza's landscape design with local native trees
- questions about the value and ownership of the new Neutral Bay Community Centre
- requests for a detailed development brief justifying community centre space needs
- concerns about potentially leaving the existing Neutral Bay Community Centre as a 'stranded asset'
- requests for identification of No 27-37 Bydown Street as part of the heritage character.

3.3 Key Site Landowners

Four submissions were received from the key site landowners/developers. Submissions from Sites 1, 2, and 3B expressed support for the general study's objectives, agreeing that the planning study represents an important step forward in renewing the local village centre. Whilst supportive, these submissions also raised concerns and provided alternative solutions for each respective site.



Figure 1. Aerial of indicative proposed development envelope at key sites
(extract from exhibited planning study)

3.3.1 Site 1 (41-53 Grosvenor Street)

The landowner of Site 1 expressed a need for greater flexibility to underground the Grosvenor Street public car park and deliver the plaza. The submission proposes the following amendments for Site 1, Grosvenor Plaza, and any basement car park:

- reduction of the recommended minimum non-residential floor space ratio (FSR) from 1.5:1 to 0.8:1;

- reduction of the identified building setbacks from 1.5m at Grosvenor Lane and Coopers Lane to 0m, and from 4m at Waters Lane to 3m to accommodate a larger supermarket;
- reduction of the identified above-podium setbacks along Grosvenor Lane from ten metres to three metres;
- modification of active frontage requirements to accommodate the layout needs of a full-line supermarket, including adequate delivery and customer access and servicing for 'back-of-house' areas;
- plaza concept design modifications, including the removal of existing trees to enable a larger basement carpark, tree replacement, and reconfiguration of proposed at-grade parking locations;
- consideration of the impact on the existing street network from the potential closure of Grosvenor Lane;
- a review of the number of levels of basement parking under the plaza; and
- inclusion of text in the planning study to recognise the operation of Clause 4.6- Exceptions to Development Standards within NSLEP 2013 as an alternative mechanism to achieve the outcomes of the study, rather than progression of a planning proposal.

3.3.2 Site 2 (Multiple Properties along Military Road)

A key landowner made a detailed submission in relation to Site 2, requesting greater flexibility to potential built form outcomes envisaged under the planning study to address amalgamation challenges. The submission proposes an increase in building height to up to 12 storeys and highlights the following key points:

- flexibility is required to enable the multiple landowners to deliver development on their sites consistent with the broader vision for the planning study, particularly in relation to the preferred lot amalgamation;
- the proposed schemes for Sites 2A and 2B under the draft planning study are not considered economically viable for development at eight storeys;
- recommend amending the study to designate the southern portion of the plaza to be delivered as an additional public benefit by Site 2, with funding continuing to be provided by Site 1;
- opposition to the closure of Grosvenor Lane and at least 30 on-grade parking spaces should be maintained on the plaza;
- suggests an alternative scheme involving:
  - extending Site 2A to include the existing Council-owned community centre
  - excluding 180 Military Road from the Site 2A redevelopment
  - increasing building heights to 42m (12 storeys)
  - reducing the non-residential FSR from 1.5:1 to 1:1
  - updating site specific planning controls regarding the identified setbacks and podium heights
  - ensuring solar access protection for neighboring sites across Military Road
  - reducing the community centre floorspace from 1,000m^2 to 700m^2 and relocating to the western side of Site 2
  - decreasing the width of the through site links from six metres to four metres, with the eastern link proposed as a covered arcade
  - providing options with increased at-grade parking spaces and converting Grosvenor Lane between Coopers Lane and Waters Lane into a shared way.

3.3.3 Site 3A (183-185 Military Road)

The landowner of Site 3A raised concerns about the financial feasibility of the proposed planning study including:

- lack of analysis to justify reducing the proposed maximum height from 12 storeys (rescinded *MRCPS*) to eight storeys;
- the proposed permissible height reduction could create an incongruent regulatory environment, potentially discouraging redevelopment;
- concerns over limiting potential housing uplift, especially in a highly valuable location along the Military Road transport corridor;
- detrimental impact of increasing minimum non-residential FSR controls on building value and residential housing quantity;
- the draft planning study decreases commercial and residential floorspace compared to the planning proposal currently lodged for the site (PP 4/23);
- the draft planning study increases Site 3A public benefit while maintaining both statutory and "voluntary monetary contributions" (incorrectly assumes the community centre to be provided on Site 3A); and
- request access to Council's feasibility evaluation modelling.

3.3.4 Site 3B (1-7 Rangers Road and 50 Yeo Street)

The landowner of Site 3B suggests amendments to the draft planning study to align with the site-specific planning proposal currently lodged for the site (PP 1/23):

- increase the maximum building height to 26m (six storeys) and 31m (eight storeys) for buildings fronting Yeo Street and Military Road/Rangers Road respectively;
- increase the podium height fronting plaza/Military Lane to three storeys;
- allow a 0m podium setback fronting Rangers Road;
- enable the opportunity for a covered through-site-link; and
- maintain the existing service and loading dock function in Military Lane, disconnecting Rangers Road Plaza and Military Lane.

3.4 Others

3.4.1 40 Yeo Street

The landowner of 40 Yeo Street raised concern that a six-storey height limit over the whole of the site, does not provide sufficient residential floor space to meet the cost of redevelopment. The submission suggests an alternative scheme involving:

- raising the building height to up to 28m (eight storeys);
- introducing a 16m upper-level setback from Yeo Street property boundary for the seventh and eighth storeys; and
- incorporating a 4.5m upper-level setback from the Barry Street and May Lane property boundaries for the seventh and eight storeys.

3.4.2 Redlands School

The submission received from Redlands School highlights the State significant development (SSD)-6454 for a concept proposal and Stage 1 works for the redevelopment of Redlands. Under SSD-6454, Redlands School site has approval (issued by the Department of Planning, Housing and Infrastructure) for several buildings that will exceed the existing height limit. The proposed building heights are up to 20.4m.

Redlands School advocates for the planning study to review and enhance the height controls for their campus site and the surrounding R4 High Density Residential lands to support the growth and revitalisation of the Neutral Bay local centre.

3.4.3 Transport for NSW

A late submission received from Transport for NSW provides comments on the draft planning study and the Traffic and Transport Study (Stantec 2024).

The submission suggests:

- adding or relocating signalised pedestrian crossings on Military Rd not supported;
- any increase to pedestrian crossing signal times along Military Road will be assessed;
- traffic generation rates used need to be supported with evidence-based analysis ;
- SIDRA network model results should be reported and used for analysis;
- encouragement for further investigation into identified crash clusters in the precinct;
- applications for outdoor dining on Military Road must be approved by TfNSW;
- consideration of bus requirements in street design when implementing LATM measures or streetscape planting;
- Neutral Bay is proposed to be part of the future Strategic Cycleway connecting Neutral Bay to St Leonards, North Sydney, and Mosman;
- support for increasing building setbacks to improve pedestrian safety and amenity;
- providing suitable active transport connections both internally and to the precinct is paramount;
- bicycle parking and end of trip facilities are to be designed to the quantity and quality of design that reflect Sustainable Development design;
- the development should design streets that are reflective of NSW Futures and NSW Active Transport Strategy; and
- a Green Travel Plan (GTP) is recommended for the precinct to demonstrate a commitment to sustainable transport and modal shift.

4. Consideration of Submissions and Responses

The purpose of the planning study is to establish a comprehensive, long-term framework for guiding future development and improvements within the centre. Immediate challenges include the progressive erosion of employment capacity due to the existing planning controls, the pursuit of active development interests requiring careful local management, and the need

to explore public domain and community facility improvements to enhance the centre's amenity. The planning study aims to address these challenges by developing a carefully considered development framework that delivers local public benefits and reinforces the role and amenity of the Village Centre.

Feedback received has been instrumental in informing the final Neutral Bay Village Planning Study Report. The key issues raised during the public exhibition of the draft study that require further consideration are outlined further below.

4.1 Placemaking

4.1.1 Public Plaza

Delivering improvements to public open spaces is a critical priority for the area, aiming to provide much-needed, high-quality green spaces that cater to the community's needs for both active and passive recreation opportunities. Council received a significant number of submissions questioning specific design elements of the proposed Grosvenor Plaza, such as the café pavilion, canopy structure, playground, at-grade parking layout, plaza level treatment, landscape selection, street furniture design, and artwork. Additionally, there are submissions emphasising the importance of appropriate staging for any plaza development.

Response:

The purpose of including an image of the potential Grosvenor Plaza public domain design plan in the planning study is to help the community visualise the potential future transformation of the existing car park site into a public space. The proposed design highlights overall objectives and principles. However, the designs are conceptual in nature at this stage and will be refined having regard to the key directions. Further detailed design work will be undertaken to refine the concept design, and community engagement will be conducted during this phase.

The planning study proposes a phased development approach for the proposed plaza and basement car park. Depending on the timing of any developments, in the short term, temporary at-grade loading facilities could be maintained along the southern side of the plaza in order to minimise impact on the plaza's amenity and local businesses. These temporary loading facilities could later be relocated underground as part of any future Site 2 redevelopment.

In the long term, Grosvenor Plaza is envisaged to evolve into a fully pedestrianised area. Some surface-level parking for disabled access and small loading services are recommended to be located on the plaza's eastern side, with general public-parking provided at a basement level.

The transformation of Grosvenor Plaza into a fully pedestrianised area has the potential to redefine the heart of Neutral Bay, offering a revitalised space conducive to various community, cultural, and commercial events. This pedestrianised plaza will create a welcoming environment for walking, encourage exploration of the village on foot, and boost local retail activities, with scattered outdoor dining spaces enriching the overall ambiance. By

relocating the public car park underground and reorganising the supermarket loading dock access, vehicular traffic will be diverted, enhancing pedestrian safety, and minimising the risk of accidents. Serving as an activity hub, the plaza will connect surrounding blocks and streets, fostering a vibrant sense of social connection and community in the area. This vision was broadly supported by the community.

Amendments:

1. Minor text amendments to reinforce the proposed designs for Grosvenor Plaza and Rangers Road Plaza are conceptual and represent an initial vision. Further detailed design work will be conducted in the next design phase.
2. Provide additional information on the potential staging and delivery of Grosvenor Plaza in Chapter 7 of the planning study report.

4.1.2 Trees at Grosvenor Plaza

The draft planning study suggested retaining the existing mature trees at Grosvenor Plaza while enabling the basement car park by defining a tree protection zone. Most of these trees are London Plane trees situated in alignment at the centre of the current parking lot, limiting the basement design if retained in situ.

The landowner of Site 1 advised the tree protection zone would 'severely impact' the proposal to underground the existing at grade parking. Replacing the existing London Plane trees with a more suitable species to the eastern portion of the plaza was suggested as an alternative to deliver the plaza and achieve Council's landscaping objectives.

Community feedback on tree preservation at Grosvenor Plaza has been diverse. Out of the submissions received, 16 (5%) expressed support for retaining the existing trees. However, some comments questioned the desirability of retaining London Plane trees, emphasising the need for a thoughtful landscape design incorporating native trees and plants indigenous to the area.

Response:

Feedback collected during throughout the community engagement process highlighted significant dissatisfaction with the limited greenery in the centre, with a notable desire for more trees and public open space. Consequently, the study continues to recommend retaining mature canopy trees in Grosvenor Plaza where feasible and enhancing landscaping throughout the public domain to address these concerns.

However, some flexibility in the number of trees to be retained is recommended to enable a more flexible approach, if required, to work towards the delivery of a pedestrian plaza. The principle of preserving the mature trees within the plaza remains, however it is recommended that Council may consider an alternative option if a new design can fulfill the necessary requirements for canopy size and deep soil, ensuring the continued long-term health and vitality of the greenery. The community will have an opportunity to comment on any proposed design.

Amendment:

3. Allow some flexibility for the landscape design at Grosvenor Plaza if a new design can meet agreed canopy size and deep soil requirements.

4.1.3 Through-site-links

Feedback received from the community includes requests to reconsider the proposed controls for the through-site links in relation to width and to enable covered through-site links. It is understood some community submissions may be implying the use of awnings in laneways, although covered through-site links may also enable greater flexibility in the size and location of the built form above, more in-line with an arcade.

The proposed open-to-sky through-site links at Site 2 and at Site 3B were challenged by the landowners.

Response:

The proposed links identified in the exhibited planning study are six metres in width and open-to-sky, with design considerations for access and mobility. Further design testing was conducted upon reviewing the submission comments. Given there are three proposed through-site links along the northern side of Military Road between Young Street and Waters Road, there are benefits to enabling a link with weather protection near the B-Line bus stop. A covered arcade link may therefore be appropriate at Site 2A. This should, however, be accompanied by a new control limiting the maximum building length for built forms over six storeys on Site 2 to avoid a bulky appearance and minimise the impact on the Military Road streetscape. Modelling and built form testing suggest a maximum length of 45 meters for built forms over six storeys is considered appropriate to prevent a 'wall' effect down Military Road. It is recommended to explore this further and implement a new built form control in the DCP, specifying this maximum length for buildings over six storeys in height along Military Road.

The proposed open-to-sky through-site link at Site 3B connecting Yeo Street is part of the future major pedestrian link across the Neutral Bay local centre, connecting two major plazas. It is important that this link remains designed as a publicly accessible connection with a clear sightline, maximising legibility, and wayfinding through the area. Additionally, the open-to-sky design helps break up the scale and massing of the six-storey, 110m long façade along Yeo Street and minimises shadow impact on residential buildings across Yeo Street. Therefore, it is recommended to retain the preference for a through-link at Site 3B as open-to-sky. A covered through site link may, however, be considered if it can be demonstrated that the through site link can meet these desired urban design outcomes.

Amendment:

4. Amend the control for the Site 2A through-site-link to enable a covered arcade link at this site.
5. Add text investigating a new built form control to provide a maximum length for buildings over six storeys along Military Road.
6. Enable a covered through-site link at Site 3B if the link can meet desired urban design outcomes.

4.1.4 Community centres

Community feedback expressed support for a new and larger community centre. However, questions have been raised regarding the ownership of both the existing and proposed new community centres, as well as concerns about the size and future use of the proposed new facility.

Response:

The study recommends an upgrade to the existing community centre and delivery of an additional new community facility. It is intended that both community centres will remain under Council ownership and operation for public use.

Further investigations are continuing regarding the proposed size of any new community centre and the highlighted information gaps. This includes a review of the existing community centre, economic analysis, and consideration of its intended use.

The planning study's proposal for the community centre, including its services and activities is currently conceptual and subject to refinement based on ongoing research, community feedback, and development of an operational business case. Council will continue to engage with the community in developing any detailed plans for the community centre and importantly, Council's current preparation of the various 10 year Strategic Plans, including the Social Inclusion Strategy, will provide guidance on this.

4.2 Access

4.2.1 At-grade car park at Grosvenor Plaza

The draft planning study proposes a total of 10 at-grade car park spaces at the eastern end of Grosvenor Plaza, including four disability parking spaces and six loading spaces for small-scale loading and servicing functions.

The community have expressed various opinions on the proposed at-grade car park at Grosvenor Plaza. Some submissions highlighted that the lack of surface-level car parking could inconvenience elderly or less mobile customers and pose challenges to convenience retail, potentially affecting existing small businesses. A landowner to the south of the plaza opposed the closure of Grosvenor Lane and recommended at least 30 at-grade parking spaces to support local retailers. The major landowner to the north of the plaza, Coles (Site 1), recommended considering the reconfiguration of the proposed at-grade parking locations, inclusion of 17 at-grade parking spaces, and a vehicular service loop.

50 pro-forma submissions were also received, expressing support for two alternate designs for Grosvenor Plaza that had been shared via a Neutral Bay Village website. The designs proposed 28-32 at-grade car parking spaces. Council was not involved in the preparation of the alternate designs, although that may not have been clear to the community.

In contrast, five submissions from precinct committees supported the proposed fully pedestrianised plaza and the at-grade car park location. Specifically, the Willoughby Bay precinct committee opposed the provision of any more than four at-grade disabled parking/drop-off spaces, claiming that unnecessary parking would reduce the plaza's landscaped area.

Response:

Council acknowledges the significant role that small businesses play in contributing to the village atmosphere, vibrancy, and success of the centre. The draft study considers staged delivery of the proposed Grosvenor Plaza basement car park and the plaza to minimise disruption and allow small businesses facing Grosvenor Lane car park to continue trading during the construction phase.

The proposed new Grosvenor Plaza concept seeks to retain the existing number of public car parking spaces underground and provide surface-level parking spaces for only loading services and disability parking. The study emphasises the importance of public access to any underground carpark to support surrounding local retailers and local businesses. Convenient and multiple direct pedestrian accesses are recommended around the plaza to connect the basement car park to the plaza.

The proposed Grosvenor Plaza design and the at-grade car park layout is conceptual. Detailed design will be further explored in the next phases and in consultation with community.

4.2.2 Underground public car park

Submissions received from Precinct Committees supported the relocation of the existing public car park underground, integrated with the Site 1 carpark and providing good pedestrian access to the plaza and shops. While most of the submissions expressed support for this initiative, there were concerns raised about the ownership of the underground public car park.

Response:

The Council has a longstanding policy objective to relocate the Grosvenor Lane Car Park underground and create a public plaza at ground level. This objective has been included in the North Sydney Development Control since 2002. The planning study aligns with this objective. In April 2023, Council granted Coles (Site 1) owner's consent to lodge a development application that proposes to replace the existing surface car park with an underground car park and create a pedestrianised plaza. Subsequently, in September 2023, Arkadia (Site 2) also received owner's consent to lodge a development application seeking to carry out public domain works within Council’s Grosvenor Lane carpark.

Owner's consent does not imply final support for any proposed basement car park and plaza designs by developers, nor commitment by Council to pursue its construction. A consultative and collaborative design process will be required for any future plaza and the basement public car park on the Grosvenor Lane car park site, involving formal negotiation for any agreements.

It is noted that a separate report was considered by Council on 13 May 2024 in relation to a probity framework to guide any detailed negotiation processes.

However, it should be stressed that the removal or the significant reduction of car parking, to create a largely pedestrianised, high amenity plaza, to provide the Village with a much-needed vibrant heart and focus, remains a fundamental focus of the Study. It should also be noted that the current Coles Development Application, is being assessed and will be determined independently of Council considering all the statutory and current planning controls.

4.2.3 Traffic impact and Military Road pedestrian access

Concerns were raised regarding the additional traffic impact, emphasising the need to address traffic increases caused by new developments. Several submissions from the community were concerned that the planning study did not do enough to improve the safety and amenity of Military Road for pedestrians. Some submissions provided specific suggestions for Military Road improvements, such as reducing the traffic speed limit and providing a pedestrian overpass (or underpass) to improve safety and traffic flow.

Response:

The Traffic and Transport Study (Stantec 2024) provides an analysis of traffic volumes generated from the proposed growth scenario under the planning study. The analysis indicate that traffic volumes generated from the proposed growth scenario under the planning study are relatively minor and manageable within the local road network.

Military Road is a state road, and any proposed modifications require approval from Transport for NSW (TfNSW). Given that TfNSW recognises Military Road as strategically important for vehicle traffic, changes affecting its function may be challenging (refer to TfNSW submission at section 3.4.3). However, Council prioritises enhancing pedestrian safety and accessibility and will continue to advocate for improvements. The planning study and the Traffic and Transport Study identify opportunities for improving the Military Road streetscape and pedestrian connections for future investigation. These opportunities are listed in section 5.2 of this report. Council aims to further investigate and coordinate with TfNSW to explore the opportunities for improving pedestrian and general access conditions at Neutral Bay.

Pedestrian overpasses (and underpasses) lock in the vehicle priority of the road and generally reduce, rather than improve, the safety and amenity of the street. Overpasses require landing sites for the lift and stairs/escalators, thereby reducing the width of the pedestrian footpath on either side of the road if provided in the public domain. Alternately if they are provided within private land, they can reduce pedestrian activity and engagement within the public domain. Prioritising vehicle movements, rather than identifying solutions to support better pedestrian access at grade, can encourage speeding and further reduce the vitality of the centre and main street retail functions. The cost of such infrastructure is significant and prioritising limited Council/contribution funds ahead of public domain and other community spaces, is not supported.

4.3 Employment

4.3.1 Commercial floor space

Some submissions expressed that additional office space is unnecessary given the existing vacancies in commercial spaces in the area, especially with the continuation of remote working arrangements. Additionally, concerns were raised by key Sites 1, 2, and 3A regarding the proposed increase in non-residential FSR, claiming that it would impact the financial feasibility of key site re-development.

Response:

A primary objective of the study is to ensure the continued growth and competitiveness of the Neutral Bay village centre's employment function, particularly in the context of post-pandemic recovery and the increasing demand for local services and co-working spaces, given its proximity to the city.

According to HillPDA's study, Neutral Bay centre is presently witnessing a decrease in vacant retail floor space coupled with a minor increase in vacant commercial floor space. This reflects the observed mid to longer-term impacts of COVID-19 on commercial office tenancies, with the adoption of work-from-home or hybrid working practices becoming standardised in workplaces. Notwithstanding, the non-residential vacancy rate during the land use audit by HillPDA was observed to have returned to pre-COVID levels at 3%.

The recent State Government's planning reforms aim to address the housing crisis by promoting more diverse, low-rise, and mid-rise housing options, particularly in areas near established town centres and with good public transport access. Whilst yet to be finalised, it is understood that the Low and Mid-rise Housing Reforms may apply to land within an 800-metre walking distance of the MU1 Mixed-Use zone of Neutral Bay. These reforms, if progressed, recognise that housing supply may increase in the area and will continue to be a driving force behind future development in Neutral Bay. This will further increase demand for both retail and commercial office space in the centre.

The proposed 1.5:1 non-residential FSR was reviewed for Sites 1, 2, and 3A, having regard to what is achievable for the building envelopes of those sites, Council's employment objectives as well as state government's housing objectives. A minor adjustment to the development mix is considered possible to protect ground level retail and first floor commercial uses.

Amendment:

7. Reduce the proposed non-residential FSR at Sites 1, 2 and 3A from 1.5:1 to 1.2:1.

4.3.2 Retail floor space

Some submissions questioned whether the draft planning study would result in a loss of retail space, and raised concerns over the potential loss of fine-grain retail space near Grosvenor Plaza due to new mixed-use development that may require greater ground-level space for vehicle access, residential and commercial lobbies, and service areas.

Response:

The planning study aims to maintain the current quantum of retail space within the Neutral Bay Village. It aims to protect the current overall non-residential (i.e, retail and commercial) floor space in the centre. Referencing Table 1 in Section 4.8.1 of the report, the proposed retail floor space for key and future development sites totals approximately 22,086m^2, slightly higher than the existing condition of 20,329m^2. This projection assumes that retail establishments will primarily occupy ground-level spaces on key and future development sites. Furthermore, there are plans to include a new supermarket at the basement level of Site 3B.

Proposed planning controls include active frontage requirements and encourage through-site links and plaza activation. These controls aim to ensure that future mixed-use developments introduce diverse retail, commercial, and outdoor dining options, in conjunction with the proposed public domain upgrades, to foster a vibrant atmosphere in the local centre.

4.4 Built Form

4.4.1 Proposed building heights

Opinions within the community varied regarding the proposed building heights. Of the received submissions, 36 expressed support for the proposed six-storey building height, and 18 supported a mix of six and eight storeys. Conversely, 26 objected to a general height increase, and 18 specifically expressed concerns about the proposed eight-storey building height. Additionally, 11 submissions argued that the proposed height and density are insufficient to adequately address housing availability and affordability.

Response:

The proposed building heights have been carefully balanced to support the future needs of the Neutral Bay local area. The planning study supports a six-storey height limit (with a one-level increase from existing planning controls) for most of the mixed-use zone. This aims to facilitate new infill development while preserving the area's fine-grained character and safeguard local retail and commercial capacity. The six-storey building height is broadly supported by the community members and precinct committees.

The proposed six-eight storey building height at key Sites 1, 2, and 3 is aimed at facilitating the delivery of public benefits in line with Neutral Bay's placemaking objectives. The overarching goal of this new planning study is to achieve a better balance between proposed building heights and the associated public benefits. To find this balance, comprehensive assessment methods were applied, including:

- reviewing and refining public benefits under the revised planning study;
- consulting with the community on height options and public benefits through multiple consultations;
- testing the financial feasibility of diverse development scenarios to ensure viability while delivering key public benefits (HillPDA 2023);

- assessing traffic impacts of proposed growth through a Traffic and Transport Study (Stantec 2024) to mitigate additional congestion; and
- analysing 3D models and shadow impacts to ensure the proposed eight-storey built form aligns with desired urban outcomes for Neutral Bay with minimal disruption to the streetscape and surrounding neighbourhoods.

While acknowledging the importance of delivering more housing, the priority of this planning study is to protect the employment function of the centre and improve the public domain within the local centre area, with a modest height increase. Whilst yet to be finalised, the State Government's Low and Mid-rise Housing Reforms may introduce an increase in housing capacity across the broader Neutral Bay residential area. Additionally, amending the non-residential FSRs and heights at key sites would contribute to providing additional housing opportunities within the Neutral Bay centre.

4.4.2 Proposed built form controls

Submissions include requests to revise site-specific built form controls of the draft planning study. These suggestions encompass various aspects such as setbacks, podium heights, and above-podium setbacks, particularly focusing on the identified key sites. The suggestions and requests received are summarised as follows:

<u>Setbacks</u>
- reduce the setback at Cooper Lane from 1.5m to 0m;
- decrease the setback at Grosvenor Lane between Cooper Lane and Waters Lane from 1.5m to 0m;
- reduce the setback at Waters Lane from 4m to 3m;
- decrease the ground level setback at Rangers Road from a 1.5m to 0m.

<u>Podium heights</u>
- decrease the podium height at Site 2 street and plaza frontages from three storeys to two storeys;
- increase the podium height at Military Lane and Rangers Road Plaza from two storeys to three storeys.

<u>Above podium setbacks</u>
- reduce the above podium setback at Site 1 Grosvenor Plaza frontage from 10m to 3m.

Response:

The objectives of the proposed built form controls under the planning study are to achieve an appropriate scale for new development, foster a more harmonious relationship between built structures and the public realm and maintain a high standard of urban design and amenity. Further design testing was conducted upon reviewing the submission comments.

Setbacks

The existing DCP includes a 1.5m ground level setback at laneways within the Neutral Bay local centre, including Cooper Lane and Grosvenor Lane.

Given the proposed development uplift in Site 1 and nearby areas, increased traffic is expected in Cooper Lane, with preferred vehicle access points at Cooper Lane and Grosvenor Street. Maintaining a 1.5m setback at Cooper Lane would enhance pedestrian safety and ensure more efficient functioning of vehicle access. Additionally, the planning study proposes closing Grosvenor Lane between Cooper Lane and Waters Lane to create a fully pedestrianised plaza. Providing a 1.5m whole of building setback to the future Grosvenor Plaza can minimise shadow impacts on the plaza and allow for greater flexibility in pedestrian access to any basement car park at this frontage.

Waters Lane is proposed to be transformed into a shared zone, with active frontages on both sides, creating a significant north-south pedestrian thoroughfare within the centre. The existing mature trees lining the western side contribute to the pedestrian-friendly environment and are deemed valuable for their landscape significance and amenity, as confirmed by the arborist report accompanying the Coles Development Application. The report recommends a tree protection zone of 3.6-5.7m to safeguard tree roots and canopies. Additionally, the current building at Site 1 maintains a 3.5m setback along Waters Lane. Increasing the setback to four metres, as proposed in the planning study, not only accommodates potential outdoor dining and seating opportunities but also ensures ample space for the trees to thrive in the long term.

At Rangers Road, a 1.5m setback at ground level is required according to NSDCP 2013. The recent mixed-use Planning Proposal by Woolworths at 9-11 Rangers Road incorporates this setback at ground level for its outdoor dining area. The planning study retains this setback requirement along Rangers Road to maintain a consistent street frontage and ensure a continuous outdoor dining opportunity and improved pedestrian environment.

Podium heights

The proposed site 2 podium heights have been reviewed. Specifically, a reduction of the podium height at Grosvenor Lane to two storeys has been thoroughly tested and deemed beneficial. This modification can effectively diminish the scale of the podium facing the future plaza, fostering a more human-scale public domain interface. As such, it is recommended to incorporate this change into the planning study.

With respect to Military Road, the NSDCP 2013 includes a three-storey podium height. While this requirement remains valid, two sections along Military Road have been proposed as two storeys to better harmonise with the surrounding long continuous heritage-valued façade, ensuring a more consistent streetscape presentation. These sections are located along the southern side of Military Road between Wycombe Road and Rangers Road, and along the northern side of Military Road, east of Waters Road. Sites 2A and 2B (northern side of Military Road) frontages do not fall within these two sections. Maintaining a three-storey podium

height will better align with the general Military Road frontage, which is already undergoing renewal as evidenced by recent mixed-use developments along Military Road.

A submission requests an increase in the podium height at Rangers Road Plaza to three storeys. However, considering the benefits of a two-storey podium height in providing a more human-scale interface, it is recommended to maintain the proposed podium height at Rangers Road Plaza as two storeys.

Military Lane adjacent Sites 3A and 3B was proposed to have a two-storey podium height in the draft planning study. Upon review, it's noted that the existing Military Lane is 9m in width, considerably wider than a typical laneway. Additionally, there is a recent mixed-use development at the corner of Yeo Street and Military Lane with a three-storey podium height. Given that Military Lane will mainly serve as a service lane with sufficient width and is not at the interface between mixed-use and residential zones, increasing the podium height to three storeys is considered appropriate. However, a two-storey podium height is recommended at the interface with Rangers Road Plaza frontage to provide an appropriate transition and human-scale interface between new developments and the public domain.

Above podium setbacks

The submission from Site 1 requests a reduction of the above podium setback from 10m to 3m. It claims that a three metre above podium setback with the progressively stepped built form would not impact the proposed solar access protection to Grosvenor Plaza. The intention of this proposed 10m above podium setback at this interface is not only to protect the solar access to the plaza, but also to enable a well-organised, unified, and coherent built form. The proposed 10m above podium setback also provides opportunities for a flexible green podium to open space that overlooks the future plaza and will avoid a “ziggurat” design outcome.

However, upon reviewing the submissions and the proposed Site 1 built form, the 3D built form modelling shows that the proposed eight-storey built form on the northern side of Site 1 has the potential to extend further towards the south without creating unacceptable additional shadow impact to the future plaza. The eight-storey built form would be set back away from the plaza, and the proposed podium height and above podium setback along the plaza would also assist in minimising the impact caused by the Site 1 built form. Therefore, it is recommended that the proposed eight-storey building height boundary at Site 1 be extended further towards the south. Any amended built form will still need to meet the proposed solar access protection controls for Grosvenor Plaza under the planning study.

Amendments:

8. Reduce the podium height control at the southern and eastern sides of the Grosvenor Plaza to 2 storeys.
9. Amend the 8-storey building height limit boundary southward at Site 1 while ensuring no additional overshadowing impacts on Grosvenor Plaza.
10. Increase the podium height control at the western and eastern sides of Military Lane to 3 storeys.

4.5 Site 2 Development Parcels

The submission received in response to the Site 2 proposed built form, highlighted concerns regarding the need for flexibility to facilitate multiple landowners in aligning their developments with the broader vision outlined in the Planning Study, especially concerning lot amalgamation. This concern is particularly pertinent to Site 2 where there is some fragmentation of land ownership.

Response:

The Neutral Bay Village Planning Study serves as a long-term strategy, offering guidance on future development in the centre. Introducing flexibility in the recommended development pattern may aid in unlocking development potential, provided that the vision, objectives, and design principles outlined within the planning study can be achieved.

As such, the lots at Site 2 have undergone further review and reconsideration regarding their sizes and potential amalgamation patterns. It is recommended that the planning study includes further guidance on the development parcels within Site 2. Specifically, Site 2 is further divided into four distinct development parcels. Each parcel has the potential for separate development, with associated public benefits identified within the planning study. To illustrate these boundaries effectively, a diagram (refer to figure 2) is recommended to be provided in the planning study.



Figure 2. Recommended Development pattern at Site 2

Amendment:

11. Add a diagram to indicate the preferred development parcels for Site 2.

4.6 Public Benefits - Rangers Road Plaza

Upon reviewing the draft planning study, it is recommended to include additional information about the public benefit of Rangers Road Plaza in the planning study report to provide further clarification.

The draft planning study suggests that a 1,000m^2 Rangers Road Plaza is to be delivered by Site 3, including both Site 3A and Site 3B. While plans with property boundaries are included in the study to assist in identifying the plaza area that each site should contribute, it is recommended to add further details, such as square meters and dimensions at key locations, to clearly define the required contributions sought from each site. No changes are made to the exhibited recommendations.

According to the exhibited plans from the draft planning study report, Site 3A would contribute a minimum of 250m^2, and Site 3B would contribute a minimum of 750m^2 towards the plaza area.

Amendment:

12. Provide additional information on the Site 3 public benefits in Chapter 7 of the planning study report.

4.7 Planning Proposal and VPA

The Planning Study suggests the delivery mechanism for additional height for the key sites is through the submission of an owner-initiated Planning Proposal with an associated Planning Agreement to deliver the public benefits. One submission questioned whether a planning proposal step is necessary. It suggested in the submission that the study recognise the operation of Clause 4.6 as an alternative mechanism to achieve the outcomes of the Planning Study, where the statutory preconditions of that Clause can be satisfied.

Additionally, three precinct committees raised concerns using Voluntary Planning Agreements (VPAs) to secure benefits because these lack certainty, as the final approval of a planning proposal is not with Council.

Response:

A Planning Proposal is the mechanism by which Council's planning controls are amended with legislated steps to ensure the proposed changes are justified and exhibited for public comment. This ensures the implementation of the Planning Study via changes to the zoning and development standards that apply to land, follows a clear and transparent process.

Clause 4.6 – Exceptions to Development Standards, within North Sydney LEP 2013, is a mandated clause under the standard instrument order. The clause applies to all Development Applications seeking to vary development standards within existing LEP controls. Its operation and application are separate and independent of Councils current planning study.

Under current legislation, developers, when not supported by Council, do have the opportunity to pursue their development aspirations through external avenues outside of Council. However, having a clear vision and planning framework, beyond existing controls, strengthens Council's position in assessing proposals and negotiating optimal outcomes for the community. This approach enables Council to better manage growth and leverage identified placemaking benefits.

A fundamental principle of the study is that targeted development opportunities should only be pursued if they provide much-needed public benefits to meet the community's needs. Council cannot force a developer to take up the suggested changes in the study and development applications may still be pursued under the current LEP and DCP planning controls. The planning study recommends that planning proposals for key sites should be accompanied by a draft Voluntary Planning Agreement (VPA) offer, outlining proposed public benefits in accordance with Council's VPA Policy.

VPAs can be effective tools for delivering wider community benefits to support the identified increased growth. Most opportunities identified in the planning study propose tangible public benefits as in-kind contributions. The VPA process ensures a level of transparency and provides valuable benefits, including community facilities and public open space, where new density is introduced that would not otherwise be able to be secured via an LEP or developer contributions framework (s7.11/12 contributions). Furthermore, it covers the costs of delivery and ensures that any agreed public benefits are implemented in a timely manner.

It is also noted that the process of preparing community based, consultative Planning Studies to enable more detailed Planning Proposals to change the planning controls, prior to the lodgement of development applications, has been Council's very consistent approach to managing change transparently and consistently with the Environmental Planning and Assessment Act.

4.8 Background Study Report

4.8.1 Traffic and Transport Study

The background transport study initially contained inaccurate information suggesting that less than half of the existing retail floor space would be replaced by commercial floor space. This information has been corrected in the updated transport study (refer to Attachment 3). The correct figures for the existing centre's retail floor space of the key and future development sites are listed below, indicating that the proposed growth in the draft planning study would not reduce the overall quantum of the existing centre's retail floor space.

	Existing Condition (m2 GFA)	Growth Scenario (m2 GFA)	Variance (m2 GFA)
Retail	20,329	22,086*	+1,757 (9%)

Table 1 –retail floor spaces comparison for the opportunity sites

* For comparison and analysis purposes, an assumption was made that retail uses are proposed at the ground floor for all the opportunity sites, and basement level at Site 3B. At the site redevelopment stage, retail uses can also be enabled on levels above the ground floor, subject to the detailed design.

Amendment:

13. Update the transport study to more accurately reflect the existing retail floorspace within the Neutral Bay centre.

4.8.2 Economic analysis and Financial Feasibility Assessment Report

Concerns were raised regarding the Economic Analysis and Financial Feasibility Assessment Report (HillPDA 2023) during the exhibition. There were queries regarding the 'as is value' of Council's asset at 190-192 Military Road, indicating that this site might be undervalued. Submissions questioned the valuation of the site at $2.87 million (with a site area of 310 sqm), which appears lower than adjacent sites with smaller areas. Upon investigation, the HillPDA team identified an oversight concerning the valuation of the community centre. It was found that an existing retail shop at 190-192 Military Road had not been factored into the valuation. However, HillPDA advises that this oversight would not affect the feasibility of delivering public benefit. A detailed explanation of this issue and further advice is provided in the attached letter (Attachment 4).

Another submission expressed concern regarding assumed construction costs, suggesting that HillPDA's study used Gross Floor Area (GFA) instead of Gross Building Area (GBA) as the building cost measure. This approach could potentially underestimate construction costs from a feasibility perspective. Following the exhibition, HillPDA reviewed this information and confirmed that a dollar per full enclosed building area (FEBA) rate was indeed applied in the feasibility study. The rates provided in Table 27 of HillPDA's report should be labelled as $/sqm FEBA. It is important to note, however, that this error does not impact the results of the feasibility test.

Upon review, it was noticed that the "as is" value of 198-200 Military Road (part of Site 2B) was underestimated. The feasibility test previously adopted a commercial office value rather than a retail value for the ground floor level. While the "as is" value has been updated (refer to Attachment 4), these amendments do not result in any changes to the feasibility of the options. All Site 2B options would still remain viable.

5. Implementation

5.1 Implementing recommendations from the planning study

The Neutral Bay Village Planning Study is the long-term strategic vision for Neutral Bay. It identifies an aspiration for the centre and presents a framework for future built form, planning and public domain outcomes.

In order to enable the desired outcomes of the Planning Study to be implemented, amendments are required to both North Sydney Local Environmental Plan (NSLEP) 2013 and North Sydney Development Control Plan (NSDCP) 2013. Both sets of amendment to Council’s LEP and DCP require Council endorsement before they are placed on public exhibition in accordance with the Environmental Planning and Assessment Act, 1979 (EP&A Act).

The Planning Study also allows the redevelopment of three identified sites under a separate planning proposal process consistent with the overall objectives of the Planning Study, where they deliver significant public benefits as identified in the Planning Study.

It is highlighted that two Planning Proposals are already significantly progressed, being Sites 3A (183-185 Military Road) and 3B (1-7 Rangers Road and 50 Yeo Street). Whilst both of these proposals were not supported by Council, they are both subject to a Rezoning Review by the State Government. Site 3B (1-7 Rangers Road and 7 Yeo Street) has recently been issued a Gateway Determination allowing it to proceed to the formal public exhibition phase. Whilst the hearing for the Rezoning Review for Site 3A (183-185 Military Road) has been held, the outcome of this process was pending at the time of completion of this report. Both Planning Proposals, largely rely on the outcomes of the former rescinded Planning Study and include details for site specific DCP controls.

5.1.1 Amendment of NSLEP 2013

Current plan making procedures, first introduced in 2018, require all Planning Proposals to be reported to the North Sydney Local Planning Panel (NSLPP) for its review and recommendation prior to being formally reported to Council. This gives rise to an unusual situation in that Council will be considering a Planning Proposal after it has already been publicly ventilated in a different public forum. This remains a significant concern in the plan making procedures, running counter to the local plan making remit for local government and arguably reducing plan making efficiency.

Therefore, one of purposes of this report, is to provide Council with a high-level overview of the recommended Planning Proposal ahead of it being reported to the NSLPP. At this stage, only a conceptual overview of the broad parameters of the Planning Proposal is provided for Council's awareness.

The recommended extent of amendments to NSLEP 2013 within any future Planning Proposal will be effectively limited to:

- increasing the maximum height of buildings from 16m (four-five storeys) to 21m (six storeys); and
- Increasing the non-residential floor space ratio control from 0.5:1 to 1.2:1.

The proposed amendments will apply to most sites zoned MU1 Mixed Use in the Neutral Bay Centre.

There may also be a need to incorporate controls to protect solar access to existing and proposed areas of public open space in the Neutral Bay Centre to ensure that an appropriate level of amenity is delivered to these spaces. Subject to further investigation, such controls will be placed within either the LEP or DCP.

The Planning Study also identifies potential development outcomes for three sites in the Planning Study area. <u>These sites would be excluded from any Council-led planning proposal and be subject to separate planning proposal processes</u>. This is to ensure that these sites are redeveloped to their full potential, including the capacity to deliver public benefits as foreshadowed by the Planning Study which are to be appropriately negotiated and delivered, and other built form considerations (like solar access, setbacks, urban design issues and the like) are more fully resolved.

5.1.2 Amendment of NSDCP 2013

It is also proposed to prepare amendments to NSDCP 2013 to assist in delivering the desired outcomes of the Planning Proposal and adopted Planning Study. To ensure a high level of transparency and consistency, this amendment would be exhibited concurrently with the Planning Proposal.

The types of matters to be incorporated in the DCP amendment would include the following:

- updated character statements in line with the Planning Study;
- built form setback controls;
- podium height controls;
- active and desired street frontage requirements; and
- public domain upgrade plans.

It is intended to seek Council's endorsement of the actual draft DCP amendment concurrently with the reporting of the associated Planning Proposal to Council as outlined above prior to seeking a Gateway Determination for the Planning Proposal.

As previously indicated, there are two Planning Proposals that are significantly advanced in relation to sites 3A and 3B. As both Planning Proposals have been subject to Rezoning Reviews, Council will not be in control of the public exhibition of these documents. Despite both Planning Proposals being accompanied by a site specific DCP, or a commitment to prepare a site-specific DCP prior to the exhibition of the associated Planning Proposal, neither will have been formally endorsed as a "draft DCP", capable of being publicly exhibited. This would require such draft amendments to be endorsed by Council and exhibited separately to the progression of these Planning Proposals, which reduces clarity and transparency.

Action:

To ensure that development on these sites is appropriately guided with regard to the desired outcomes of the Planning Study and the Planning Proposals, it is recommended that Council also endorse the attached draft DCP amendment for the purposes of public exhibition. This will also enable the draft DCP amendments to be publicly exhibited as close as possible to any exhibition of the site-specific Planning Proposals (sites and 3A & 3B).

5.2 Projects for Future Investigations

The Neutral Bay Village Planning Study has identified a series of projects aimed at enhancing the streetscape of Military Road and improving access in and around the centre. These projects require collaboration between various divisions within the Council. It is recommended that Council note these projects and consider them for future investigations.

The identified future investigation projects from the planning study are listed in the following subsections.

5.2.1 Military Road streetscape upgrades

To enhance Military Road's streetscape amenity, environmental performance, and Neutral Bay's character, the following interventions are identified for future investigation:

- additional street trees along Military Road accommodated via footpath widening and awning cut outs in new developments;
- continuous kerbside planting along both sides of Military Road.

While the benefits from the kerbside planting are significant, the cost of installing and maintaining hedges or planter boxes along Military Road is likely to be substantial. Further analysis is necessary to identify the most cost-effective solution.

5.2.2 Pedestrian crossings

To improve pedestrian safety and connectivity across Military Road and the local roads with expected higher pedestrian activity, potential pedestrian crossing for future investigation include:

- longer crossing times at Wycombe Road/Military Road intersection;
- realigning the Young Street/Military Road pedestrian crossing;
- new pedestrian crossing at Rangers Road/Military Road intersection;
- investigating other design options at Military Road put forward by the community;
- additional formal crossing facilities for north-south crossing movements along Grosvenor Street; and
- a new formal pedestrian crossing point near the through-site link at Yeo Street.

5.2.3 Cycling facilities

To encourage cycling in and around the local centre, the following interventions have been identified for future investigation:

- establishment of a dedicated cycleway along Young Street, connecting Grosvenor Street cycleway to Belgrave Street, with a potential extension to May Gibbs Place and Barry Street;
- providing bike parking facilities close to key destinations and easily accessible locations, such as open plazas.

5.2.4 Traffic speed

To address the safety concerns raised by the community and Traffic and Transport Study (Stantec 2024) regarding “rat-running” traffic observed along Grosvenor Street and Yeo Street, potential traffic calming measures for future investigation include:

- implementing speed reduction (30km/h or 40km/h HPAA) along Grosvenor Street;
- implementing speed reduction along Yeo Street.

5.2.5 Parking management

Areas within the local centre face varying levels of parking demand, contributing to congestion. To improve this situation, the following interventions have been recommended for future considerations:

- installing relevant signage at key decision points;
- exploring the integration of smart parking technology as a real-time digital interface;
- conducting an area-wide review of parking restrictions aims to enhance parking turnover in zones with short-stay land uses;
- investigating the demand for car-sharing and identifying opportunities for additional on-street car-share spaces.

It is understood that TfNSW may be undertaking a review of Military Road to identify potential road network improvements. As part of this process, TfNSW may engage with key stakeholders, including councils.

6. Conclusion

The Neutral Bay Village Planning Study has received considerable support from the community and key stakeholders through the exhibition process. The Planning Study at Attachment 1 has been amended to incorporate the recommended changes as outlined in this report. It is recommended that the Planning Study be endorsed.

Consultation requirements

Community engagement has occurred in accordance with Council's Community Engagement Protocol as outlined in section 2 of this report. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

Financial/Resource Implications

Adopting the Planning Study as amended represents a minimal investment in Council resources.

Financial costs and staff time will be required to implement the policy change. Costs would be incurred associated with the formal amendment of NSLEP 2013 and NSDCP 2013 to include appropriate provisions to implement the desired outcomes of the Planning Study. This aspect would have minimal finance or resourcing implications which can be met under existing budgeting lines.

Additional investigations may need to be funded with future investigation projects identified in the planning study. These potential projects will be the subject of separate reports to Council.

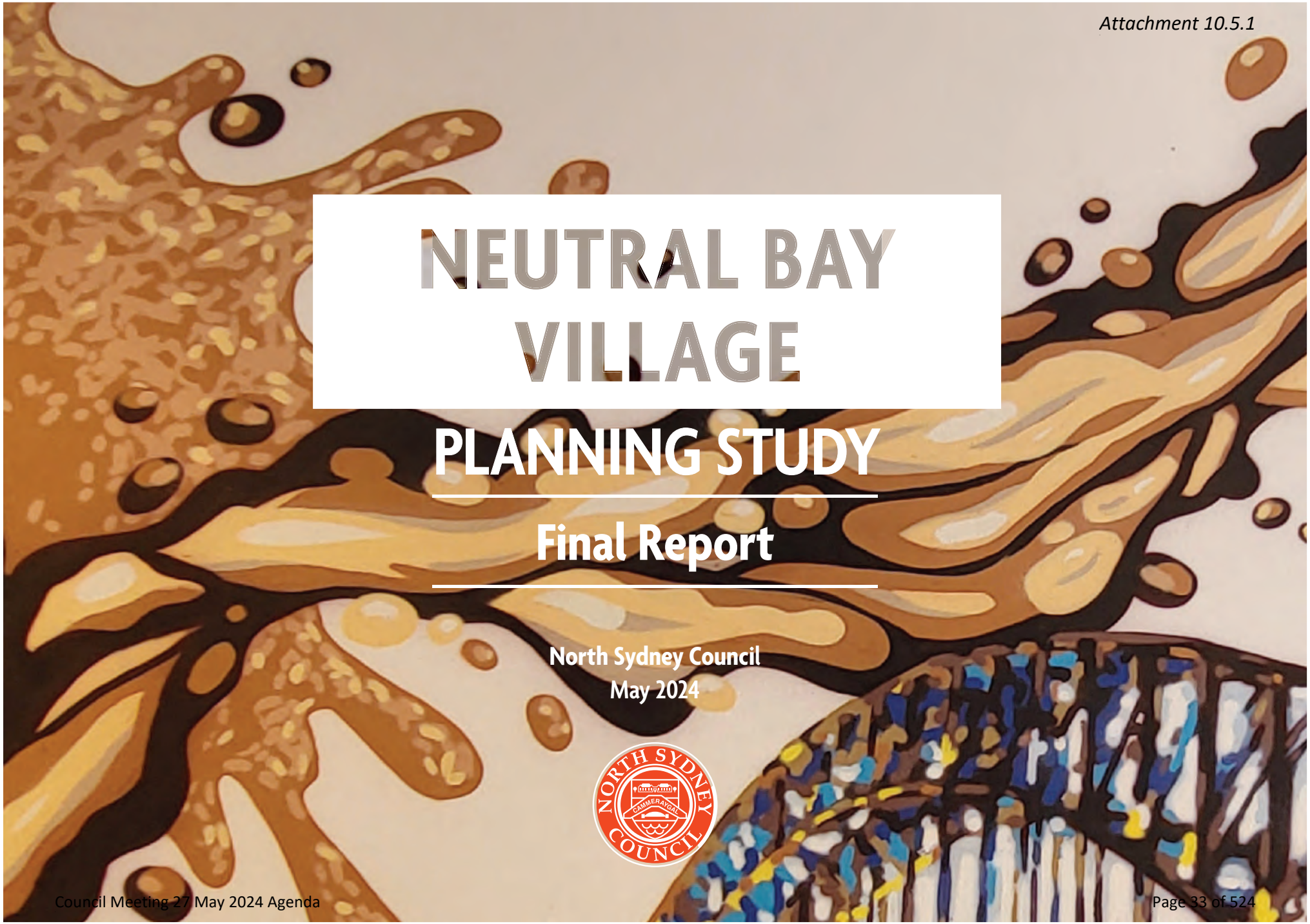
Public domain and community facility projects that to be delivered through voluntary planning agreements prepared in support of proposed amendments to NSLEP 2013 and

NSDCP 2013, will also be the subject of separate reports to Council as the details of any draft agreements become available.

Legislation

Compliance with the relevant provisions of the following legislation have been addressed throughout this report:

- NSW Environmental Planning and Assessment Act, 1979 and accompanying Regulations (2021)
- Local Government Act 1993 and accompanying Regulations (2021)



NEUTRAL BAY VILLAGE

PLANNING STUDY

Final Report

North Sydney Council
May 2024



Acknowledgements

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

North Sydney Council appreciates the contribution made to the project by:
- Community survey/submissions and workshop participants
- Neutral Bay Alive community consultation group
- Spackman Mossop Michaels
- PlanCom Consulting
- HillPDA
- Stantec

Cover image: Chaos Cafe, Neutral Bay


1915
1905
NB
COMMUNITY CENTRE
NB PHARMACY
NEUTRAL BAY
open
MILITARY CAFE
COFFEE
NB CREATIVE HUB

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EXECUTIVE SUMMARY

This planning study has been prepared by North Sydney Council with input from community and external consultants to guide future growth in Neutral Bay local centre, protect retail and commercial uses, and deliver much-needed public domain and community infrastructure.

Neutral Bay village is a vibrant local centre with a valued village atmosphere. The community enjoy a variety of restaurants, cafes, shops and services. The centre is well connected to Sydney CBD, North Sydney CBD,and the Northern Beaches. It has become a popular area for people to live, work and visit.

The local centre is, however, experiencing significant pressure with development proposals regularly challenging the current building height and density controls. The continuing decline in commercial floorspace, a shortage of public open space, limited community facilities, and impact of the B-Line are challenging the services, diversity and amenity of the area.

This planning study aims to:

- address the ongoing decline of the employment-generating floorspace under existing planning controls
- leverage a range of public benefits and public domain improvements from planned and targeted growth
- maintain and enhance the local character and amenity of the Neutral Bay village.

Community feedback has helped to shape the directions contained in this study. It will be used to guide any future development to ensure it meets the needs and expectations of the local residents and workers.

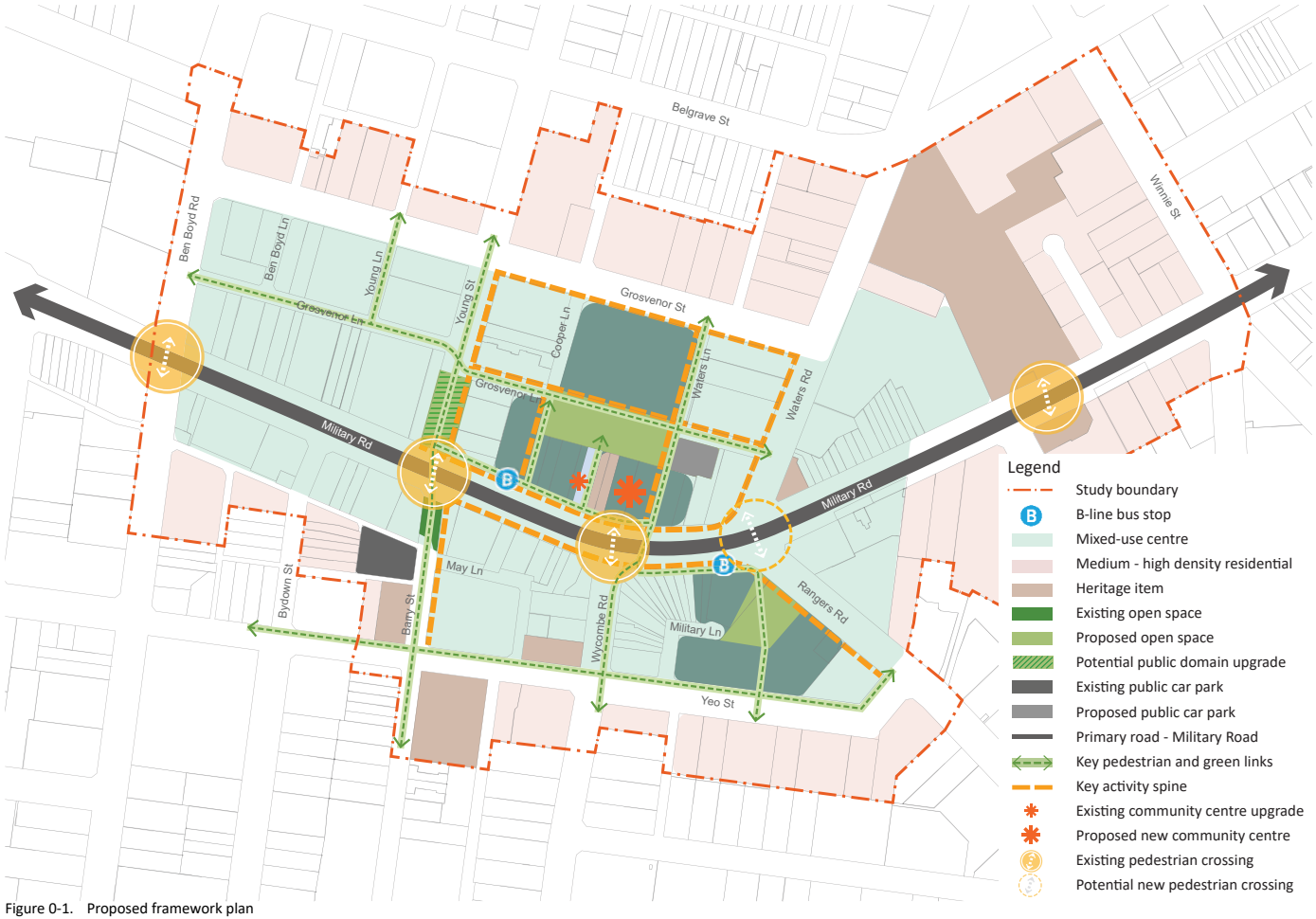


Figure 0-1. Proposed framework plan

EXECUTIVE SUMMARY

What is proposed

Placemaking



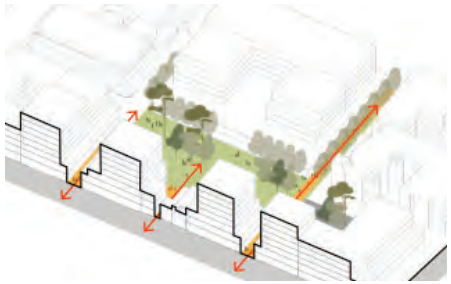
The suburb of Neutral Bay fronts Sydney Harbour and supports beautiful open spaces including Anderson Park and Forsyth Park. The only permanent open space in the local centre, however, is May Gibbs Place which has a limited area and activation, which is unusual for a centre of this size.

The community identifies improvements to the public domain as the most important issue for the centre. This includes the need for new open spaces, landscaping, upgraded community facilities and more community events.

This study envisages some major, new public domain and community facility upgrades, including:

- Grosvenor Plaza (3,000m^2)
- Rangers Road Plaza (1,000m^2)
- a new community centre (1,000m^2)
- an upgrade of the existing community centre
- new laneways/through-site links activations

Access



Neutral Bay village is dominated by commuter traffic along Military Road which creates a major barrier between the northern and southern sides of the centre. Pedestrian paths along Military Road feel unsafe as pedestrians are exposed to fast-moving traffic and vehicle noise.

Recent upgrades to some of the laneway network behind Military Road have significantly improved the amenity and accessibility of the local centre, however there is scope for further improvement.

This study identifies opportunities to improve access and road safety within the local centre to encourage walking, cycling and public transport, including:

- Grosvenor Lane car park relocation
- through-site links upgrade
- footpath widening at Military Road bus stops
- pedestrian crossing improvements
- new cycleway and bicycle facilities

Employment



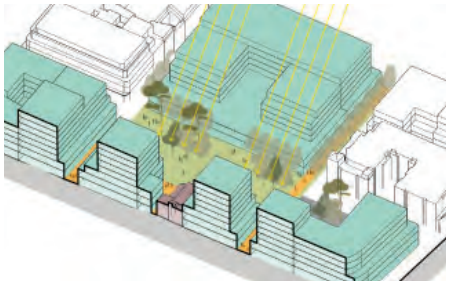
The centre provides day-to-day goods and services for the resident populations of Neutral Bay, Cremorne, Mosman, Kirribilli and Cammeray. It plays an important role in supporting local businesses and employment opportunities.

As the centre transitions from predominantly 2-3 storey commercial buildings to 4-5 storey mixed-use development with ground floor retail and residential uses above, under the existing planning controls, the long-term employment function of the centre is declining.

To protect the employment function of the centre, this study proposes changes to existing planning controls, including:

- increasing the non-residential FSR from 0.5:1 to 1.2:1 for most of the mixed-use zones and key Sites 1, 2 and 3A
- increasing the non-residential FSR from 0.5:1 to 1.5:1 for key Site 3B

Built form



In recent years, there has been significant development pressure within the local centre. These interests vary in scale and intent, but they commonly seek to challenge North Sydney Council's current planning controls, particularly in terms of building height and density.

The community is seeking a better balance to building height that protects the character and amenity of the centre.

This study supports a modest and targeted increase in building height to protect existing retail/commercial spaces and create new public spaces and facilities for the community. Proposed built form recommendations are as follows:

- increasing the height limit from 5 storeys to 6 storeys for most of the mixed-use zone
- increasing the height limit from 5 storeys to up to 8 storeys for the identified key sites
- amending built form design guidelines



This section outlines the strategic context and purpose of the planning study and how the study was prepared. It includes a history of the area, a summary of the community consultation processes and feedback that has informed the study.







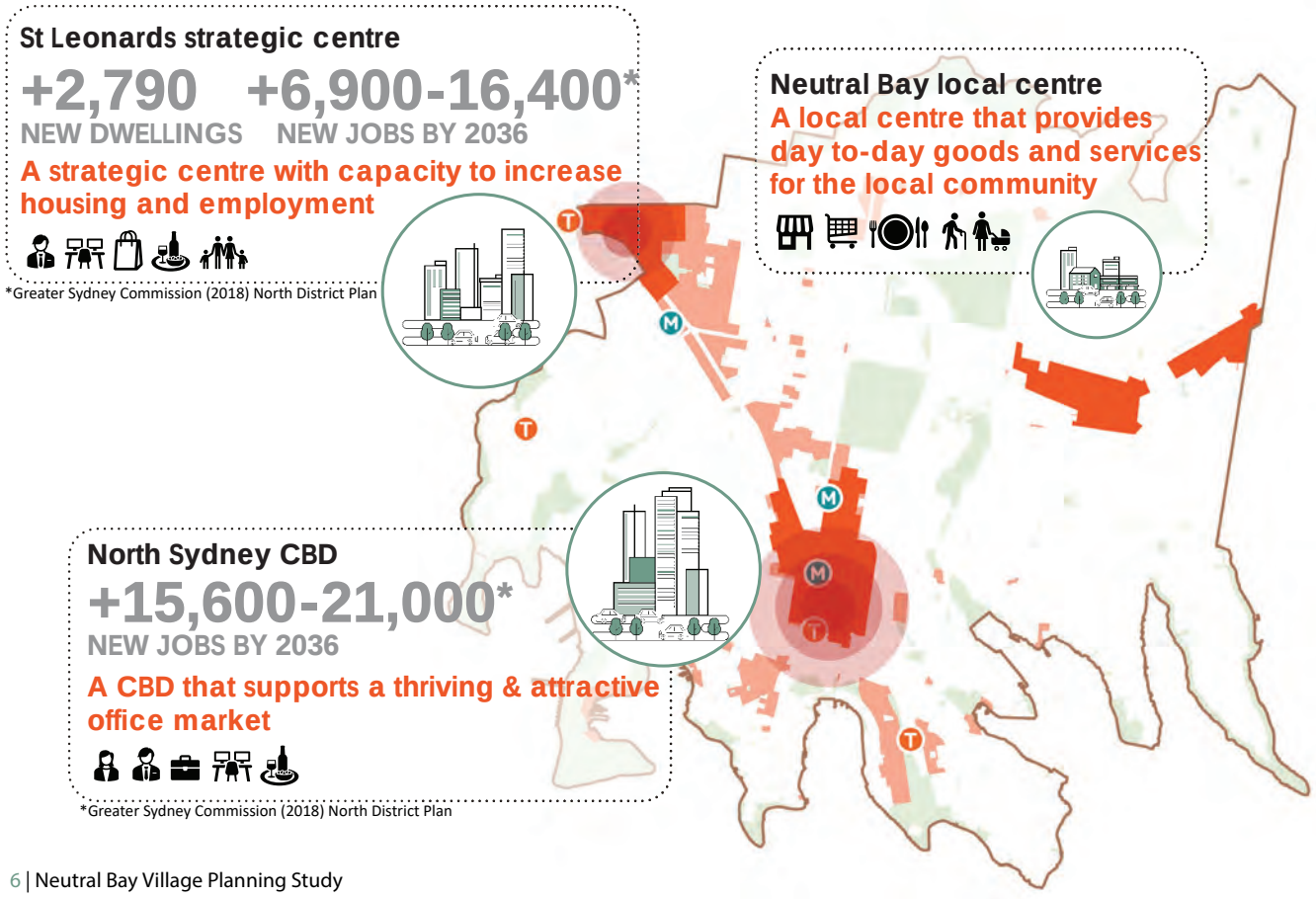
INTRODUCTION

01

1.1 STRATEGIC ROLE OF NEUTRAL BAY

Hierarchy of centres in the North Sydney local government area

Greater Sydney's population will grow to approximately 6.1 million by 2041 - over a million more than currently live in the region. To accommodate this growth, our centres are changing.



Role of Neutral Bay

The *North District Plan* was released by the then Greater Sydney Commission in 2018 to plan for population growth. It identifies Neutral Bay as **'local centre.'** Local centres play an important role in providing goods and services, local jobs, housing, access to public transport, recreational, cultural and community hubs. They contribute towards a vision of a "city of great places". The plan applies a wide range of place-based planning principles to local centres, signifying their importance to the health, economic prosperity and wellbeing of the community.



NORTH SYDNEY LOCAL STRATEGIC PLANNING STATEMENT (LSPS)
MARCH 2020

The *North Sydney LSPS* (NSC 2020) is a 20-year vision for land use planning in the North Sydney local government area, that was prepared in response to the North District Plan. The LSPS identifies varying degrees of housing and jobs growth that will be delivered in the North Sydney CBD, St Leonards / Crows Nest and Neutral Bay and Cremorne Military Road Corridor. It identifies this planning study as the mechanism to manage that growth for Neutral Bay.

1.1 STRATEGIC ROLE OF NEUTRAL BAY

Key challenges for Neutral Bay

1 Development pressures



North Sydney Council has maintained a robust practice of guiding and managing growth through comprehensive planning studies, involving community consultation and specialist advice. This approach conveys a clear message to the development industry that growth will be responsibly managed in the LGA.

The Neutral Bay local centre is experiencing strong development interest. In the past two years, several planning proposals (PPs) and development applications (DAs) have proposed heights and a building density that exceed what was envisaged for the centre.

An endorsed planning study for Neutral Bay will reinforce the desired future outcomes for Neutral Bay local centre. It will be used to guide the preparation and review of planning proposals.

2 A decline in commercial floor space

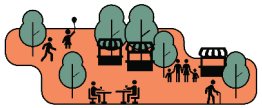


Neutral Bay local centre has an under-supply of retail and commercial floor spaces of 6,460m² in 2023. By 2041, it is estimated that the under-supply will increase to 13,450m² of retail and commercial floor space as the population continues to grow in the region.

In addition, the current planning controls have the potential to lose an additional 30,000m² - or 1,200 jobs - as the local centre's older commercial buildings are replaced with mixed use buildings that support retail on the ground floor and residential in the upper floors.

Without intervention, the centre is at risk of losing local jobs, local businesses, and essential community services like medical, dental and fitness centres. Over time, this may also have an adverse impact on the retail function and vitality of Neutral Bay.

3 A shortage of public spaces



The community has identified improvements to the public domain and community facilities as the most important issues for the centre. According to the community survey results, 73% of people support enhancing pedestrian comfort by improving the Military Road environment, upgrading footpaths, increasing greenery, and creating better plazas in the area.

Additionally, the community has expressed concerns about insufficient community facilities within the centre due to the restricted space and the poor accessibility of through-site links.

The feedback from the community underscores the need for more community spaces that promote social engagement and activities, serving as a key driver for this study.

What is needed

- **4,000m²** new public plazas
- **1,000m²** new community centre
- **1** community creative hub
- **1** major north-south pedestrian link
- **2** footpath widening at B-Line bus stops
- **4** through-site links
- **2-3** storeys retail/ commercial

1.2 PURPOSE OF THIS STUDY

Background

In 2018, Council commenced the preparation of the *Military Road Corridor Planning Study* (MRCPS) to manage the significant development pressure in the Neutral Bay precinct and ongoing erosion of employment floor space facilitated by Council's existing planning controls.

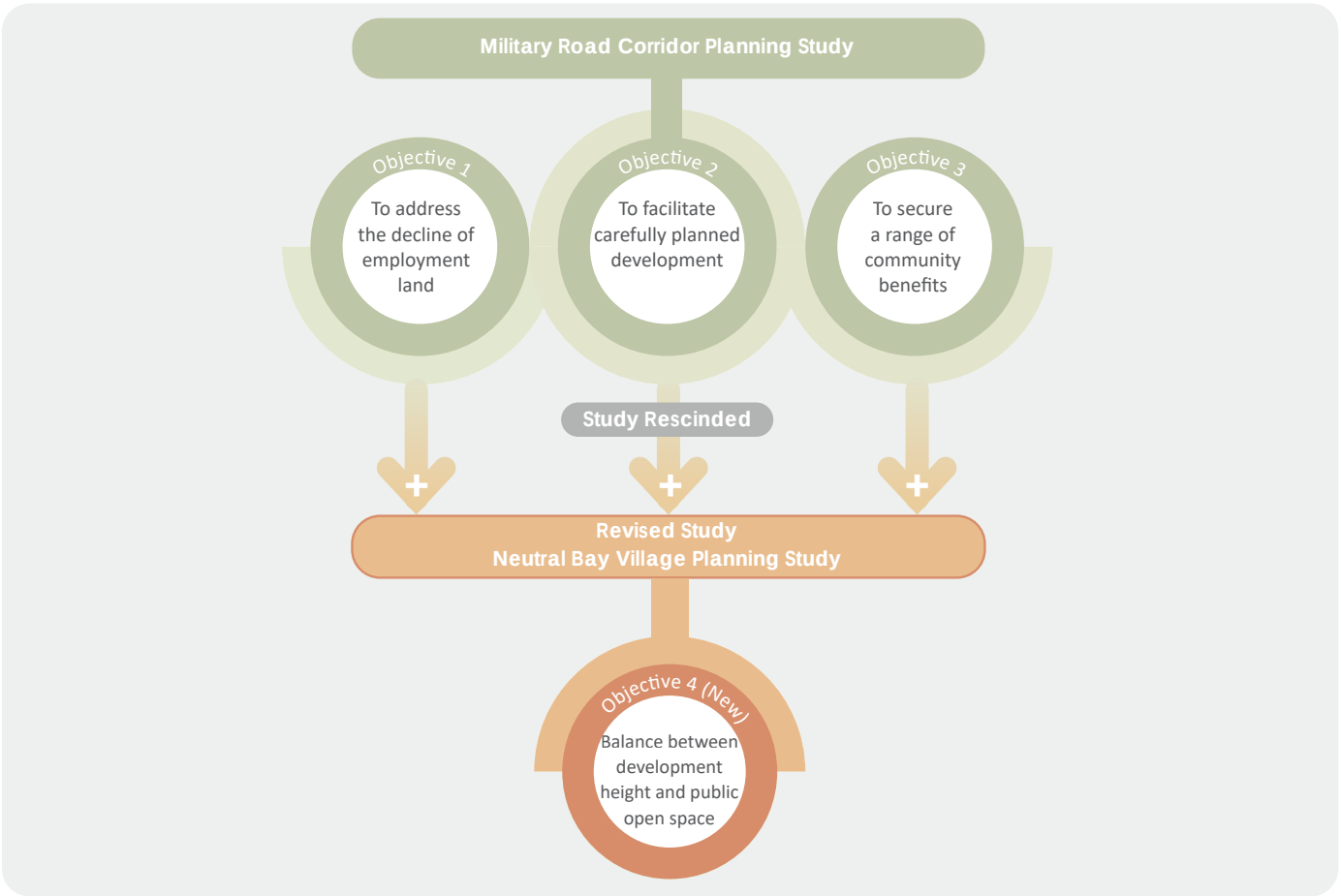
Following three consultation periods, the MRCPS identified a suite of public open space projects and community infrastructure, and proposed built form controls that would support maintaining the employment and allow some residential housing growth in the centre. Proposed maximum building heights ranged from 6 storeys on most of mixed-use zones to 8 - 12 storeys on three sites.

The MRCPS was adopted by Council in early 2021.

At its meeting on 24 January 2022, Council formally rescinded the MRCPS as a result of ongoing community concerns around building heights and the potential impact on the village atmosphere, heritage character, solar access and traffic impacts to the centre. Council resolved to engage further with the community and relevant stakeholders to prepare a revised study.

In August 2022, Council commenced a revised planning study for the Neutral Bay precinct, called the 'Neutral Bay Village Planning Study' (NBVPS). The same drivers and objectives from the MRCPS apply, however, a new objective was introduced to ensure the scale of growth achieved has a "better balance" between development height and the provision of additional public open space compared to the rescinded study.

Objectives



1.2 PURPOSE OF THIS STUDY

Project scope

The purpose of this study is to:

- outline a **future vision and design principles** for the Neutral Bay local centre as an integral part of the Military Road corridor
- set up a **development framework** that has been informed by the community to guide and manage future developments in the area
- identify a range of **community benefits** to be delivered through voluntary planning agreements on specific sites and local infrastructure contributions within the local centre.

The study has been informed by additional detailed community feedback and technical expertise provided by external consultants.

Work on the study began in August 2022, with draft design options ready for preliminary stakeholder engagement in March 2023.

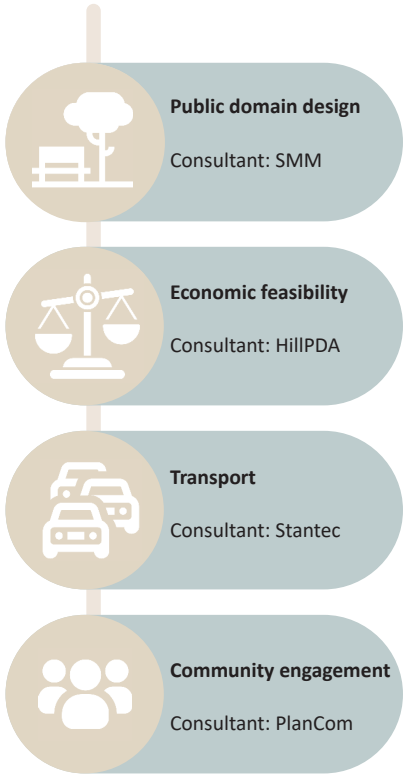
Stakeholder workshops and meetings with landowners was run between March and July 2023 (see section 1.4).

The consultant team comprised SMM (landscape architects), HillPDA (economics), Stantec (transport) and PlanCom (community engagement).

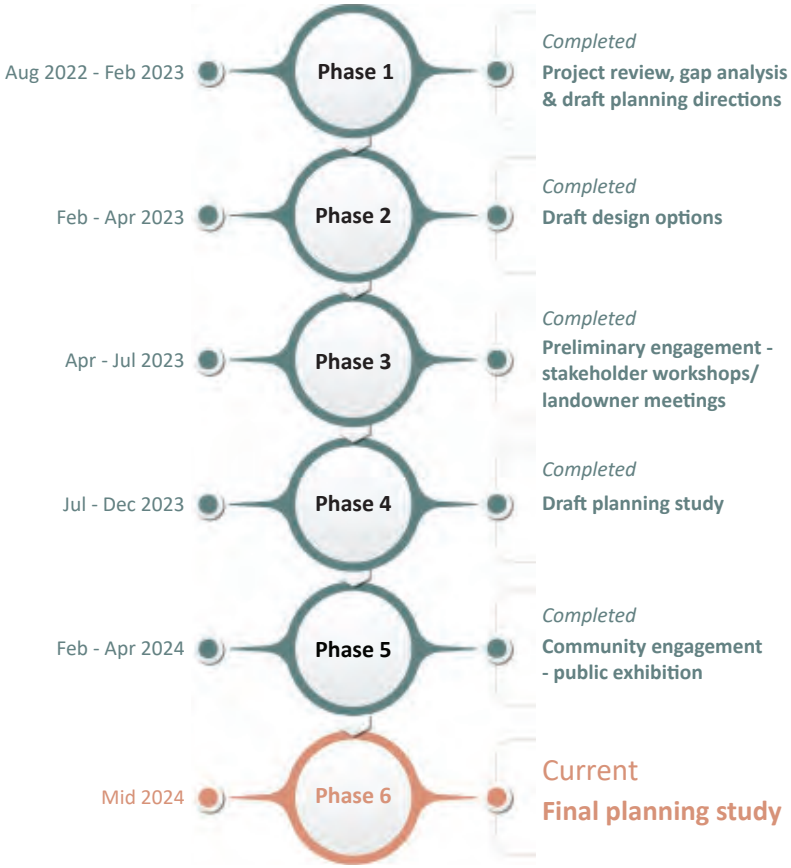
The draft study was placed on public exhibition from 27 February until 2 April 2024. Community feedback has informed the final planning study.

Consultant team

The Neutral Bay Village Planning Study was developed in-house with input from the following consultants:



Project staging



1.3 SETTING THE SCENE

Strategic setting

The *North District Plan* (GCC 2018) sets high-level housing and jobs targets for the District. It identifies Neutral Bay as a 'local centre' and establishes principles for the planning of local centres. Specifically, 'Planning Priority N6', requires place-based planning for local centres to address the following principles:

- provide public realm and open space focus
- deliver transit-oriented development and co-locate facilities and social infrastructure
- provide, increase or improve local infrastructure and open space
- improve walking, cycling and public transport connections including through the Greater Sydney Green Grid
- protect or expand retail and/or commercial floor space
- protect or expand employment opportunities
- integrate and support arts and creative enterprise and expression
- augment or provide community facilities, services, arts and cultural facilities
- conserve and interpret heritage values and
- increase residential development in, or within a walkable distance of, the centre
- provide parking that is adaptable to future uses, and takes account of access to public transport, walking and cycling connections.

The North District Plan emphasises that housing should not compromise a centre's primary role to provide goods and services, and the opportunity for the centre's employment function to grow and change over time (p.50).

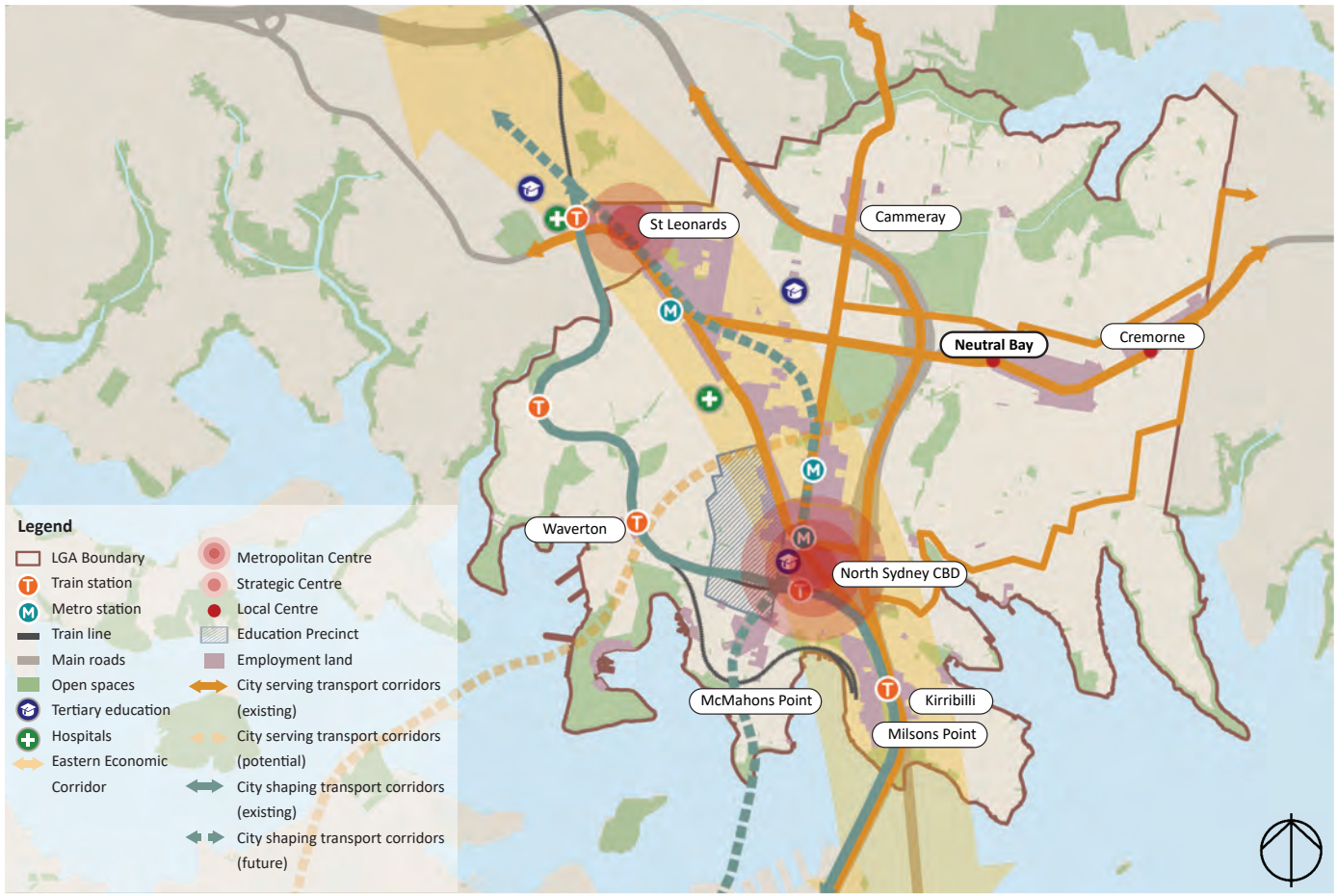


Figure 1-1. Strategic context map

The study area

The study boundary for the Neutral Bay Village Planning Study is Ben Boyd Road to the west, Belgrave Street to the north, Winnie Street and Murdoch Street to the east, and a block south of Yeo Street. The bulk of the study area is located within the centre.

The Neutral Bay local centre is a mixed-use commercial and residential area. It generally comprises of large, consolidated sites intermixed with long, narrow sites with dual frontages.

The morphology of the area has been shaped by topography and Military Road, which is a major regional thoroughfare running through the study area. Military Road links the Lower North Shore and Sydney CBD with Mosman and the Northern Beaches.

There are currently three through-site pedestrian links along Military Road within the centre, all of which connect to the Grosvenor Lane car park. These connections are provided by The Grove shopping centre, Theo's Arcade, and the Neutral Bay Community Centre. However, these connections may not be readily apparent within the busy street environment of Military Road.

The study area is well-serviced by buses with services to and from the Northern Beaches, North Sydney and Sydney CBD passing on Military Road. North Sydney Railway Station is located approximately 2km from the centre.



Figure 1-2. Existing site context

1.3 SETTING THE SCENE

History

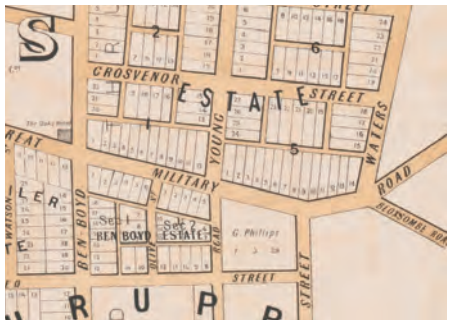


Pre-Colonial era 1820's

Aboriginal heritage

The traditional owners of the North Sydney area are the Cammeraygal people. It is thought that Cammeraygal (Gameraigal) territory extended west to Woodford Bay and east to include Cremorne Point.

Like other harbour groups, the Cammeraygal relied upon shell and fin fish for sustenance. There is evidence of shell middens at Cremorne Point. It is likely the mud flats at the mouth of Neutral Bay creek provided oysters and other shellfish. The creek would have been a source of fresh water. Wallabies, reptiles and edible plants were hunted and harvested in the heath and forest areas.



1829 1880's

Settlement and establishment

By 1829, the Cammeraygal people likely ceased to exist as a coherent social group, although Aboriginal people still lived around the north shore waterfront. Cammeraygal territory, in present-day Neutral Bay, was purchased by John Piper from the Crown in 1814.

The name "Military Road" emerged after 1870, as it served as the conduit for transporting gun barrels from Blues Point to the under-construction Middle Head fortifications.

The availability of locally produced bricks spurred development along Military Road, leading to subdivisions on both sides in the 1890s.

An electric tram service along Military Road, from Falcon Street to Spit Junction, commenced in 1893. In 1909, a substantial tram depot, housing sheds and workshops, was opened at the western end of Military Road in Neutral Bay.



1940's 1990's

Post-war era

In the post-war era, the removal of trams and the rise of cars and buses altered Military Road's character, diminishing its role as a local shopping area. The construction of the Big Bear supermarket in 1959 marked the shift towards car-centric shopping and the need for parking. Subsequently, Military Road evolved into a prominent commuting corridor.

Mirvac's acquisition of the Big Bear site in 1983 led to significant commercial and retail redevelopment. Height restrictions were imposed, leading to buildings like Military Court with a stepped, defensive design. Neutral Bay Circle, constructed around 1980, integrated Brutalism and post-modernism.

In the 21st century, state government planning directives prompted mixed-use developments along Military Road, integrating residential and commercial spaces.



2023

Neutral Bay today

Neutral Bay is in a period of transformation with current planning controls becoming increasingly outdated as demand for commercial, residential and community facilities intensifies.

In recent years, Neutral Bay has faced significant development pressure, with developers proposing to exceed the area's existing height limit.

The precinct is experiencing a development trend from commercial single ownership into mixed-use strata ownership. Commercial spaces are being replaced by residential development, leading to a decline in employment opportunities that will potentially affect the local centre's vitality.

There are also added pressures on public spaces and community facilities, offering opportunities to improve the open space network and address the need for new community facilities.

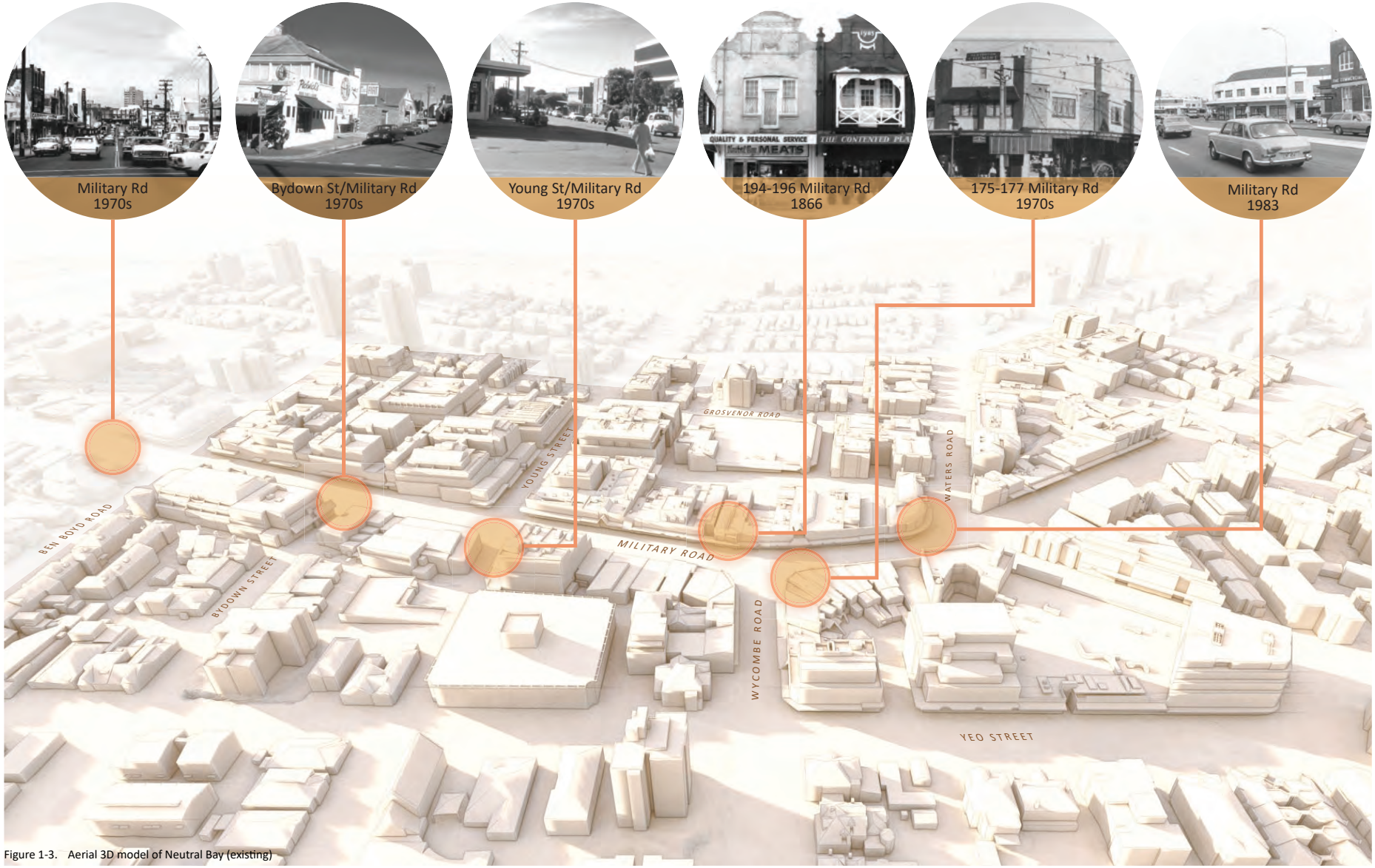


Figure 1-3. Aerial 3D model of Neutral Bay (existing)

1.3 SETTING THE SCENE

Existing character

The Neutral Bay local centre contains significant retail and hospitality uses, as well as office spaces servicing the business needs of the local population. The study area includes two major supermarkets, two small retail malls, a school, two Council-owned parking lots, and a community centre.

Over 40% of existing development in the study area is entirely commercial/employment generating. Military Road, in particular, boasts a significant commercial presence and serves as a prominent regional route, attracting substantial vehicular traffic and a high levels of pedestrian activity. This presents an opportunity for Military Road to better connect and activate both the northern and southern sections of the local centre.

Adjacent to the northern boundary of the local centre are medium to high-density residential buildings ranging from 5 to 16 storeys. South of the study area generally transitions to low-medium density housing, consisting of freestanding single-storey dwellings, many of which are original bungalows and workers cottages and identified as heritage items, with a few tall apartment buildings again dating back to the 1960's and 70's.

Significant to the distinct character of the area are several historically and culturally significant sites and iconic facades, such as houses, shops, churches, bus shelters, schools, and the Neutral Bay Fire Station.



Figure 1-4. Existing character map

1.3 SETTING THE SCENE

COMMERCIAL

THE GROVE ARCADE



THEO'S ARCADE



OFFICE SUITES



MIXED USE

RETAIL/RESIDENTIAL







RESIDENTIAL

TALL RESIDENTIAL



RESIDENTIAL STRATA

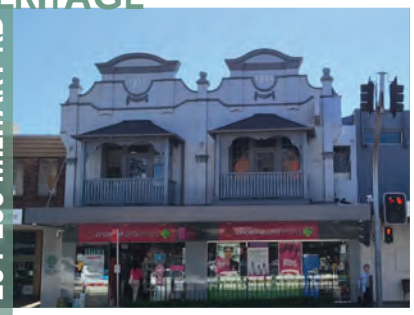


SINGLE DWELLING



HERITAGE

194-196 MILITARY RD



FORMER CBC BANK



FIRE STATION



1.4 COMMUNITY FEEDBACK

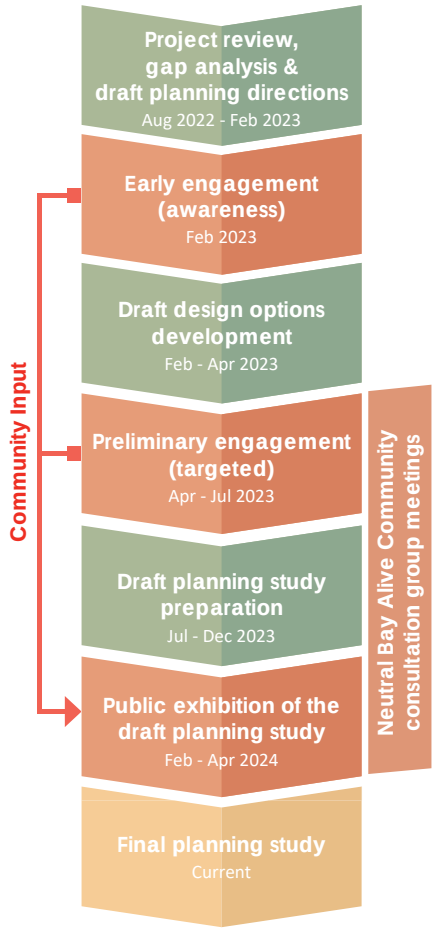
Community engagement and feedback are important in shaping this project and have contributed to the formation of this report.

Significant levels of engagement were undertaken in the preparation of the now rescinded MRCPS. The feedback from that engagement remains relevant and has provided valuable insights for the initial phases of this revised study.

Building upon the substantial feedback already received, a series of additional consultation sessions have been conducted to further explore Council's desire for "*a better balance between development height and the creation of additional public open space*" and other community improvements.

The additional consultation comprised:

- Early engagement drop-in sessions (February 2023)
- Preliminary engagement (April - July 2023)
  - Online and intercept surveys
  - Two community workshops
  - Landowner meetings
- Neutral Bay Alive community consultation group meetings (ongoing - from July 2023)
- Public exhibition (February - April 2024)



Early engagement

Drop-in sessions

During late-February 2023, North Sydney Council conducted two early engagement drop-in sessions.

The drop-in sessions informed the community that preparation of a revised planning study was commencing and to outline the timeline and methodologies to be implemented.

Fact sheets and FAQs were distributed on site and made available on Council's website and at the Neutral Bay Community Centre and Council's Customer Service.

Promotion of the drop-in sessions included:

- Council website (Your Say)
- Social media
- E-newsletters
- Posters on noticeboards
- Notifications to precinct committees



Preliminary engagement

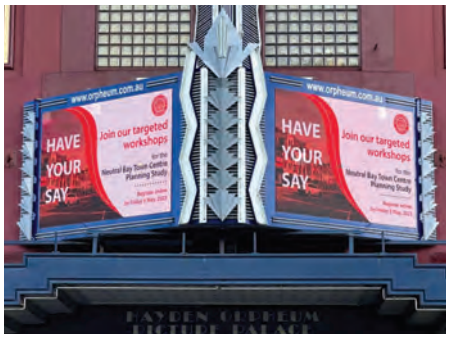
Online and intercept surveys

An external consultant, PlanCom Consulting, was engaged to assist Council conduct initial community and stakeholder engagement for the draft study.

A survey was conducted between April and May 2023, using a combination of randomised intercept respondents and self-elected online participants. The survey aimed to collect feedback on the use of Neutral Bay local centre and register interest in the community workshops.

Intercept surveys, held on 1 & 13 April and 2023, by PlanCom Consulting, as well as on 3 May 2023, by the Council, occurred at multiple locations within Neutral Bay local centre. An online survey was accessible on Council's Your Say webpage from 14 April to 11 May 2023.

In total, 212 responses were received, with 144 via Your Say and 68 from the intercept survey.



1.4 COMMUNITY FEEDBACK

Community workshops

PlanCom Consulting facilitated two community workshops to gather feedback on draft built form options in the study area, building on prior consultations.

The first workshop on 24 May 2023, included 32 community members, focusing on capturing varied demographics and viewpoints. The second workshop, held on 30 May 2023, included 21 participants from local organisations, community leaders, precinct committees, and a local school. Representatives were selected by PlanCom Consulting through interest registrations.

Both sessions followed a standard interactive agenda, incorporating background information from Council, and participant engagement.

Workshop activities and presentations encompassed open space, new community centre location, building height options, built form scenarios, and key topics such as traffic, parking, pedestrian movement, village atmosphere, viability, and other issues raised by participants.



Landowner meetings

Between June to July 2023, Council staff conducted meetings with key landowners Coles (site 1) and Arkadia (site 2).

During these meetings, Council discussed the feedback, draft design options and public space upgrade opportunities from the community workshops.

Landowners were also provided an opportunity to present their design concepts and the progress they had made toward their development aspirations.

Council did not meet with Equitibuild (site 3A) or Woolworths (site 3B) due to active planning proposals that have been lodged on those landholdings.



Neutral Bay Alive

Community consultation meetings

Established in June 2023, the Neutral Bay Alive community consultation group has collaborated with Council throughout the preparatory phase of the study. Neutral Bay Alive has 10 community members, that have met regularly with Council staff to discuss the study's development. Consultation with the group will continue post-exhibition until endorsement of the final study.

Neutral Bay Alive's objective is to enhance Council's community engagement processes. It offers a platform for fostering in-depth and transparent discussions encompassing a diverse spectrum of study-related topics.

The group has provided feedback on matters of study preparation initiated by both Council staff and consultants. It has undertaken a pivotal role in rigorously testing and refining the proposed directions and recommendations embedded within this draft study.

Minutes of the meetings are available on Council's website.



Exhibition of the draft study

Notification and drop-in sessions

In February 2024, Council adopted the draft Neutral Bay Town Centre Planning Study (renamed '*Neutral Bay Village Planning Study*') for the purposes of public exhibition.

The draft study was placed on public exhibition from 27 February to 2 April 2024. Council received 342 submissions from the engagement process.

The community, businesses, and landowners showed significant support for the proposed enhancements to the public domain, pedestrian access, tree protection, preservation of local character, and protection of retail and commercial spaces in Neutral Bay.

Concerns related to building height and density, the long-term employment function of the area, problems with the Grosvenor Lane public car park and traffic implications from the potential growth.

This final planning study has been amended based on the feedback received.



1.4 COMMUNITY FEEDBACK

What we heard from you

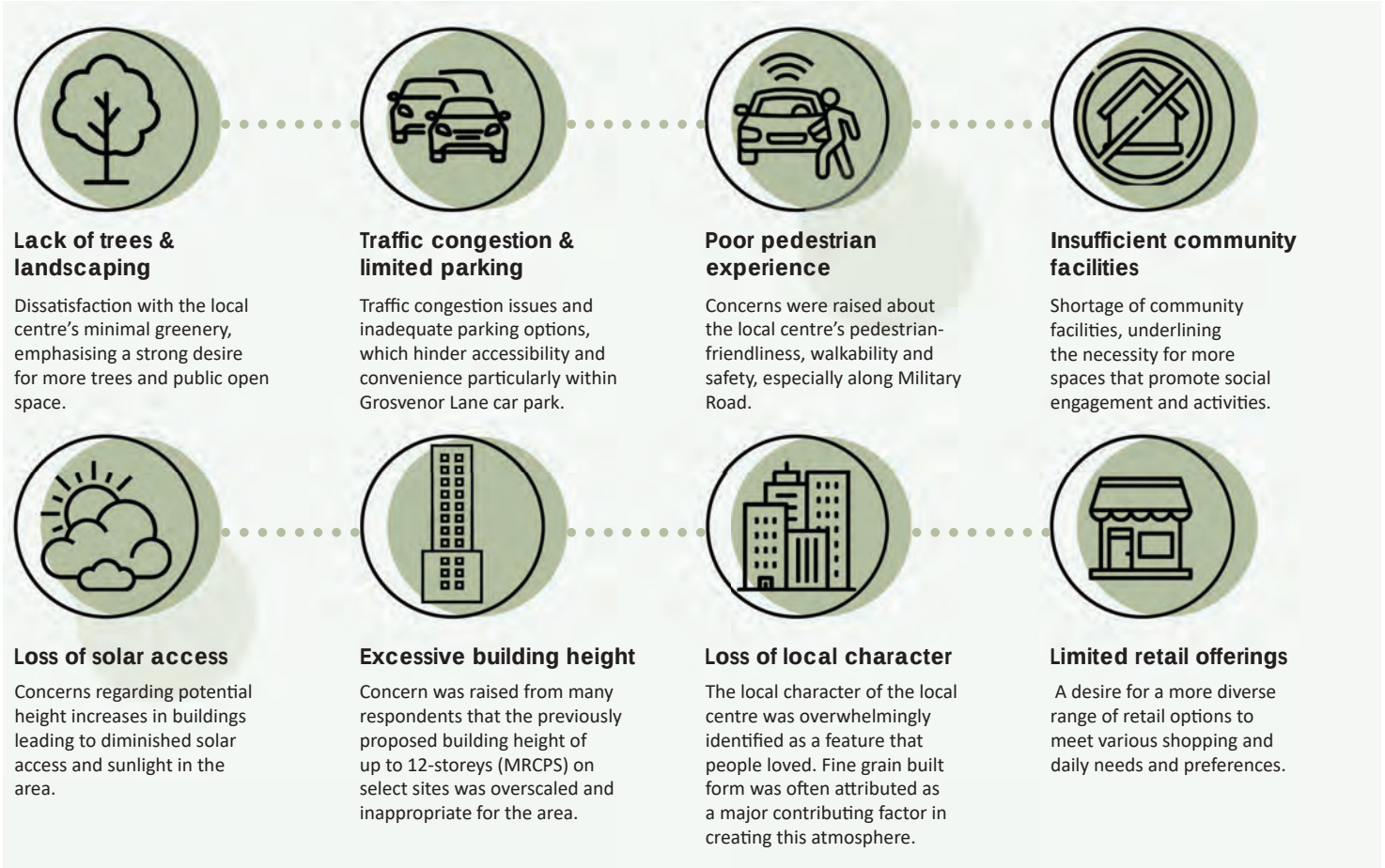
Feedback gathered from our community survey, workshops and exhibition provided insight into the viewpoints and preferences of individuals who frequent the local centre.

There is a strong demand for increased greenery, vegetation and open space. Approximately 80% of survey respondents considered more trees and landscaping to be highly important or important. Shopping is the primary reason for visiting the local centre. Dining emerged as an additional reason for half of survey participants. There is concern about the area's current variety of retail.

The majority of survey participants favour walking within the local centre. Consequently, significant concerns were raised about the poor pedestrian experience in the local centre.

Workshop attendees stressed the importance of a healthy, safe environment, better public spaces, and limiting building heights for Neutral Bay's future. While most workshop attendees found the proposed building heights in the MRCPS to be excessive, they were open to modest height increases, provided that they were supported by improvements to the public domain and included built form controls that consider the preservation of solar access and the local character.

Feedback from the exhibition indicates significant community support for proposed public domain and pedestrian access improvements, and various views on protecting commercial spaces and proposed building heights. The feedback has helped inform the final planning study.



Lack of trees & landscaping

Dissatisfaction with the local centre's minimal greenery, emphasising a strong desire for more trees and public open space.

Traffic congestion & limited parking

Traffic congestion issues and inadequate parking options, which hinder accessibility and convenience particularly within Grosvenor Lane car park.

Poor pedestrian experience

Concerns were raised about the local centre's pedestrian-friendliness, walkability and safety, especially along Military Road.

Insufficient community facilities

Shortage of community facilities, underlining the necessity for more spaces that promote social engagement and activities.

Loss of solar access

Concerns regarding potential height increases in buildings leading to diminished solar access and sunlight in the area.

Excessive building height

Concern was raised from many respondents that the previously proposed building height of up to 12-storeys (MRCPS) on select sites was overscaled and inappropriate for the area.

Loss of local character

The local character of the local centre was overwhelmingly identified as a feature that people loved. Fine grain built form was often attributed as a major contributing factor in creating this atmosphere.

Limited retail offerings

A desire for a more diverse range of retail options to meet various shopping and daily needs and preferences.

1.4 COMMUNITY FEEDBACK

What we will improve

The community consultation conducted has offered valuable input into the study.

Acknowledging the clear demand for additional public open areas, the study proposes two new plazas - Grosvenor Plaza and Rangers Road Plaza. In response to greenery concerns, the study supports preserving mature canopy trees at Waters Lane and in Grosvenor Plaza where possible, and proposes investigating new street tree and planting along Military Road.

The redevelopment of properties between Military Road and the planned Grosvenor Plaza offers an opportunity to establish stronger connections to the new plaza. The study proposes widened footpaths, and additional through-site links to improve connections. Flexibility has been provided at some locations to enable enclosed through-site links if the design can meet desired urban design outcomes.

In response to community concerns about previously proposed building heights in the MRCPS, the study reduces maximum building heights to up to 8-storeys on key sites, and includes detailed built form controls to protect solar access to public open spaces and residential properties along Yeo Street. Additionally, the study reconsiders the proposed control for the commercial floor space to address concerns raised during the exhibition of the draft study.

The study also examines new and upgraded community facilities, including a new Neutral Bay Community Centre with a prominent presence along Military Road and Grosvenor Plaza.



Enhance & enlarge the public domain

Deliver two new plazas - Grosvenor Plaza and Rangers Road Plaza.



Minimise traffic & parking impact

Provide some at-grade car parking within Grosvenor Plaza and replace the existing number of public car parking spaces underground. Ensure minimal impact to the transport network.



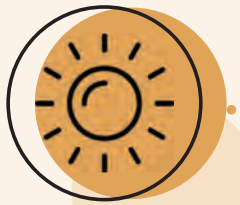
Improve pedestrian amenity & safety

Provide additional accessible through-site links and widened footpaths to create greater permeability.



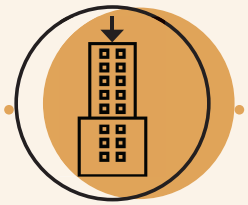
Upgrade & expand the community centre

Upgrade the existing community centre and deliver an additional community facility of 1,000sqm.



Protect solar access

Solar access to key public open spaces and residential areas will be protected.



Reduced building height

The proposed maximum building height uplift will be limited to 8-storeys across a few key sites.



Preserve the area's identity

Respect and recognise the context of heritage buildings through sympathetic design. Maintain the distinctive character of the area's fine-grain built form.



Diversify retail

The existing commercial function will be protected to support retail offerings. Further, active retail frontages will be provided along main pedestrian streetscapes, plazas and through-site links.



This section includes a vision statement of the Neutral Bay local centre, accompanied by a set of principles that have guided the development of the recommendations contained in this study.







LOCAL CHARACTER STATEMENT

02

2.1 VISION



Figure 3-1. Artist Impression - looking south along Waters Lane

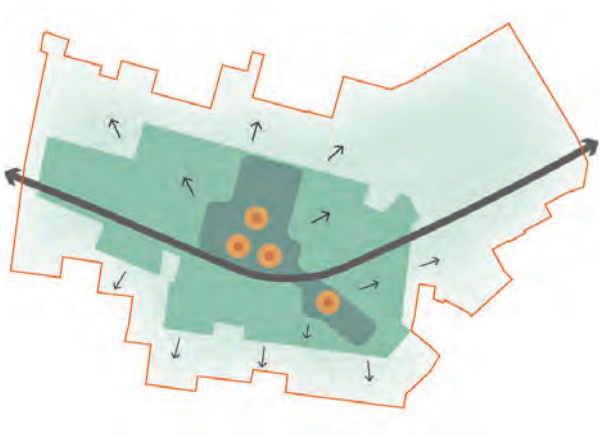


NEUTRAL BAY LOCAL CENTRE

Neutral Bay will continue to develop as a vibrant local centre that meets the needs and aspirations of the community. New mixed-use development will offer a variety of retail, commercial and outdoor dining opportunities that create an economically strong centre with a lively atmosphere.

A network of high amenity public open spaces, pedestrian-friendly laneways and community facilities will support residents, workers, students and visitors of all ages and ability to gather, rest, and socialise.

Principle 1 - Deliver infrastructure through VPAs



Mixed-use developments will be located in the centre, along the Military Road corridor. Additional heights are identified in prominent and highly accessible locations, in conjunction with the delivery of supporting public benefits. These benefits are new public open spaces and a community centre to cater to community needs.

LOCAL PLANNING PRIORITY I1 - North Sydney LSPS (2020)
Align growth and development with infrastructure that supports the needs of the North Sydney community

Principle 2 - Provide diverse community facilities



A range of community facilities will be provided in Neutral Bay local centre, such as multi-functional rooms, event spaces, art studios, and exhibition spaces. These amenities are designed to support the health and wellbeing of the community.

LOCAL PLANNING PRIORITY L2 - North Sydney LSPS (2020)
Provide a range of community facilities and services to support a healthy, creative, diverse and socially connected North Sydney community

Principle 3 - Protect heritage character and identity



Heritage buildings and facades should be protected. Future developments adjacent to the heritage buildings are to ensure appropriate scale, facade treatment and separation to respect the existing town centre heritage character.

LOCAL PLANNING PRIORITY L3 - North Sydney LSPS (2020)
Create great places that recognise & preserve North Sydney's distinct local character & heritage

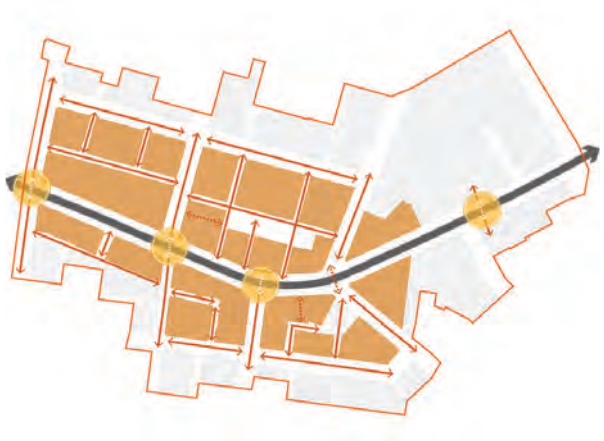
Principle 4 - Support local businesses



The much-loved village atmosphere of the Neutral Bay local centre will be preserved through fine-grained shop frontages and an enhanced laneway network that supports local businesses, ensuring comfortable pedestrian access to shopping, dining, community services and workplaces. Activity clusters around open spaces and community facilities will support both daytime and night-time commercial activities.

LOCAL PLANNING PRIORITY P3 - North Sydney LSPS (2020)
Enhance the commercial amenity and viability of North Sydney's local centres

Principle 5 - Improve pedestrian amenity



Enhancing the walkability of the centre will improve convenience and enhance its overall appeal. Wide, open-to-sky through-block connections will be identified to enhance sight lines and create an activated and accessible centre. Design investigations along Military Road will focus on pedestrian safety, comfort, amenity and connectivity.

LOCAL PLANNING PRIORITY P6 - North Sydney LSPS (2020)
Support walkable centres and a connected, vibrant and sustainable North Sydney

Principle 6 - An integrated open space network



An inviting network of green public open spaces will enable people to gather, rest and socialise. New public open space opportunities will be identified to support active and passive recreation uses. Landscape planting and tree canopy will be increased, where possible.

LOCAL PLANNING PRIORITY S2 - North Sydney LSPS (2020)
Provide a high quality, well-connected and integrated urban green space system

Community Views

Creating a healthy and safe environment with additional public spaces and more landscaping was identified as important to the community in shaping the future of Neutral Bay. The community places considerable importance on the local centre's public domain, as indicated by the support of 73% of people surveyed for enhancing pedestrian comfort through the enhancement of the Military Road environment, improved footpaths, increased greenery, and better plazas in the area.







PLACEMAKING

03

3.1 PLACEMAKING STRATEGY

Key challenges

Placemaking encompasses the design and use of public spaces and the delivery of facilities and services that enhance the health, happiness, and wellbeing of the community.

Neutral Bay is a popular area for people to live, work, shop and visit. The centre's much loved village atmosphere stems from the suite of local shops, cafes, restaurants and businesses, and the tree-lined streets that frame the older commercial and more recent mixed use buildings. This chapter draws on these known strengths of the local centre to address some key placemaking challenges.

Parks, squares and plazas, whether owned by the government or private entities, are important community spaces. They play a major role in supporting social interaction and relaxation.

Currently there are two small public open spaces: May Gibbs Place and (temporary) Young Street Plaza. Respite options are generally limited to private cafes, dining spaces, and some informal seating. There is no permanent space in the centre for children's play but there are a few green spaces within 10-minute walk.

May Gibbs Place is a small public open space on Military Road in the heart of Neutral Bay local centre. Formed by the closure of Barry Street between Military Road and May Lane, the 380m^2 plaza celebrates the life of the renowned local artist May Gibbs, who lived and worked in Neutral Bay throughout her lifetime.

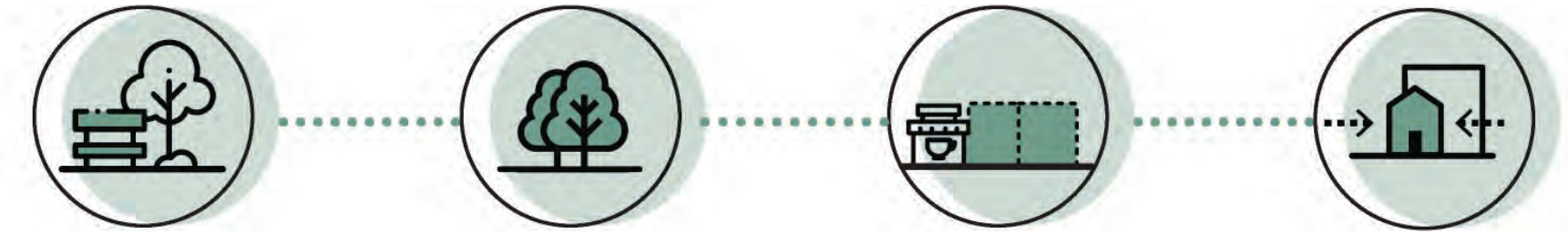
Young Street Plaza in its current form was implemented in November 2020 as an approximately 956m^2 temporary public open space for the community to trial. It was funded by Transport for NSW as part of the Northern Beaches B-Line project. Opportunities for upgrading the public domain on Young Street are currently being reviewed.

The Northern Beaches B-Line project has resulted in a loss of tree canopy along Military Road, reducing shade and amenity for pedestrians navigating the six lanes of regional through traffic.

Overall, the community strongly feels there is a shortage of street trees and greenery. 80% of survey respondents consider adding more trees and landscaping 'important' or 'very important'.

Active shop frontages along Military Road and adjacent streets contribute to the area's vibrancy. Inactive frontages are located along some laneways and above ground supermarkets.

The Neutral Bay Community Centre at 190-192 Military Road plays a central role in supporting a wide range of community activities and services including computer lessons, hosting special interest groups and running health and fitness classes. It provides a strong range of services for older people in the area. The centre, however, is very limited in size which is restricting the number of activities that the community would like to see in Neutral Bay - particularly for future target groups of younger people, people with disabilities and those who are socially isolated. The aging building is seen as run down and difficult to access for people with lower mobility. 86% of survey respondents rated a new community centre in Neutral Bay as 'important' or 'very important'. The top priorities include additional space for arts, crafts, education and spaces for exhibitions and workshops.



Need for new public open spaces

More street trees and planting

Avoid inactive frontages

High demand for a broader range of community centre services

3.1 PLACEMAKING STRATEGY

Strategic context

A CITY SUPPORTED BY INFRASTRUCTURE
LOCAL PLANNING PRIORITY I1
Align growth and development with infrastructure that supports the needs of the North Sydney community

A CITY FOR PEOPLE
LOCAL PLANNING PRIORITY L2
Provide a range of community facilities and services to support a healthy, creative, diverse and socially connected North Sydney community

A CITY IN ITS LANDSCAPE
LOCAL PLANNING PRIORITY S2
Provide a high quality, well-connected and integrated urban green space system

- NORTH SYDNEY LSPS (2020)



1 **Retain existing canopy trees where possible, and increase the amount of landscaping throughout the public domain**



2 **Provide high quality green spaces that support active and passive recreation and children play areas**



3 **Improve pedestrian comfort, safety and amenity in the planning, layout, design and connection of places**



4 **Enhance the social and cultural life of Neutral Bay**

3.2 LANDSCAPING AND OPEN SPACE

1 Protect and enhance trees and landscaping

Maintaining and, where possible, increasing the urban tree canopy and landscaping contributes to the comfort, environmental performance and sense of safety and place of Neutral Bay.

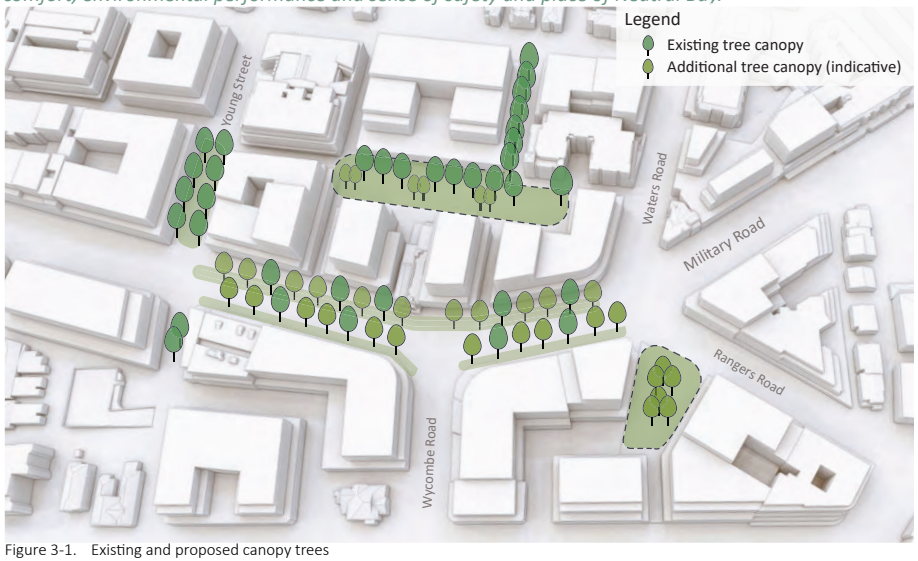


Figure 3-1. Existing and proposed canopy trees



Figure 3-2. Artist's impression of Military Road proposed streetscape upgrades

Retain existing tree canopy

Street trees and planting make a significant contribution to the visual character, environmental performance and comfort of the streetscape.

It is recommended that the existing mature trees located within Grosvenor Lane car park, and along Waters Lane and Military Road be retained. Some flexibility may be needed to accommodate basement parking under the future plaza. This flexibility, however, is subject to Council accepting a future plaza design having comparable tree canopy and achieving the required deep soil to accommodate this outcome.

Expand tree canopy and landscaping

To improve the street environment along Military Road, it is proposed to investigate the opportunity for additional street trees to be planted to infill gaps where trees were previously removed, where possible.

The new Grosvenor Plaza, Rangers Road Plaza and widening of Waters Lane should, on balance, support additional tree canopy and landscaping.

Provide kerbside planting

Kerbside planting along both sides of Military Road should be investigated with the aim of providing a landscaped buffer between pedestrians and fast moving vehicles.

This would involve identifying opportunities for the placement, ideally, of hedge plantings that are set back from the kerb with periodic breaks to facilitate access to bus stops, pedestrian crossings, and parked cars. It would occupy the 1m kerbside zone of the footpaths, a space typically underutilised for pedestrian movement.

The cost of delivering and regularly maintaining hedges along Military Road, however, is likely to be high. Maintaining hedges would involve lane closures and significant traffic control most likely between 10pm and 4am, multiple times per year.

Alternatively, planter boxes or low lying grasses could serve as more achievable or affordable options for kerbside planting. Planter boxes are high maintenance, particularly in hot weather, and require repotting every 2-3 years. Grasses will not give the same level of landscaped buffer and may require fencing. Further work is needed to identify an optimal solution.

2 Establish a network of public open spaces

A connected network of public open spaces enhances access to passive and active recreation opportunities for all ages and ability, promoting health, happiness and well-being.

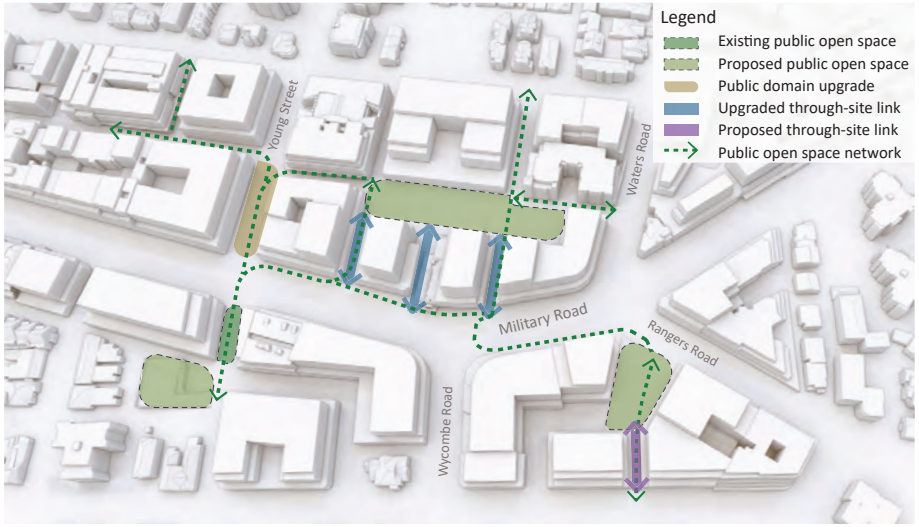


Figure 3-3. Proposed network of public open spaces

Provide new public open spaces

Two new public plazas are proposed:

- Grosvenor Plaza, a 3,000m² public space can be delivered by relocating the existing Grosvenor Lane car park underground
- Rangers Road Plaza, a new 1,000m² public space can be delivered by relocating the supermarket underground and built form setbacks.

Feedback from the community suggests both plazas should provide high quality green spaces that support active and passive recreation opportunities including children play areas. Further detail is provided on pages 32-35.

Better-connected and accessible

A finer, coherent network of laneways, arcades and shared streets is proposed to connect the new plazas to Military Road and local streets.

The closure of Grosvenor Lane, between Cooper and Waters Lane, would form a strong east-west pedestrian connection away from Military Road. An open air laneway from Rangers Road Plaza to Yeo Street would improve visibility, accessibility and amenity. A covered link may be considered if it meets desired urban design outcomes.

Pedestrian links must be designed to provide access for all ages and abilities.



Figure 3-4. Artist Impression- looking south along Waters Lane

Widened Waters Lane footpath

Widening the footpath width of Waters Lane can be achieved via a 4m building setback along the western side of the laneway. This would create an opportunity for a highly landscaped, north-south connection to the new Grosvenor Plaza.

The mature plane trees along Waters Lane should be preserved.

3.2 LANDSCAPING AND OPEN SPACE

Grosvenor Plaza

Relocating the Grosvenor Lane car park underground would create an opportunity to deliver a new 3,000m² landscaped plaza in the heart of the centre.

The new Grosvenor Plaza should be a versatile, landscaped public open space capable of hosting markets and events. New elements such as a community lawn, play equipment, landscape planting, artworks, bicycle parking, quality paving and street furniture will support a range of day-to-day passive and active recreation.

Built form controls for surrounding redevelopment sites can ensure ample sunlight access to the plaza and active retail edges with new alfresco dining opportunities.

Access to the underground car park must support surrounding local retailers, local businesses and the supermarket, and achieve the placemaking objectives of this study. Pedestrian access to the car park should be situated at the plaza's perimeters. To keep vehicles away from the plaza and Waters Lane, vehicle access to the basement car park must be located on private land, ideally in the long term via Site 1.

The natural slope of the land is to be maintained to create seamless connections between existing and future developments, to minimise the use of stairs and maximise deep soil opportunities.

How this will be achieved is discussed in Chapter 6. Further design parameters and principles for the plaza are provided in Chapter 7.



Figure 3-5. Artist's impression of proposed Grosvenor Plaza, looking west towards Grosvenor Lane



Figure 3-6. Long section-elevation through Grosvenor Plaza

Precedents



Existing canopy trees and new trees



Fully pedestrianised - Grosvenor Ln closed



'Village green' flexible space for passive recreation, events



Adventure playground with sculptural play equipment

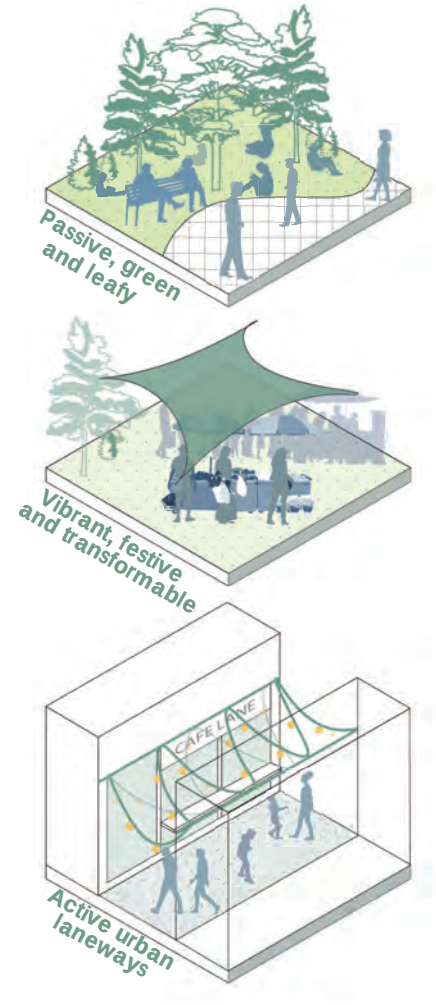


Active retail frontage with outdoor dining



Potential for architecturally designed shelter for outdoor dining and events

Key characteristics





Note: *Plaza design is conceptual and subject to further detailed design consideration.*

Figure 3-7. Grosvenor Plaza indicative plan subject to further design

3.2 LANDSCAPING AND OPEN SPACE

Rangers Road Plaza

A new 1,000m² public plaza on the southern side of Military Road can be delivered by relocating the current supermarket underground. This would provide much needed open space and expanded retail opportunities to support population growth.

The community strongly supports a playground for young children at this location. The playground should be set back from the street and be well serviced by surrounding cafes and retail. It should include a decorative shade canopy and interactive sculptural play elements, ideally including water play elements to combat summer heat.

Built form controls can support good solar access and active edges along either side of the plaza.

The design includes a 6m through-site link connecting the new plaza to Yeo Street. An open air link would improve visibility, accessibility and amenity. However, a covered through site link may be considered if it can be demonstrated that the through site link can meet desired urban design outcomes. Pedestrian entries into the supermarket and underground parking are envisaged to be integrated along the plaza's edges to ensure the space is not encumbered by built form structures.

A potential new pedestrian crossing over Military Road that connects the plaza to Waters Road would improve north-south connectivity. Further investigation is needed to resolve implications for traffic signaling on Military Road.

See Chapters 6 and 7 for further details.



Figure 3-8. Artist's impression of Rangers Road Plaza, looking south towards Yeo Lane and Military Lane

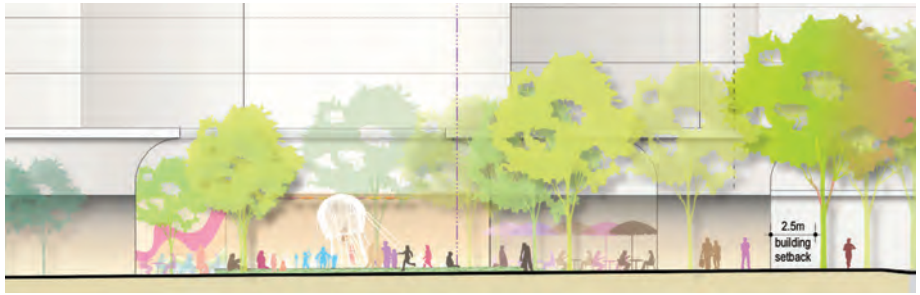


Figure 3-9. Elevation of Rangers Road Plaza from Rangers Road

Precedents



Extensive and flexible lawn space for passive recreation



Seating wall to edge of lawn and playground



Interactive water play area with a series of fountains and sprinklers



Play space for young children with interactive equipment



Decorative shade element with integrated lighting



Active retail frontage with outdoor dining

Key characteristics

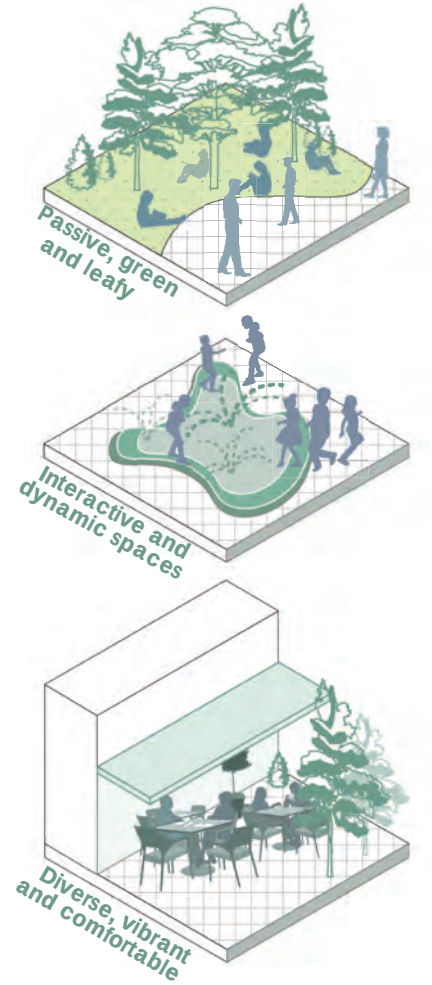




Figure 3-10. Rangers Road Plaza detailed plan

3.3 COMMUNITY LIFE

3 Improve pedestrian amenity, accessibility and safety

Actions to improve pedestrian comfort and connectivity will reduce reliance on private vehicles to access local shops and services, enhance the village atmosphere and support the local economy.

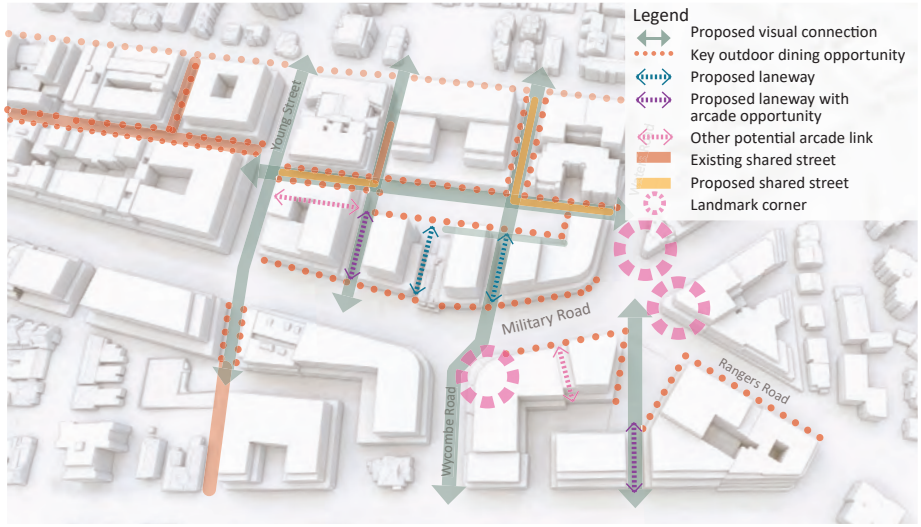


Figure 3-11. Through-site links and visual connections

Enhance street activity and outdoor dining

Additional ground-level setbacks are proposed along Military Road, Waters Lane and the edges of Grosvenor Plaza to widen pedestrian walkways and support more outdoor dining opportunities.

Active frontages are proposed along all main streets and public open spaces. Finer grain land uses such as small businesses, bars, cafes, shops and cultural activities will be encouraged in the ground floor of buildings fronting laneways and new pedestrian links.

Clearer visual connections

Through-site links have been carefully positioned to ensure clear visual connections between public spaces, bus stops and local landmarks within Neutral Bay local centre.

Community centres and new plazas will require clear entrances and exits and visible wayfinding. This will ensure that public spaces within the local centre are more accessible, inclusive and welcoming.









Upgraded paving, street furniture and lighting

To achieve a unified visual expression to the streetscape, improvements such as paving and street furniture to widened streets and shared zones is progressively being undertaken in accordance to Council's public domain style manual and design codes.

Atmospheric lighting of open spaces can create an inviting village atmosphere that supports the local night-time economy.

4 Upgrade community facilities

Community facilities bring people together to a build strong, connected and resilient community.

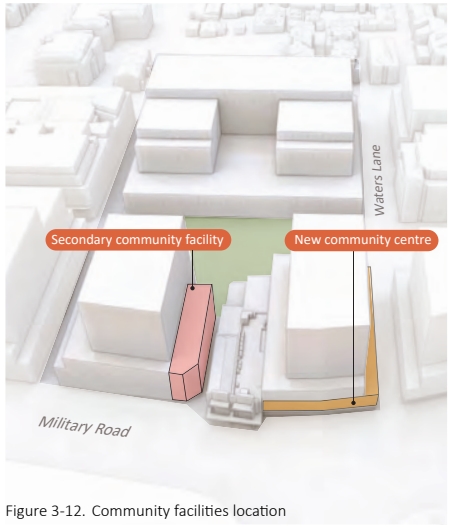


Figure 3-12. Community facilities location

A new Neutral Bay Community Centre

The need to upgrade the existing Neutral Bay community centre has been identified since 2016 (Community Uses on Council Land Study NSC 2016). This study proposes to relocate the community centre to a site nearby, adjacent to the new Waters Lane through-site link. The community centre would be a 1,000m² space located on the first floor of the new development at Site 2 (east), with a lobby on the ground floor facing Grosvenor Plaza.

Designed for a strong visual presence along Military Road and Grosvenor Plaza, the lobby, situated prominently at the corner facing both the plaza and the new laneway, should be visually transparent and inviting, including accessible public toilets.

The community centre's activities can extend to the new Grosvenor Plaza, with a paved open space in front of the lobby providing flexibility for community events and gatherings.

Once relocated, the former community facility can be repurposed as a new 'Creative Hub'.



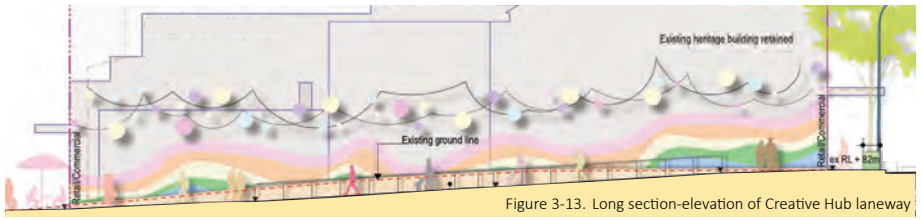


Figure 3-13. Long section-elevation of Creative Hub laneway





Creative Hub

A new secondary community facility developed as a 'Creative Hub' is proposed on the site of the existing community centre. It will promote a new, creative presence for the local centre through a mix of studio, exhibition and retail spaces for local artists.

In addition to arts and cultural activities, it is envisaged that the Creative Hub will also focus on learning and connectedness. Workshop/classroom spaces could be provided for short tech-related courses and activities for people of all ages.

At this stage, the 'Creative Hub' is unfunded. Further work is needed to identify an optimal solution.

Community Views

Survey respondents indicated that they usually walk to Neutral Bay to shop, dine, have coffee or meet friends. Approximately 60% of respondents identified 'better access' and 'increased comfort for pedestrians' as important issues for the centre.

Military Road is considered a significant barrier that divides the local centre, occasionally creating an unsafe and unpleasant walking experience. There are concerns about potential traffic increases resulting from proposed changes.







ACCESS

04

4.1 ACCESS STRATEGY

Existing transport networks

Walking network

The centre's walking network comprises footpaths, shared zones laneways and arcades. Access to key destinations is relatively easy and logical. Certain streets that are narrow or have disjointed footpaths are being progressively addressed via council's LATM (Local Area Traffic Management) action plan.

There are known concerns about inadequate footpath space near bus stops on Military Road during peak travel hours.

While signalised intersections generally provide safe crossings, limited crossing times on Military Road are a major issue for people with lower mobility. Crossing points along Military Road are limited, with the largest gap being 260m between Wycombe Road and Hampden Avenue, limiting north-south connections across the local centre.

Public transport and cycling network

Neutral Bay local centre is well-served by the bus network, featuring routes running east-west along Military Road. This encompasses B-Line services and other express bus routes connecting Wynyard and the Northern Beaches area, and other local services.

Presently, cycling is accommodated on local roads shared with motor vehicles, as there is no dedicated separated cycleways or off-road paths.

Council is investigating the opportunity of implementing a separated cycleway on Young Street, between Grosvenor Street and Sutherland Street on the north side.

There is a lack of safe crossing facilities connecting the cycleways north and south of Military Road and a lack of dedicated cycleway infrastructure along Military Road.

Car ownership

In 2021, an analysis of household car ownership levels in the Neutral Bay SA2[1] catchment revealed notably lower car ownership rates compared to the Greater Sydney average.

Specifically, 72% of households in Neutral Bay possess only one or no cars, whereas only 25% own two or more. In contrast, across Greater Sydney, 49% of households own one or no cars, and 46% own two or more.

This disparity in car ownership rates in Neutral Bay is likely attributed to enhanced accessibility to frequent public transport and services within the vicinity, thereby reducing the dependence on private vehicles.

1. The SA2 boundary extends much further than the Neutral Bay Local Centre, including the entire suburbs of Neutral Bay and Kurraba Point and Kirribilli, and parts of North Sydney.

Travel patterns and demand

Local workers in Neutral Bay exhibit a strong preference for active transport or public transit in their daily commutes, as highlighted by the 2016 ABS Census.

For the workers that live and work in the Neutral Bay SA2 catchment, 54% of journey to work trips was via walking, cycling or public transport, contrasting with 34% using private vehicles. In comparison, only 37% of Greater Sydney workers choose active transport or public transit, with 58% relying on private vehicles.

For those commuting from outside Neutral Bay, 37% prefer active transport, while 47% use private vehicles. The high level of self-containment, where individuals live and work in the same region, reduces private car use.



Congested footpath at bus stops

Military Road - a barrier to safe pedestrian movement

Lack of dedicated cycleways

Low (0-1) car ownership at Neutral Bay

Strong preference for active transport and public transit

Parking occupancy

A parking occupancy survey was undertaken during both weekday and weekend time periods. The survey identified the following peak periods:

- Weekday (Wednesday): 12pm to 1pm
- Weekend (Saturday): 1pm to 2pm

The overall parking occupancy rate for the study area is at around 70% at weekdays peak periods and 80% at weekend peak periods (Table 4.1).

On the lunchtime Wednesday peak, the northern half of the study area had significantly higher occupancy (227 spaces) than the southern half (102 spaces). Grosvenor Lane car park averages about 73% occupancy, with peak periods of 83% between 11:00am to 2:00pm. Barry Street car park has an average occupancy of 84%, with peak periods between 9:00am to 2:00pm. At 6:00pm, the occupancy at this car park is at its lowest during the surveyed periods at 70%.

During the Saturday peak, the northern half of the study area again was observed to have a significantly higher occupancy than the southern half (226 occupied versus 126 occupied). Parking at Grosvenor Street picked up significantly to being 93% occupied.

On average, the study area presently provides sufficient public car parking. Although peak hours may witness high parking occupancy in certain locations, the results indicate that there will ultimately be adequate parking for visitors (Stantec 2024).

Parking occupancy survey results

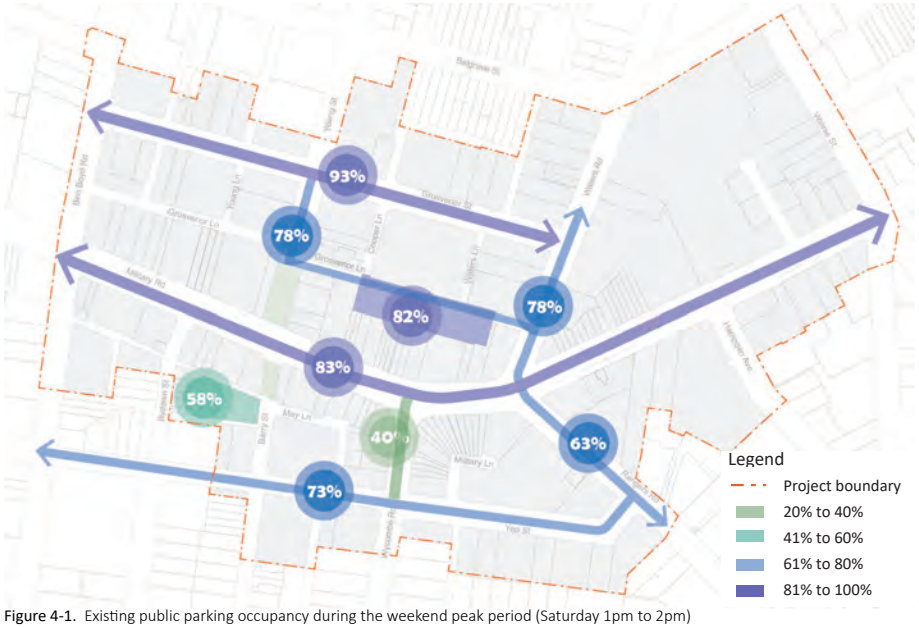


Figure 4-1. Existing public parking occupancy during the weekend peak period (Saturday 1pm to 2pm)

	Weekday Peak (12pm)	Weekday evening peak (6pm)	Weekend Peak (1pm)
Total	**329/465 (71%)**	**288/465 (62%)**	**392/489 (80%)**
North of Military Road	227/282 (81%)	168/282 (60%)	266/306 (87%)
South of Military Road	102/183 (56%)	120/183 (66%)	126/183 (69%)

Table 4-1. Summary of parking occupancy during peak periods

Data from Neutral Bay Traffic and Transport Study (Stantec 2024)


Grosvenor Lane car park site


Grosvenor Street on-street car park


Yeo Street on-street car park

4.1 ACCESS STRATEGY

Neutral Bay Traffic and Transport Study (Stantec 2024) summary of recommendations

Pedestrian safety and amenity

Consider investigating:

- reducing speed limit to 30-40km/h (Grosvenor Street and Yeo street)
- 10km/h shared zone (Ben Boyd Lane)
- widening footpaths around B-Line bus stops
- various options for Cooper Lane and Yeo Street to improve pedestrian safety
- traffic calming treatments (various locations)

Cycling

Consider investigating:

- additional bike parking facilities

Public transport

Consider investigating:

- community concerns over lack of capacity on current bus services and liaise with TfNSW

Vehicular and parking

Consider undertaking:

- various treatments relating to Cooper Lane including potential shared zone status, sightlines, vehicle movements and Site 1 loading dock location
- network modelling for proposed pedestrian crossing upgrades along Military Road
- intersection modelling of intersection performance of growth scenario to year 2041 (various locations)
- pre-construction road safety audit of Site 1
- parking wayfinding strategy, on-street car share spaces and parking restrictions

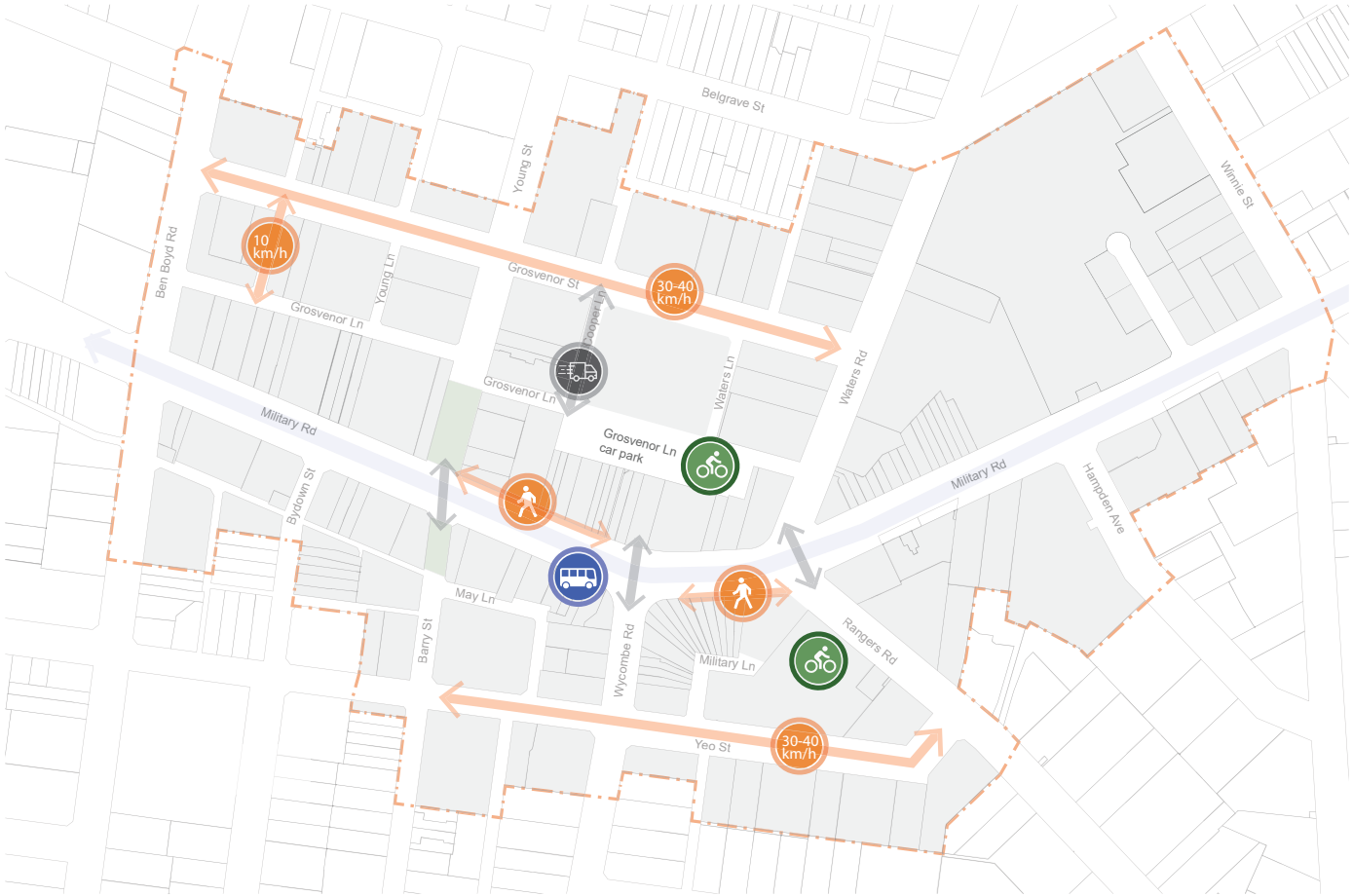


Figure 4-2. Traffic and transport issues and opportunities

4.1 ACCESS STRATEGY

STRATEGIC CONTEXT

30-MINUTE CITY
LOCAL PLANNING PRIORITY P6
Support walkable centres and a connected, vibrant and sustainable North Sydney

- NORTH SYDNEY LSPS (2020)



1 **Improve footpaths, through-site links and crossings to provide safe, connected and walkable local centre**



2 **Improve cycling infrastructure and widen footpaths near B-Line bus stops**



3 **Relocate Grosvenor Lane car park underground, retain the number of public car parking spaces and investigate a parking management strategy**



4 **Minimise traffic impacts of future development and improve road safety**

4.2 WALKING

1 Encourage walking within the local centre

Creating a safe, connected and pedestrian-friendly environment will encourage people to walk to and around the local centre.

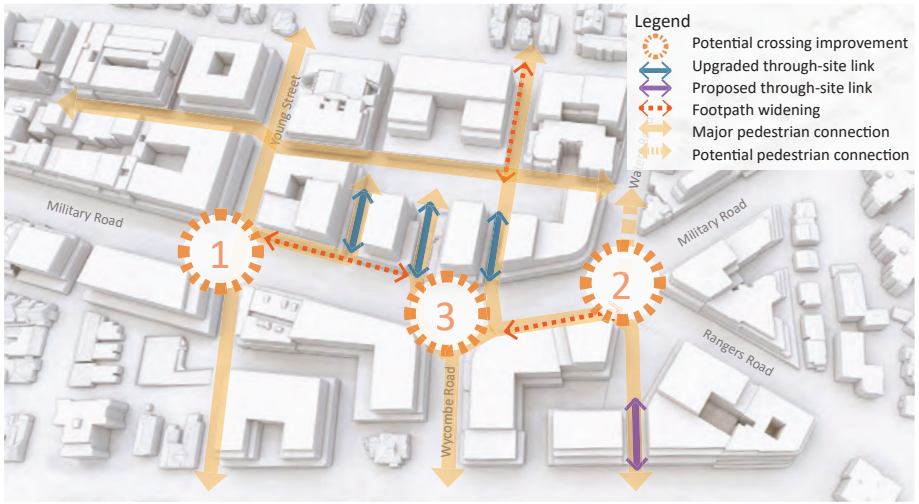


Figure 4-3. Local centre pedestrian connections









Potential crossing improvements on Military Rd

Military Road is a vehicle-dominated corridor that divides the local centre. The following projects have been identified for further investigation:

1. **Military Road crossing realignment**
   Realigning the western pedestrian crossing would provide a more direct connection between Young St and May Gibbs Place for pedestrians and cyclists (SMM 2023)
2. **Additional crossing near Rangers Road**
   A new pedestrian crossing connecting Rangers Road to Waters Road would provide easier access to the new plazas, shops and services on either side of the local centre (SMM 2023)
3. **Extended pedestrian crossing signal times**
   Longer pedestrian crossing signal times would provide more time for pedestrians, particularly of lower mobility, to walk across Military Road (community consultation)

Military Road is a state road. Accordingly, any proposed changes to the road require the approval of TfNSW. TfNSW has identified Military Road as of strategic importance for vehicle thoroughfare, so proposals that potentially affect this function may be challenging. Council places a high priority on improving pedestrian safety and accessibility and will continue to advocate for improvements.

Improving through-site links

To create better connections between Military Road and the new public plazas, the following projects have been identified (SMM 2023):

- expand the centre laneway link in Site 2 (centre) near the community centre to 3m
- upgrade the western link in Site 2 (west) to a 6m wide link aligned with Cooper Lane
- improve the eastern link in Site 2 (east) to a 6m wide laneway aligned with the western side of Waters Lane footpath
- introduce a 6m wide new link in Site 3 connecting Rangers Road Plaza to Yeo Street

Widening footpaths

To further improve the amenity of the centre the following footpath widening projects have been identified (SMM 2023):

- a 2.5m whole of building setback along Military Road at the B-Line bus stops to provide extra space for commuters and landscape planting opportunities
- a 4m whole of building setback on the western side of Waters Lane to facilitate a landscaped north-south pedestrian connection to the plaza

2 Encourage cycling and public transport use

Improving active transportation infrastructure can make it easier for people to access the local centre without relying on private vehicles and encourage cycling and walking in a safe context.

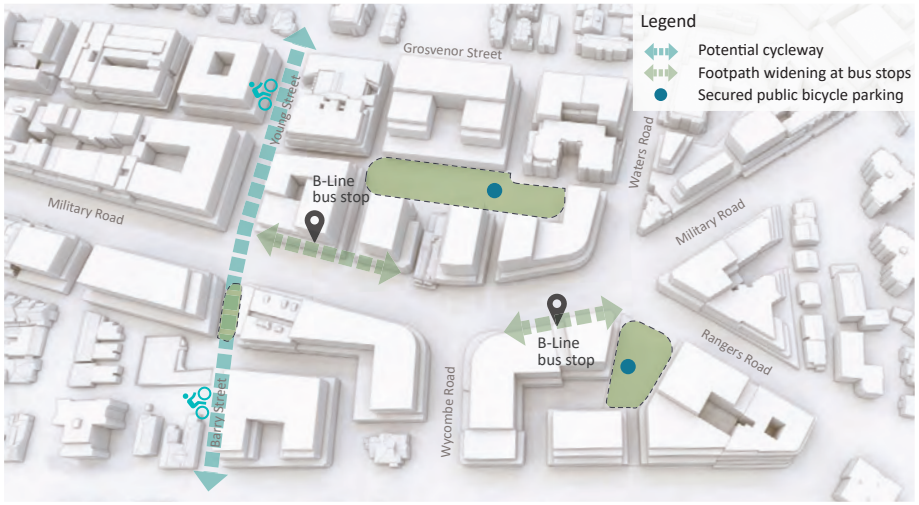


Figure 4-4. Cycling and public transportation infrastructure improvements









Cycling improvements

In promoting cycling as a sustainable urban mobility option, the following measures have been identified (Stantec 2024):

- a safe cycleway connection may be investigated along Young Street, that connects the local centre to the Sutherland cycleway to the north, and potentially to Barry Street in the south if the Military Road pedestrian crossing is realigned under strategy 1
- the installation of secure public bicycle parking on Grosvenor Plaza and Rangers Road Plaza

Widening B-Line bus stop areas

As discussed earlier, there are known concerns about inadequate footpath space near bus stops on Military Road during peak travel hours.

To improve the safety and amenity of waiting commuters and other pedestrians passing along Military Road, a 2.5m whole of building setback is proposed along sites fronting the B-Line bus stop, as shown in Figure 4.4.

4.4 ROAD NETWORK AND PARKING

3 Retain public parking spaces and develop a parking strategy

Replacing the current surface-level Grosvenor Lane car park with an underground facility will enhance the local centre. Parking management strategies aim to further reduce the impact of vehicles.

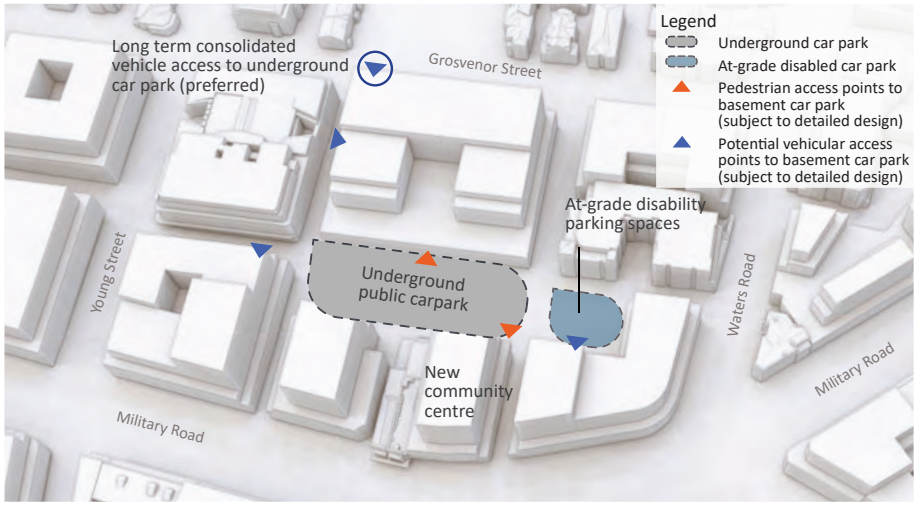
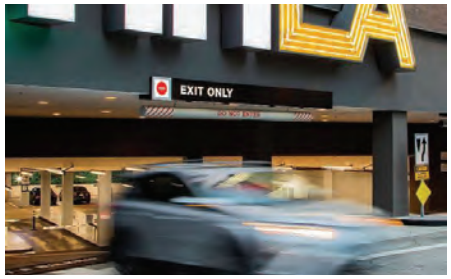


Figure 4-5. Grosvenor Lane underground car park and access points









Preserving public parking availability

The local centre has two council-owned car parks at Grosvenor Lane and Barry Street, offering easy access to local shops and public spaces. On-street parking is available on most local roads and specific segments of Military Road outside of clearway and bus lane hours, with a mix of time restrictions, metered spaces, and residential preferential parking. The study area also provides on-street accessible parking and car-sharing bays.

The Traffic and Transport Study (Stantec 2024) confirms there is a sufficient amount of parking spaces in the centre. The following projects will reduce the volume of vehicles circulating in and around the centre and create more space for people:

1. **Grosvenor Lane Car Park**
   Relocate the existing public car park underground, retaining the number of public car spaces in the new facility
2. **Disability parking at grade**
   Preserve at-grade parking spaces for designated disability parking spots
3. **Enhancing pedestrian access**
   Establish clear physical connections around the plaza, facilitating easy pedestrian access between the basement car park and local shops and services
4. **Consolidated car park access**
   Ideally, long term consolidated access to the basement car park will be via Grosvenor Street from Site 1 to minimise vehicle and pedestrian conflict and maximise the amenity of public spaces. Subject to detailed design, other potential locations for vehicle entries to the Sites 1 and 2 basement car park are identified (see figure 4.5)

Parking management strategy

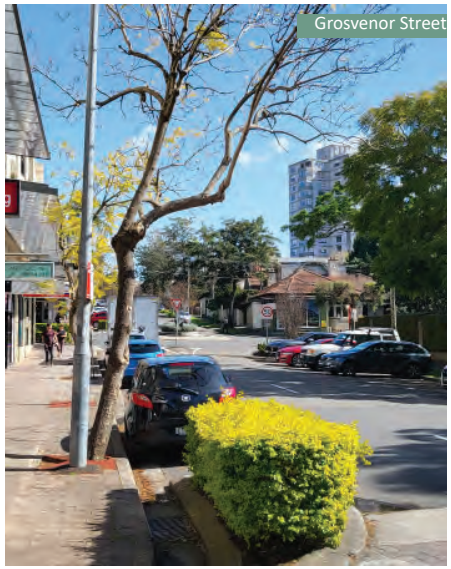
A parking management strategy may include, but is not limited to (Stantec 2024):

- developing a parking wayfinding strategy to improve parking efficiency. Long term, this could include real time variable signage that identifies the number and location of available car parking spaces
- a comprehensive review of parking restrictions across the entire area to increase parking turnover in areas with short stay trip attractors
- identifying the demand and potential opportunities for additional car-share spaces

4 Minimise additional traffic impact & improve road safety

A major source of carbon emissions come from transport, and private cars are the biggest contributor. This study aims to minimise additional traffic impact by promoting sustainable transport modes and improving road safety.







Trip generation and traffic impact

A traffic analysis and impact assessment of the proposed growth and public domain upgrades under this study was conducted by Stantec.

Modelling of both residential and non-residential gross floor area (GFA) for the proposed growth scenario under this study indicates that:

- in general, traffic volumes generated from the proposed growth scenario are relatively minor for most intersections, and manageable within the local road network
- during the weekday AM and PM peak, the intersection of Grosvenor Street and Cooper Lane is expected to have the highest increase in vehicular trips due to the future redevelopment of Site 1
- during weekend peak hours within the study area, aside from the intersections along Military Road and the intersection at Ben Boyd Road with Ernest Street, the traffic volumes at the other key intersections are anticipated to experience a relatively minor increase

Improve road safety

To address community safety concerns about "rat-running" traffic on Grosvenor Street and Yeo Street, and the anticipated higher pedestrian activity in the centre, the following is recommended (Stantec 2024):

- a review of the speed environment and consideration of reducing speed from 50 km/h to 30-40km/h along Grosvenor St and Yeo St
- investigating opportunities for introducing additional formal crossings along Grosvenor St
- investigating introducing a mid-block formal crossing point along Yeo St near the proposed through-site link

Community Views

The community identified the restaurants, cafes and bars in and around Grosvenor Lane, Grosvenor Street and Young Street as their favourite and most valued spots. The community also highly valued ease of access to a wide variety of shops and services.

Local businesses are keen to see a broader range of specialty retail, restaurants, cafes and rooftop bars open both day and night and enhanced outdoor dining opportunities. Improved public domain, community facilities and shared zones, whilst maintaining customer parking, loading zones and servicing capabilities were also identified.







EMPLOYMENT

05

5.1 EMPLOYMENT STRATEGY

Strategic context



Figure 5-1. Structure plan for the North District, North District Plan 2018

The Neutral Bay village is identified as a 'local centre' in the North District Plan (GCC 2018) . Local centres are the focal point of neighbourhoods and an important part of a 30-minute city, providing access to essential day-to-day goods and services, social and community infrastructure and public transport interchanges close to where people live. Local centres have an important role in providing local employment, and account for close to 18% of all Greater Sydney jobs.

Key principles for the planning of local centres as outlined in the North District Plan include:

- protect or expand retail and/or commercial floor space
- protect or expand employment opportunities
- support the night-time economy

Planning for a vibrant and safe local centre that enhances the social and recreational needs of communities includes supporting a range of small businesses such as retail, arts and cultural enterprises and events.

Military Road Corridor Economic Baseline Report

In 2018, Council engaged HillPDA to undertake an economic analysis of the Neutral Bay and Cremorne Military Road corridor. A comprehensive floor space audit and survey of 106 local businesses was undertaken in September 2018 to provide an understanding of current economic activity and future market trends and inform the development of an economic strategy for the Neutral Bay local centre.

Neutral Bay Local Centre Economic Analysis

In 2023, Council engaged HillPDA to undertake an updated floor space audit and commercial floor space demand analysis taking into consideration the short-to-long term impacts of Covid-19 on economic activity and future market trends.

The following pages outline the key findings of this study.

Commercial floor space supply

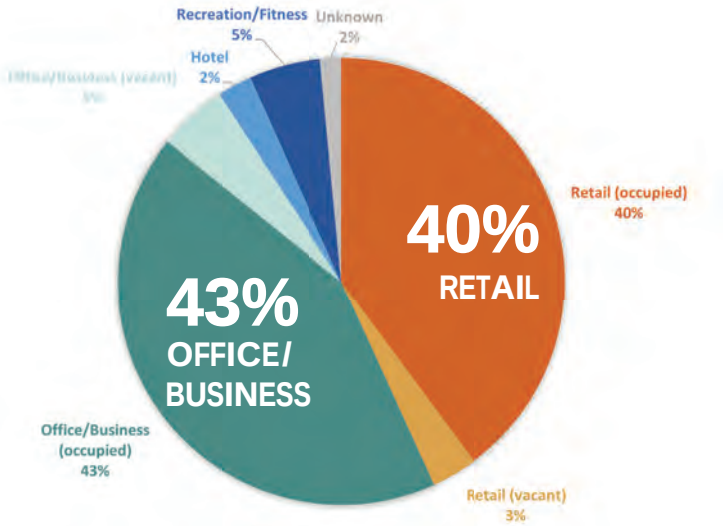


Figure 5-2. Non-residential excludes: residential, utilities, car parks, construction sites and community uses (schools)
Source: HillPDA, Neutral Bay Town Centre Economic Analysis & Feasibility Assessment Report

Retail and office/business premises

The floor space audit conducted by HillPDA in April 2023 identified a total 64,127m² of non-residential floor space within the Neutral Bay local centre. This included 27,704m² of retail floor space and 30,512m² of office/business floor space.

Over 60% of Neutral Bay's retail floor space is occupied by supermarkets, cafes/restaurants, and personal services. There is a high presence of medical and health-related services, real estate and property services, and financial institutions occupying Neutral Bay's office and businesses premises.

Vacancies

An estimated 5,300m² of vacant retail and commercial floor space was identified across the Neutral Bay local centre. The majority of vacant retail floor space was observed at the ground level, less than 80m² in size and located predominantly along Military Road.

Neutral Bay is a market of predominantly sole operators or small-medium size businesses, and floorplates between 120-300m² is considered optimum. However, the majority of observed vacancies were in floorplates around 110m², indicating lower quality product or high rents may be contributing factors to current vacancies.

Economic profile

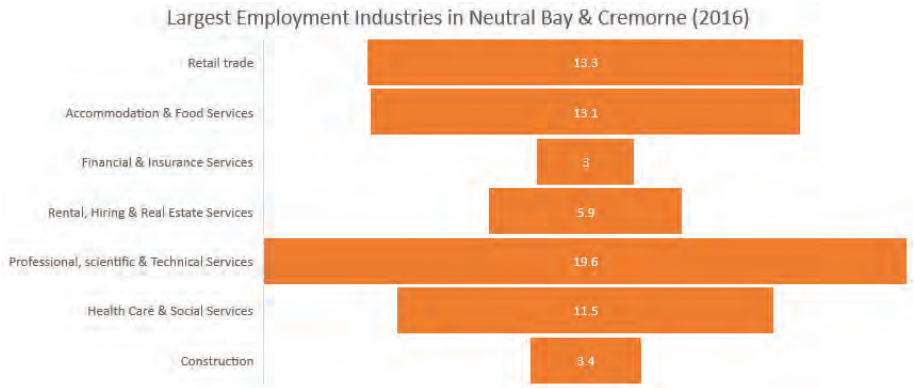


Figure 5-3. Largest employment industries in Neutral Bay & Cremorne 2016
Source: HillPDA, Neutral Bay Town Centre Economic Analysis & Feasibility Assessment Report

Business & employment characteristics

In 2017, Neutral Bay and Cremorne accounted for 9% (1,385) of total registered businesses and 8% (5,405) of total jobs in the North Sydney LGA. Many business owners have indicated their reasons for locating in the area is due to the Centre's established identity, amenity and close proximity to home. A high proportion of workers (38%) live locally, travelling less than 5km from their place of residence.

Whilst a high proportion (46%) of businesses in Neutral Bay are office/business premises related, they comprise only 6.6% of such businesses across the North Sydney LGA. This is largely attributed to the high number of similar businesses located in the North Sydney CBD. Neutral Bay is an important location for retail businesses, with a total 141 retail businesses (or 13% of the North Sydney LGA's retail businesses) located in Neutral Bay and Cremorne alone.

Neutral Bay's largest employment industries are professional, scientific and technical services, followed by retail trade, accommodation and food services, and health care.

5.1 EMPLOYMENT STRATEGY

Commercial floor space demand & challenges

Retail and office/business premises

Neutral Bay local centre currently supports around **64,000m²** of non-residential floorspace (excluding school, car park, construction sites and utility uses).

Economic analysis indicates that there is current demand for an additional **6,460m²** of both retail (4,960m²) and office/business (1,500m²) floor space (HillPDA 2023). Whilst Neutral Bay contains an adequate supply of personal services retailing, there is sufficient demand for an additional supermarket, bulky goods, restaurants and cafes, and specialty food and non-food retailing, and demand for additional office/business floor space in the professional and technical services, finance, medical and property services sectors.

By 2041, it is estimated demand will increase to an additional **13,450m²** of retail (9,750m²) and of commercial office/business (3,700m²) floor space above existing levels.

Key challenges

A key objective of this study is to ensure the employment function of the Neutral Bay local centre continues to grow and remain competitive over time.

However, theoretical capacity modelling indicates that if all sites within the MU1-Mixed Use zone of the Neutral Bay local centre were developed to their maximum capacity under existing planning controls, it would result in the **loss of 30,000m²** (or 47%) of existing employment generating floor space in the centre. This broadly translates into a **reduction of 1,200 existing local jobs**.

Arresting the ongoing decline of employment generating floor space is critical to ensuring the long-term commercial viability and competitiveness of the Neutral Bay local centre.

If nothing is done, the centre will continue losing local jobs, local businesses and services for the community. This in turn will lead to increased car trips as people travel further for those same jobs and services. In addition, as local workers typically spend around an estimated 15-20% of their annual retail expenditure near their place of work on food, cafes, apparel, giftware and other leisure retailing, the retail function of Neutral Bay may also be impacted over time.

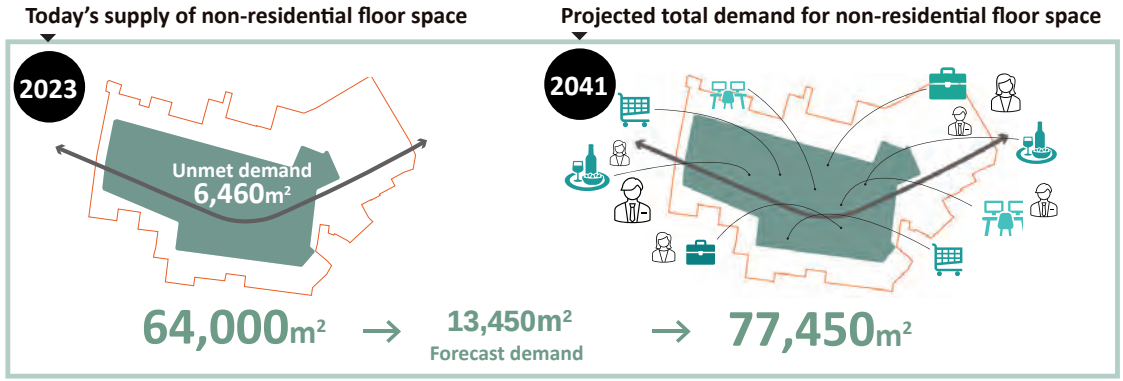
The economic analysis undertaken by HillPDA identifies several additional challenges impacting the overall attractiveness and competitiveness of Neutral Bay. These include:

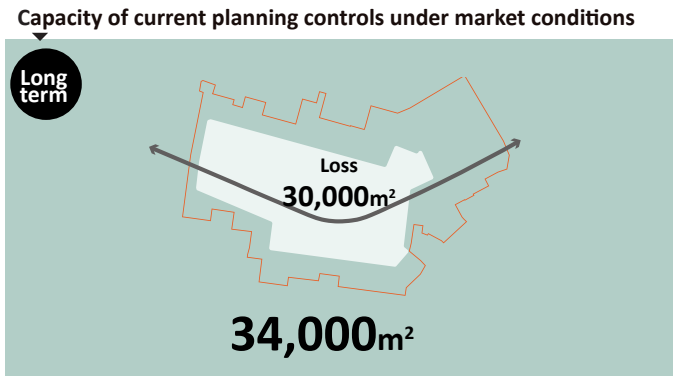
- lack of public space
- traffic congestion
- access difficulties

This study aims to stop the ongoing loss of existing non-residential floor space. It does not, however, address the forecast demand.

Impact of COVID-19

Neutral Bay has shown signs of post pandemic recovery. HillPDA suggest sectors like accommodation, food services, and retail have rebounded whereas the rise in work-from-home (WFH) practices has led to a slight increase in commercial office vacancies. Local services and in-person offerings are anticipated to thrive in the post-COVID landscape, and the rise in local co-working space, transport and proximity to the city will continue to make Neutral Bay a convenient place to do business in the long term.





5.1 EMPLOYMENT STRATEGY

Strategic context

LOCAL ECONOMY & EMPLOYMENT
LOCAL PLANNING PRIORITY P3
Enhance the commercial amenity and viability of North Sydney's local centres

- NORTH SYDNEY LSPS (2020)



1 **Protect commercial floor space to meet current and future needs**



2 **Encourage a mix of tenancy sizes and flexible floor plates to support a range of non-residential uses**



3 **Enhance the amenity, identity and appeal of Neutral Bay**



4 **Concentrate fine grain specialty retailing and dining opportunities at the ground level**



5 **Continue to support mid-rise density near the centre**



6 **Provide for parking and servicing requirements whilst improving the public domain and pedestrian amenity**

5.2 COMMERCIAL FLOOR SPACE SUPPLY

1 Protect commercial floor space

Ensuring sufficient commercial floor space is delivered to meet current and future projected demand will support the economic viability of the centre, jobs close to homes and services for the community.

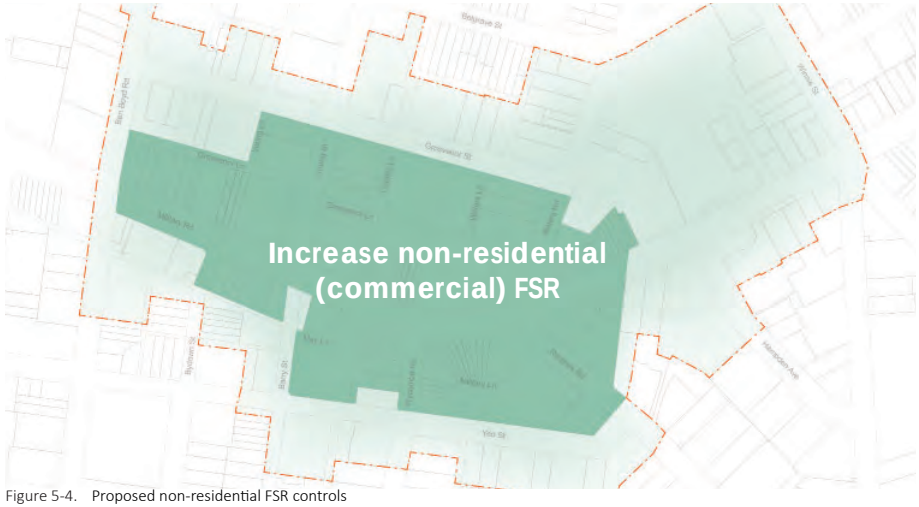


Figure 5-4. Proposed non-residential FSR controls



Figure 5-5. Artist's impression looking south along Waters Lane towards Grosvenor Plaza and the proposed community centre

Existing non-residential FSR controls

NSLEP 2013 contains a non-residential floor space ratio (FSR) control that applies to all land zoned MU1- Mixed Use. This control specifies the minimum amount of floor space that must be used for non-residential purposes. The intent of this control is to ensure sufficient employment generating floor space is provided to create a viable mixed-use centre.

NSLEP 2013 currently prescribes a non-residential FSR of 0.5:1 throughout the MU1 – Mixed Use zone of the Neutral Bay local centre, which enables the existing predominantly 2-3 storey commercial buildings in the centre to transition to 4-5 storey mixed use developments with a single level of ground floor retail and residential uses above.

As detailed earlier, if nothing is done to amend the planning controls, this will result in a progressive loss of 30,000m^2 (or 47%) of existing employment generating floor space.

Proposed non-residential FSR controls

Increasing the non-residential FSR control throughout the MU1- Mixed Use zone of the Neutral Bay local centre will protect the existing employment function. This can be achieved by:

- increasing the non-residential FSR control from 0.5:1 (existing) to 1.2:1 (proposed) across the majority of the MU1 – Mixed Use zone and key sites 1, 2 and 3A; and
- increasing the non-residential FSR control from 0.5:1 (existing) to 1.5:1 (proposed) on key site 3B, which currently includes the fully commercial building at 50 Yeo Street.

Protecting commercial and retail spaces in a local centre is essential to achieving a sustainable and thriving community. The benefits include:

- maintaining economic vitality
- providing local employment opportunities
- maintaining community character and identity
- offering convenience for residents
- providing social and gathering spaces
- encouraging a walkable and sustainable centre

5.2 COMMERCIAL FLOOR SPACE SUPPLY

Existing local centre buildings





Recent mixed-use developments





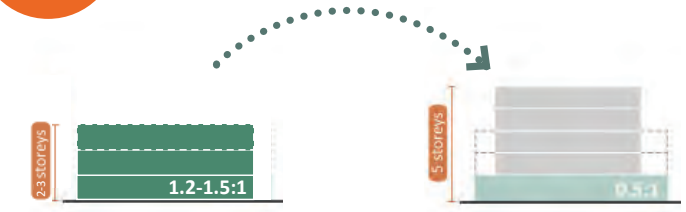
Precedents of future developments



DO NOTHING

A reduction of

-47% Commercial and retail floor spaces

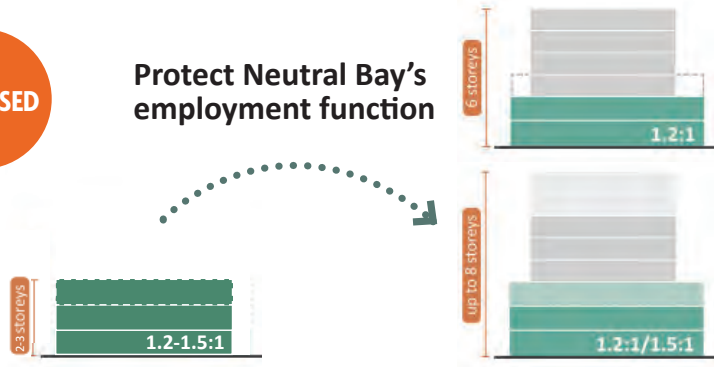


Existing building

Existing LEP controls - recent development

PROPOSED

Protect Neutral Bay's employment function



Existing building

Proposed controls

5.3 CENTRE AMENITY AND APPEAL

2 Encourage diversity in uses and tenancy sizes

Encouraging a mix of commercial tenancy sizes and flexible floor plates will encourage a diversity of uses that service different functions, enhance activation and the amenity of the centre.



Office & business

Neutral Bay is attractive to small-to-medium size enterprises of <20 employees. Business survey results indicated enterprises opted for floorplates between 100-250m^2 and that traditional purpose-built office spaces are increasingly giving way to more flexible options like co-working spaces. These spaces act as a shared workspace for a highly diversified workforce of small businesses, start-ups, freelancers and entrepreneurs, which are generally attracted to small office spaces (<200m^2) at affordable rental prices.





Retail

To facilitate a diversity of retail uses and create an active dining and entertainment precinct both day and night, it is important to enable flexibility and diversity in floor space provision. Business survey results indicated that the optimal floorplate for retail in Neutral Bay is between 50-100m².

3 Improve centre amenity & appeal

Enhancing the amenity, identity and desirability of Neutral Bay through public domain upgrades and an improved pedestrian experience will increase centre visitation and attract further investment.

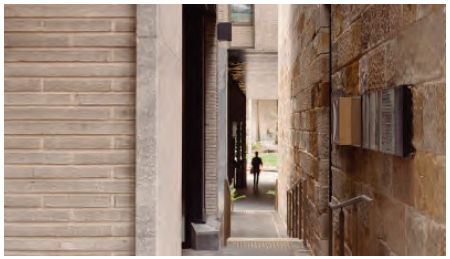


Public domain upgrades

Integrating additional street trees, a uniform public domain palette and delivering attractive, green public open space for markets, events, passive relaxation and socialising will enhance the amenity and appeal of the centre. Where public spaces are delivered, ground floor active uses should be encouraged.

Local character

Encouraging development to maintain heritage or older facades where they are an identifiable feature of the centre will enhance the identity of the centre.





Through-site links

Enhancing the legibility and pedestrian movement capacity within the centre will improve convenience and enhance the appeal of the centre. Business survey results indicated pedestrian accessibility in the centre was average with limited lines of sight from Military Road to the retail and commercial uses behind. Encouraging wide, open-to-sky through-site connections to enhance sight lines will create an activated and accessible centre.

4 Encourage centre activity

Encouraging active uses at the ground level will increase the vibrancy of the centre and optimise the feeling of safety, particularly at night. This can attract further local businesses to locate in the area.



Active street frontages

Land uses that have higher levels of customer interaction, such as fine grain retail and dining, at the ground level will be encouraged along main pedestrian thoroughfares with strong amenity and along secondary streets and laneways. More passive uses that do not generate active trade should be encouraged to locate above ground level or along main road corridors, such as along Military Road.





Community facilities

The provision of community facilities such as meeting rooms, events spaces and childcare facilities can contribute significantly to strengthening the appeal of the centre as an office location, with more convenient family services for workers and families available. Community facilities should be delivered in a central location that can be easily accessed.

5 Density near the centre

There are economic benefits to enabling residential and commercial densities within a walkable catchment of the centre.

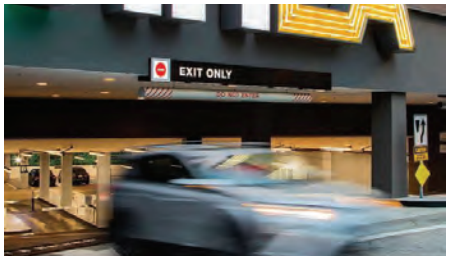


Centre performance is intrinsically linked to the density of the trade catchment. Residential and commercial density of the walkable catchment can enhance the patronage of retail and thereby extend centre activation. Diverse, mid-rise and affordable housing options that cater to a broad demographic will continue to be provided within the walking catchment under existing planning controls.

6 Parking and servicing

Parking, servicing and delivery needs will be accommodated whilst enhancing the pedestrian amenity and activation of the centre.





Designated servicing and delivery areas will be provided for the daily operation of businesses and provided in locations that reduce impacts to the public realm.

New development will continue to incorporate designated spaces for off-street parking, servicing and delivery.

Community Views

Within the context of Neutral Bay local centre, the community values a balanced development height and the provision of additional public spaces and facilities to cultivate a lively local atmosphere while preserving the existing character and identity.

The proposed built form controls in this chapter are designed to achieve an appropriate scale for new development, foster a harmonious relationship between built structures and the public realm, maintain a high standard of urban design and amenity, and unlock opportunities for enhancing public spaces and community facilities within the local centre.







BUILT FORM

06

6.1 BUILT FORM STRATEGY

Existing built form context

In the early 1870s, a track was established along the ridge from North Sydney to supply the newly-installed fortifications at Middle Head, gradually leading to the emergence of shops and businesses around Military Road.

Today, Neutral Bay is a vibrant hub with a mix of businesses, retail, offices and residential developments. The majority of the study area along the Military Road corridor is zoned MU1 - Mixed Use (NSLEP2013) which enables residential development above ground floor retail. The edge of the study area transitions to high and medium-density residential zones on the periphery, with pockets of land zoned SP2 - Special Uses.

Neutral Bay contains heritage-listed items along Military Road and Yeo Street, together with iconic facades on Military Road and Wycombe Road, which contribute to the local character of the centre.

The current maximum height of buildings in the mixed-use zone is 16m, which equates to 4-5 storeys. Outside the local centre study boundary, there are some taller residential buildings of up to 16 storeys. These buildings were constructed in the 1960s and 1970s and significantly exceed the current residential height limit, which is generally 12m or 3-4 storeys.

Current planning controls require 1.5m setbacks at ground level along laneways and sections of Military Road, Grosvenor Street, and Rangers Road to enhance pedestrian amenity and infrastructure. However, these setbacks are often interrupted or constrained due to site limitations.

Key challenges

Planning and built form controls, encompassing land use zoning, height regulations, and setbacks, serve a crucial role in defining a local centre's character, managing development intensity, and establishing an appealing built form.

Critically, for Neutral Bay, any uplift in building capacity via increased building heights can be supported by public benefits identified in the placemaking strategy outlined in Chapter 3.

A key objective of this study is to strike a balance between maximum building heights and the provision of public benefits that gains a better level of community support compared to the rescinded 2021 Planning Study.

The Neutral Bay local centre is currently experiencing strong development interest. Without an endorsed planning study, landowners and proponents will continue to submit ad-hoc planning proposals that seek amendments for additional height and density via the NSW Government. This approach carries an inherent risk of undermining the desired future outcomes for the centre including:

- limited commercial uses at podium levels
- height exceeding agreed height limits
- insufficient and inconsistent setbacks
- built form challenging heritage values
- inadequate transition to the residential area
- built forms causing substantial shadow impacts on public open spaces and residential areas
- lack of site permeability
- missed opportunities to deliver public benefits

To mitigate these risks, this study establishes a framework to guide development built form and ensure that future developments better align with the needs and expectations of the community.



Striking the right balance between building height and public benefits

Relationship with heritage items

Transition to residential areas

Shadow impacts on open space

Public benefits opportunities

BUILT FORM STRATEGY

A CITY OF GREAT PLACES
LOCAL PLANNING PRIORITY L3
Create great places that recognise & preserve North Sydney's distinct local character & heritage

- NORTH SYDNEY LSPS (2020)



1 **Preserve the mid-rise built form and protect the existing retail/commercial capacity**



2 **Strategically identify additional height and density to deliver public benefits**



3 **Encourage high-quality building design to enrich the experience of the Neutral Bay local centre**



4 **Require sensitive height transitions to protect solar access to public open spaces and residential areas**



5 **Ensure a human-scaled streetscape to enhance the village atmosphere**



6 **Enhance the much-loved heritage character with built form controls**

6.2 BUILDING HEIGHT AND DESIGN

1 Preserve local centre mid-rise built form

Achieving a dominant typology of mid-rise 6-storey mixed-use buildings throughout the local centre will ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity.





Figure 6-1. The 5-6 storeys development at 9 Rangers Road, Neutral Bay

6 storeys in the majority of the centre

The maximum building height in the majority of the mixed use zone is proposed to be increased from the existing 5 storeys to 6 storeys.

The proposed 6 storey building height is a mid-rise built form. Thoughtful built form controls can ensure that mid-rise buildings offer human-scaled designs, promoting urban density with increased economic activity, and maximising solar access to new public open spaces.

Protect existing retail/commercial offers

To preserve the existing commercial capacity of Neutral Bay that supports local jobs and businesses, the additional level is to accommodate new commercial space in the podium. This will be secured via a proposed increase to the non-residential floor space ratio (FSR).

6.2 BUILDING HEIGHT AND DESIGN

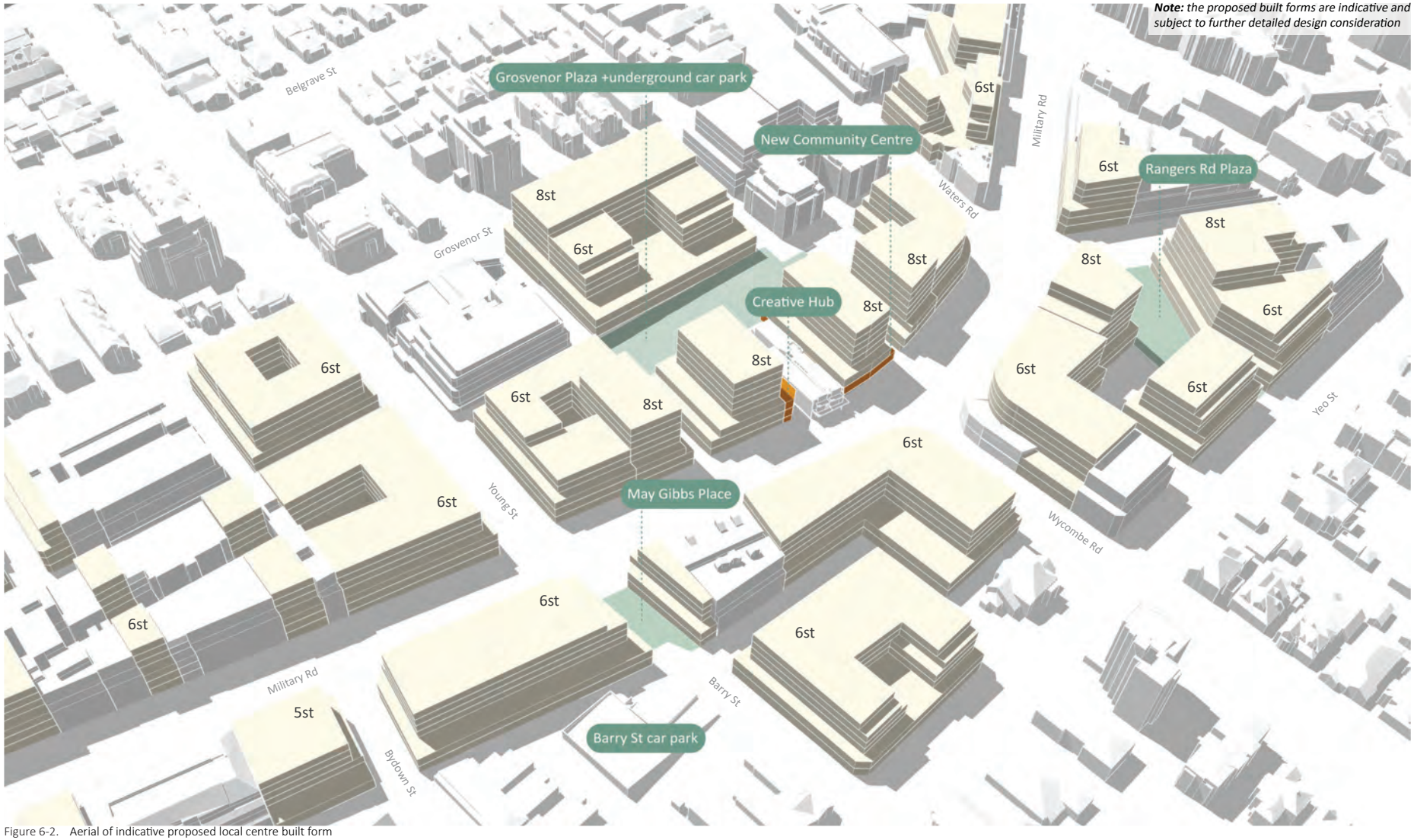


Figure 6-2. Aerial of indicative proposed local centre built form

6.2 BUILDING HEIGHT AND DESIGN

2 Strategically allocate additional height and density

Permitting additional height on well-sized and highly accessible locations, can deliver some public benefits that support the placemaking objectives for Neutral Bay.



Key sites to deliver public benefits

Key sites have been identified for a proposed height increase of up to 8 storeys (Figure 6.3). A higher building typology at these locations will create a distinctive and varied urban form within the centre. Good separation between the 8-storey buildings will avoid any "street wall" or feeling of overbearing.

The additional height over the existing LEP height limit will only be considered in conjunction with the delivery of identified public benefits, including but not limited to larger setbacks, through-site links, public open spaces and community facilities, along with demonstrated design excellence. The key sites were chosen, based on:

- their location at the core of the local centre
- proximity to main bus stops (B-Line)
- a direct interface with future plaza spaces
- avoidance of potential site isolation issues
- limited shadow impact on residential areas
- size that supports an appropriate urban form

Detailed urban design objectives, proposed planning controls and supporting public benefits are outlined in Chapter 7 and should be referenced when preparing a planning proposal.

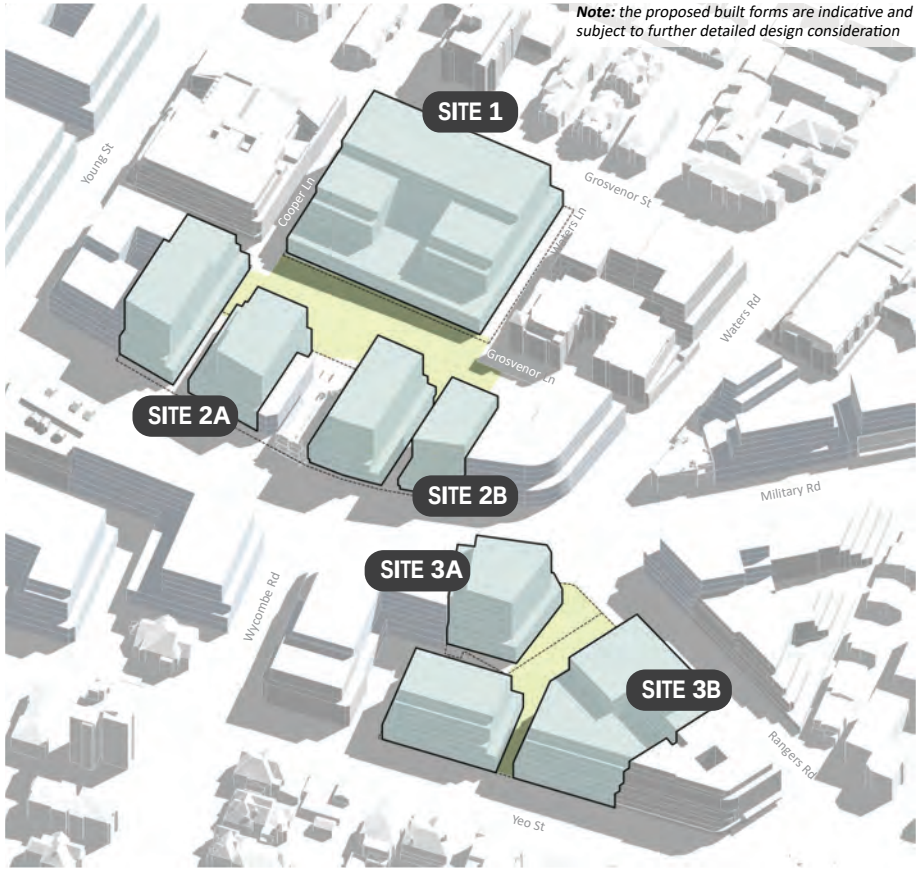


Figure 6-3. Aerial of indicative proposed development envelope at key sites

3 Encourage high quality design

Encouraging award-winning architectural designs will deliver high-quality mixed-use developments that gain greater community support for higher density urban renewal.







Design excellence

All new developments are expected to meet a high standard of architectural design to enhance the experience of the Neutral Bay local centre. 'Design excellence' is established as a central urban design principle for future developments in the centre.

North Sydney Council actively promotes high quality urban design and sustainability in the North Sydney local government area. Independent advice is sought from the North Sydney Design Excellence Panel and will be required for all redevelopments resulting in this study.

In the pursuit of design excellence, proponents are encouraged to engage architectural firms with a proven track record in designing high-quality buildings. The objective is to prepare design solutions that:

- demonstrate a high level of design excellence in accordance with criteria established in the NSLEP 2013, NSDCP 2013, Apartment Design Guide and Neutral Bay Village Planning Study
- deliver public benefits consistent with the goals outlined in the Planning Study
- provide high quality materials and finishes

6.3 SOLAR ACCESS

4 Provide height transition and protect solar access

Developing detailed built-form controls that address the relationship and response to surrounding residential areas and public open spaces, including considerations for solar access.

Public open spaces

A key outcome of this study is the creation of new plazas and an overall net increase in the public domain. These public spaces are expected to be intensively used by the community and visitors. Protecting the quality and amenity of the spaces is essential to the vibrancy of the local centre.

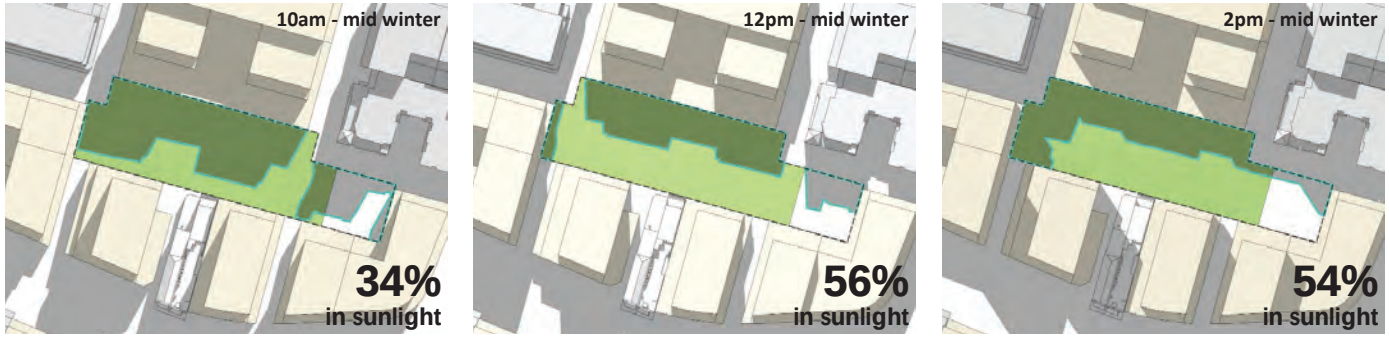
Proposed built form controls will ensure these open spaces receive adequate solar access and maintain a comfortably-scaled interface with surrounding buildings.

Residential areas

Neutral Bay local centre is adjacent to residential neighbourhoods, necessitating a built form transition that minimises the impact on nearby residential properties, such as adverse overshadowing or excessive building bulk. This transition will also help establish a defined edge to the local centre.

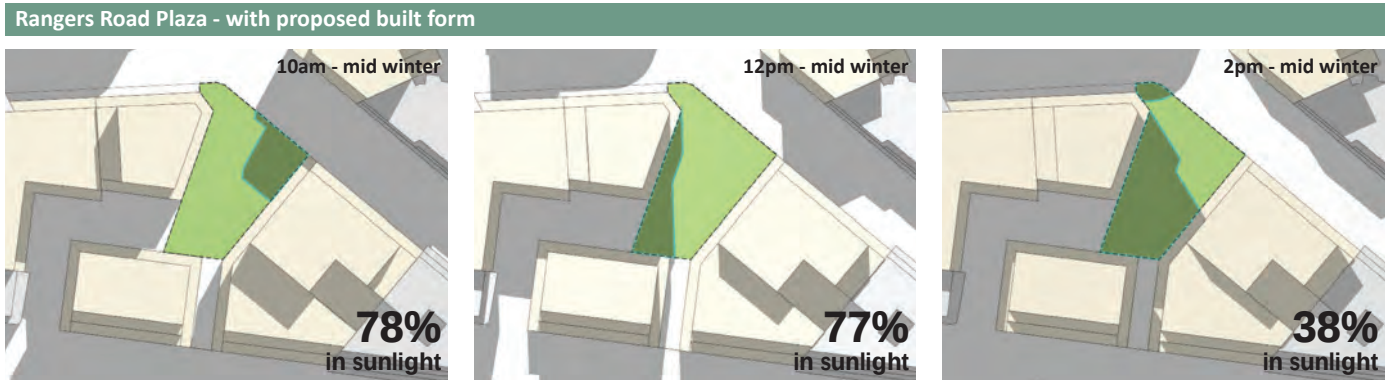
In addition to the proposed height transition, upper-level setbacks are proposed at the interface of zoning changes.

Grosvenor Plaza - with proposed built form



Note: the solar access levels to the plaza with the existing LEP/DCP built form is 24% at 10am, 46% at 12pm and 43% at 2pm at mid-winter.

Rangers Road Plaza - with proposed built form



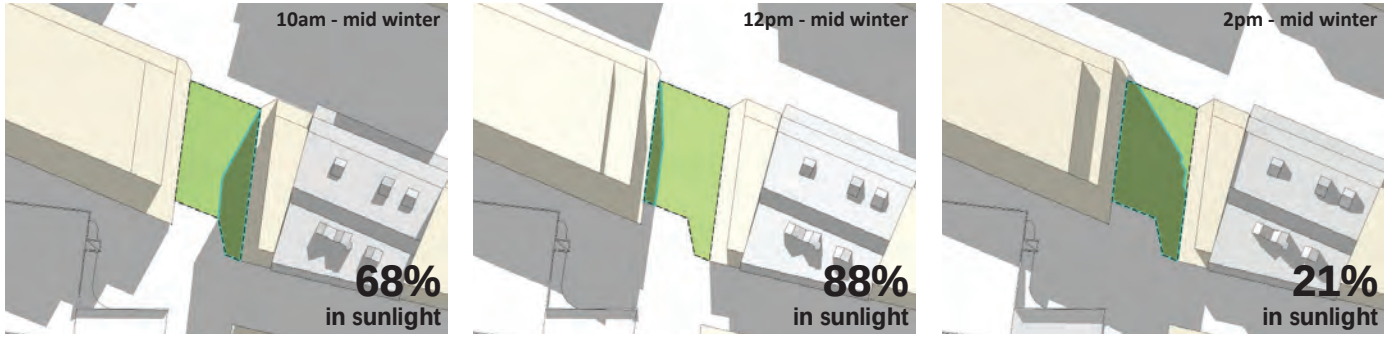
6.3 SOLAR ACCESS

Legend

Shadow within the plaza area

May Gibbs Place

May Gibbs Place - with proposed built form

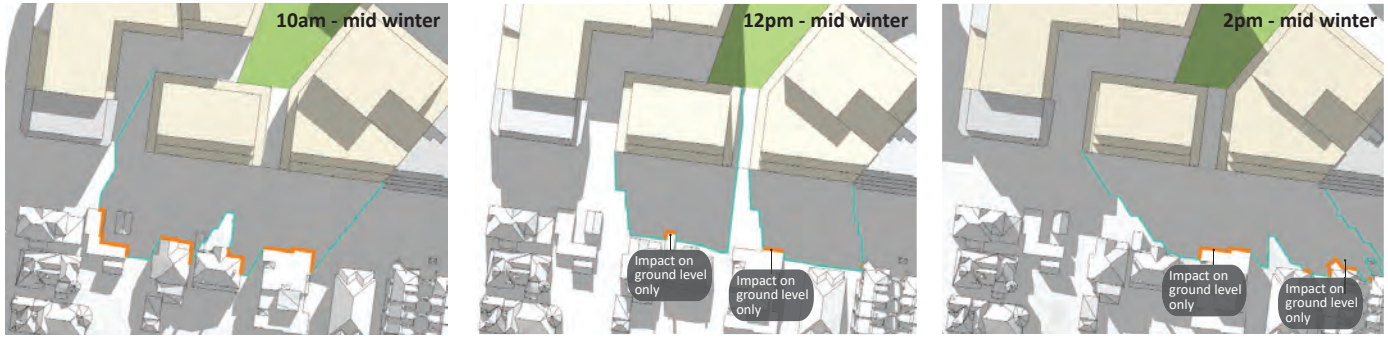


Legend

Shadow cast by the proposed built form

Buildings with shadow impacts

Yeo Street residential buildings - with proposed built form



Grosvenor Plaza

Grosvenor Plaza can receive a significant amount of solar access with the proposed built form, particularly between 11am and 2pm in mid-winter. Built form transitions can enhance solar access at Grosvenor Plaza by approximately 10% during each hour between 10am and 2pm in mid-winter in comparison to 5-storey buildings permissible under the current planning controls.

Rangers Road Plaza

Rangers Road Plaza can receive excellent solar access with the proposed plaza shape and location, especially between 9.30am to 1.30pm at mid-winter.

May Gibbs Place

May Gibbs Place can receive excellent solar access with the proposed adjacent built form, especially between 9.30am to 1.30pm at mid-winter.

Yeo Street residential buildings

With upper-level setbacks, the proposed height increase will not create a net increase in shadow impact on the residential buildings along Yeo Street compared to the existing planning controls. The shadow analysis illustrates that the extent and duration of the shadows cast on the residential buildings along Yeo Street is limited, and can still achieve ADG and DCP residential solar amenity requirements.

6.4 LOCAL CHARACTER AND HERITAGE

5 Ensure human-scaled streetscape

Creating a positive street level environment that reinforces the village atmosphere can be achieved through a built form that maintains a human scale and supports street activity.

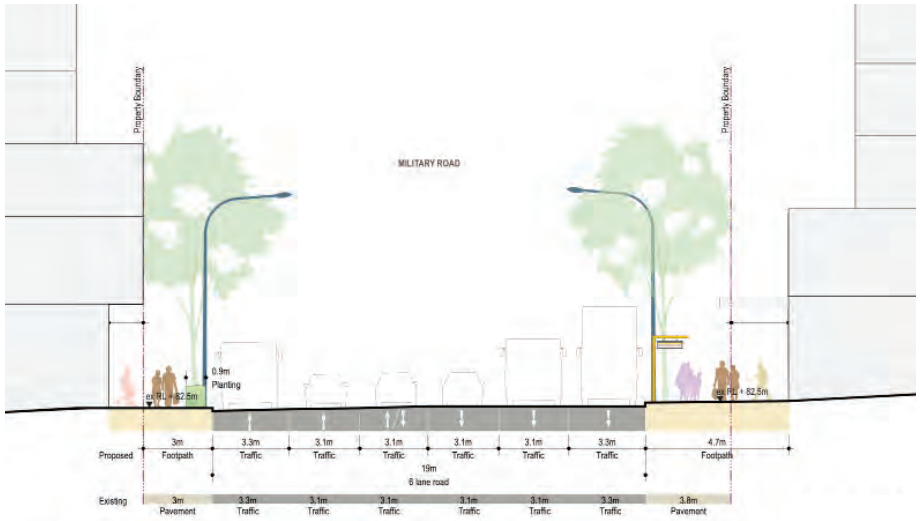


Figure 6-4. Proposed footpath widening- typical Military Road section

Podium height

3 storey podiums will continue to be encouraged along Military Road and most blocks on the northern side of the local centre. Additional requirements will be in place to preserve heritage-valued frontages.

In the mixed-use area, 2 storey podiums will remain mandatory in laneways, enabled around key public open spaces, and may also be required near heritage buildings.

Building setbacks

New whole of building and ground level setback requirements are proposed to accommodate street trees, kerbside plantings, and outdoor dining areas while improving pedestrian amenity.

Proposed setback requirements have regard to:

- enhanced walkability
- outdoor dining and public spaces
- street trees and greenery
- pedestrian safety
- local centre visual appeal
- business opportunities









Above podium setbacks

Above podium setbacks achieve several positive outcomes. They enhance views between buildings and reduce the appearance of taller buildings from the street to foster a more human-scaled streetscape. They also minimise any wind or solar impacts to public open spaces and residential areas, enhance heritage buildings and promote better internal ventilation.

A 3m above podium setback to the street and laneways is proposed for the majority of centre. Larger setbacks are proposed to protect solar access to Grosvenor Plaza and to heritage facades.

Street activity

Neutral Bay local centre is known for its vibrant street activity. The proposed active frontage requirements will expand opportunities for street activation and further enrich the local retail atmosphere. Key planning recommendations are:

- create active frontages along main pedestrian thoroughfares and around public open spaces
- design active frontages with engaging and permeable facades
- ensure a mix of retail offers at ground level to infuse life into the streets

6 Enhance heritage character

Enhancing the heritage character of the local centre can be achieved through built form controls.

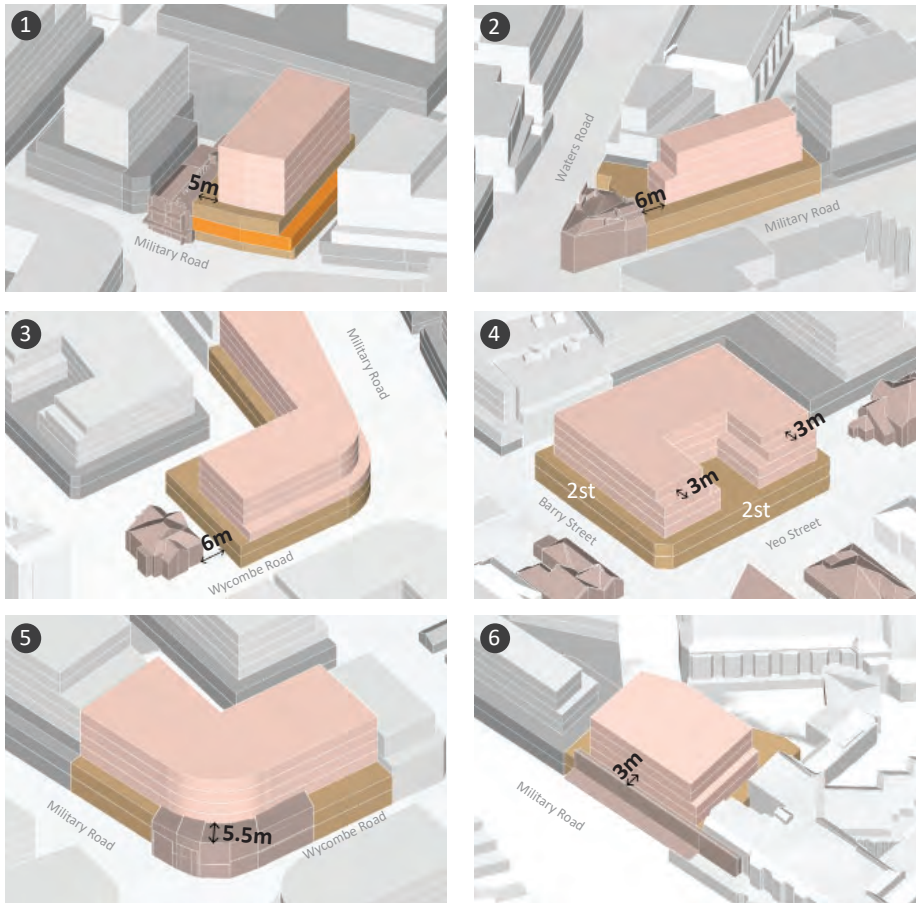


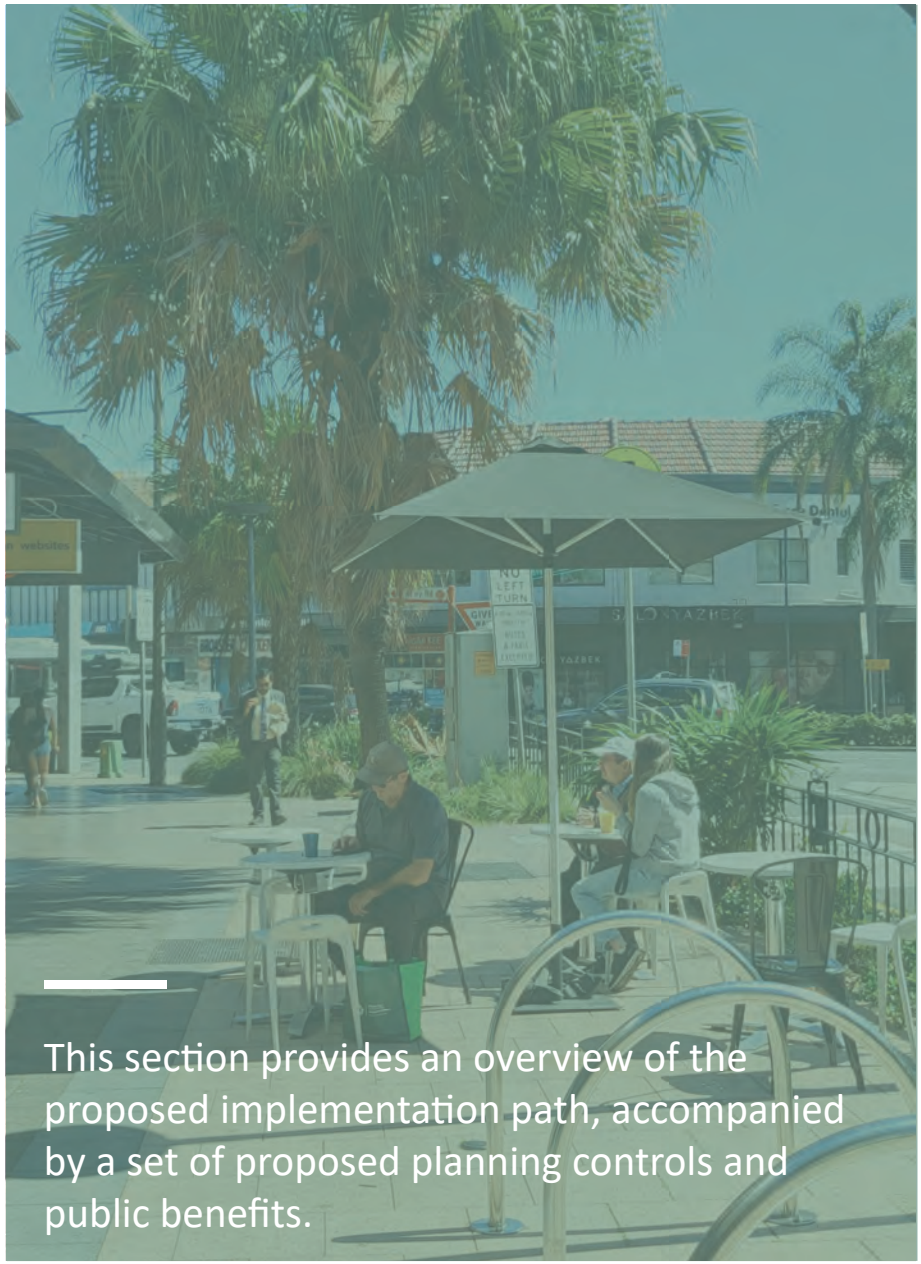
Figure 6-5. Proposed heritage protection controls

Built form controls are proposed to provide a respectful response to the heritage listed items and other iconic facades along Military Road that contribute to the local character of the centre.

The proposed built form controls include:

1. a 5m above podium setback along the western side of 198 Military Road
2. a 6m above podium setback along the western side of 230 Military Road
3. a 6m whole of building setback along the southern side of 146 Wycombe Road
4. a 2 storey podium height for all the street/ laneway frontages at 40 Yeo Street, and an additional 3m top level setback along the southern side of 40 Yeo Street
5. retaining the heritage-valued facade at 165-169 Wycombe Road and 175-177 Military Road, with a 5.5m above podium setback for any building additions to have an aligned upper-level frontage along Military Road
6. retaining the heritage-valued facade at 246-258 Military Road, with a 3m above podium setback for any building additions to have a consistent street frontage with the adjacent building at 260-270 Military Road





This section provides an overview of the proposed implementation path, accompanied by a set of proposed planning controls and public benefits.







WAY FORWARD

07

7.1 THE PLANNING PROCESS

Overview

The Neutral Bay Village Planning Study is the long-term strategic plan for the local centre. It presents a vision, design principles and a framework for future built form and much needed community facilities and public domain outcomes.

To implement the recommendations contained in the study requires amendments to the planning controls that apply to the centre:

- North Sydney Local Environmental Plan 2013
- North Sydney Development Control Plan 2013

Council will consider an amendment to NSLEP 2013 aimed at protecting the capacity of Neutral Bay to support local jobs and businesses; and an amendment to NSDCP 2013 that provides greater design guidance to the built form.

Proposed changes to the planning controls that apply to Sites 1, 2, 3 may be initiated by the landowners via a planning proposal that is supported by a planning agreement to deliver the public benefits outlined in the study.

Amending the planning controls

Planning proposals

Following the finalisation of this planning study, an amendment to the NSLEP 2013 (often referred to as a planning proposal or PP) aimed at protecting local jobs and businesses will be put to Council for consideration.

The amendment would apply to the majority of mixed-use land in the Neutral Bay local centre.

The amendment would include:

- increasing the minimum non-residential FSR from 0.5:1 to 1.2:1
- increasing the maximum building height from 5 storeys to 6 storeys
- solar protection controls (if not included in design guidance)

It will not include Sites 1, 2 and 3 as these will be progressed separately.

Design guidance

An amendment to the design guidance contained in the NSDCP 2013 aimed at protecting the vibrancy and village atmosphere of Neutral Bay local centre will also be put to Council for consideration.

This amendment would apply to majority of mixed-use land in the Neutral Bay local centre.

The design guidance would include:

- solar access (if not included in a planning proposal)
- ground level and whole of building setbacks
- active frontages
- podium heights
- above podium setbacks
- through site links

Sites 1, 2 and 3

Separate amendments to the NSLEP 2013 for Sites 1, 2 and 3 aimed at delivering the public benefits, employment, access and built form objectives of this study are expected to be progressed by the landowners.

The amendments would include:

- increasing the minimum non-residential FSR from 0.5:1 to 1.5:1 at Site 3B
- amending the maximum building height that applies to the land from 5 storeys to a combination of between 2-8 storeys

Amendments to these sites may be supported by proposals to also amend the NSDCP 2013 as further design work is undertaken for each site; and a planning agreement to deliver new public space and/or community infrastructure identified in this study.

Supporting infrastructure

Planning agreements (VPAs)

A driving principle of the study is that targeted development opportunities should only be pursued if much needed public benefits are provided to meet the community's needs. These benefits are in addition to what would normally be required by a new development, such as design excellence and local infrastructure contributions.

Accordingly, for Sites 1, 2 and 3, a proposed amendment to NSLEP 2013 should be accompanied by a draft voluntary planning agreement (VPA) which sets out any public benefits proposed to be delivered in accordance with Council's *Voluntary Planning Agreements (VPAs) Policy*.

Under the *Environmental, Planning and Assessment Act 1979*, a public benefit can be a monetary contribution, dedication of land or an in-kind contribution (a material public benefit as negotiated with Council).

Local infrastructure contributions

Local infrastructure contributions (also referred to as developer contributions), are charged when new development occurs. It applies to all development that increases the resident or worker population and exceeds $100,000 in construction costs.

Council's *Local Infrastructure Contributions Plan 2020* outlines how the levy will be spent.

For Neutral Bay, the plan identifies public domain facilities including:

- landscaping
- amenities buildings
- playgrounds
- seating
- footpath paving
- street tree planting
- street lighting
- through-site link upgrade
- shared pedestrian paths
- cycleways

Housing and productivity contribution

The Housing and Productivity Contribution is a state levy that applies to development applications for new residential, commercial, retail and industrial development.

Contributions are to fund state infrastructure such as schools, hospitals, major roads, public transport infrastructure and regional open space.

B-Line funding

Transport for NSW completed the B-Line program in Neutral Bay in 2019. This included upgrades to the road corridor and implementation of bus priority measures to improve the reliability of bus services in the area.

Additional state government funding was provided to help mitigate the impact of the B-Line on pedestrian amenity. Works included Young St closure (under review), local traffic improvements, paving, landscaping and street furnishings.

Future community involvement

Community feedback is critical at all stages of the planning process.

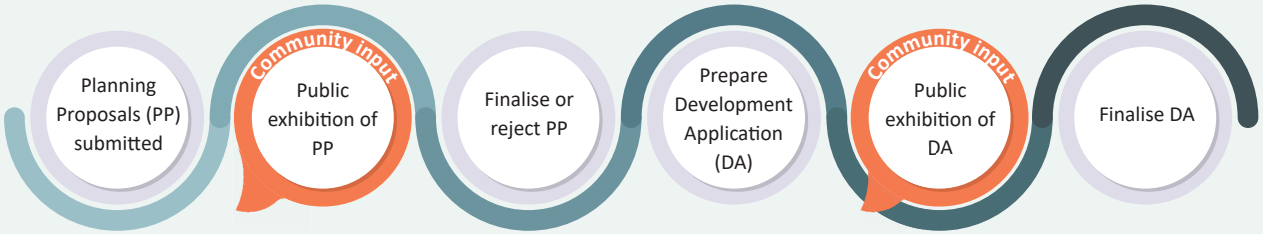
Further opportunities to comment on proposals for Neutral Bay are available via the public exhibition of amendments to the NSLEP 2013 and NSDCP 2013, draft voluntary planning agreements and development applications.

All feedback received from the community is carefully considered by Council staff and reported to Council meetings with any recommended changes to the proposals.

Visit Your Say North Sydney to find out more.

Planning Proposal & Development Application

Opportunities for community input



7.2 AMENDING THE PLANNING CONTROLS

Non-residential floor space ratio

Increasing the minimum non-residential floor space ratio (FSR) control throughout the MU1- Mixed Use zone of the Neutral Bay local centre will protect the existing employment function of the centre.

Actions

A1. Council-led PP to increase the non-residential FSR control from 0.5:1 (existing) to 1.2:1 (proposed) across the majority of the MU1 – Mixed Use zone, with a corresponding increase in height from 5 storeys (existing) to 6 storeys (proposed) to facilitate an additional level of commercial uses whilst not resulting in an overall negative impact on development feasibility.

A2. Landowner-led PP to increase the non-residential FSR control from 0.5:1 (existing) to 1.2:1 (proposed) on key Sites 1, 2 and 3A and 1.5:1 (proposed) on key Site 3B, where height increases from 5 storeys (existing) to 8 storeys (proposed) have been identified as suitable to deliver additional commercial floorspace as well as identified public benefits.

A3. Non-residential floorspace provided below the ground level to be excluded from the above non-residential FSR control calculations unless for a specified purpose such as a supermarket.



Figure 7-1. Proposed non-residential FSR

Building heights

Increasing the maximum building height throughout the MU1-Mixed Use zone of the Neutral Bay local centre will preserve existing retail and commercial offerings, encourage renewal of older sites and fund public domain and social infrastructure improvements.

The proposed heights aim to achieve an appropriate scale to Military Road, transition to surrounding residential neighbourhoods, protect solar access to key areas and maintain the character of surrounding heritage buildings.

Actions

A4. Council-led PP to increase the maximum building height from 16 metres (5 storeys existing) to 21 meters (6 storeys proposed) across the majority of the MU1-Mixed Use zone.

A5. Landowner-led PP to increase the maximum building height from 16 metres (5 storeys existing) to up to 21-28 meters (6-8 storeys proposed) across select sites. Southern portion of Site 1 to be a maximum of 9 meters (2 storeys proposed) to protect sunlight to the future Grosvenor Plaza.

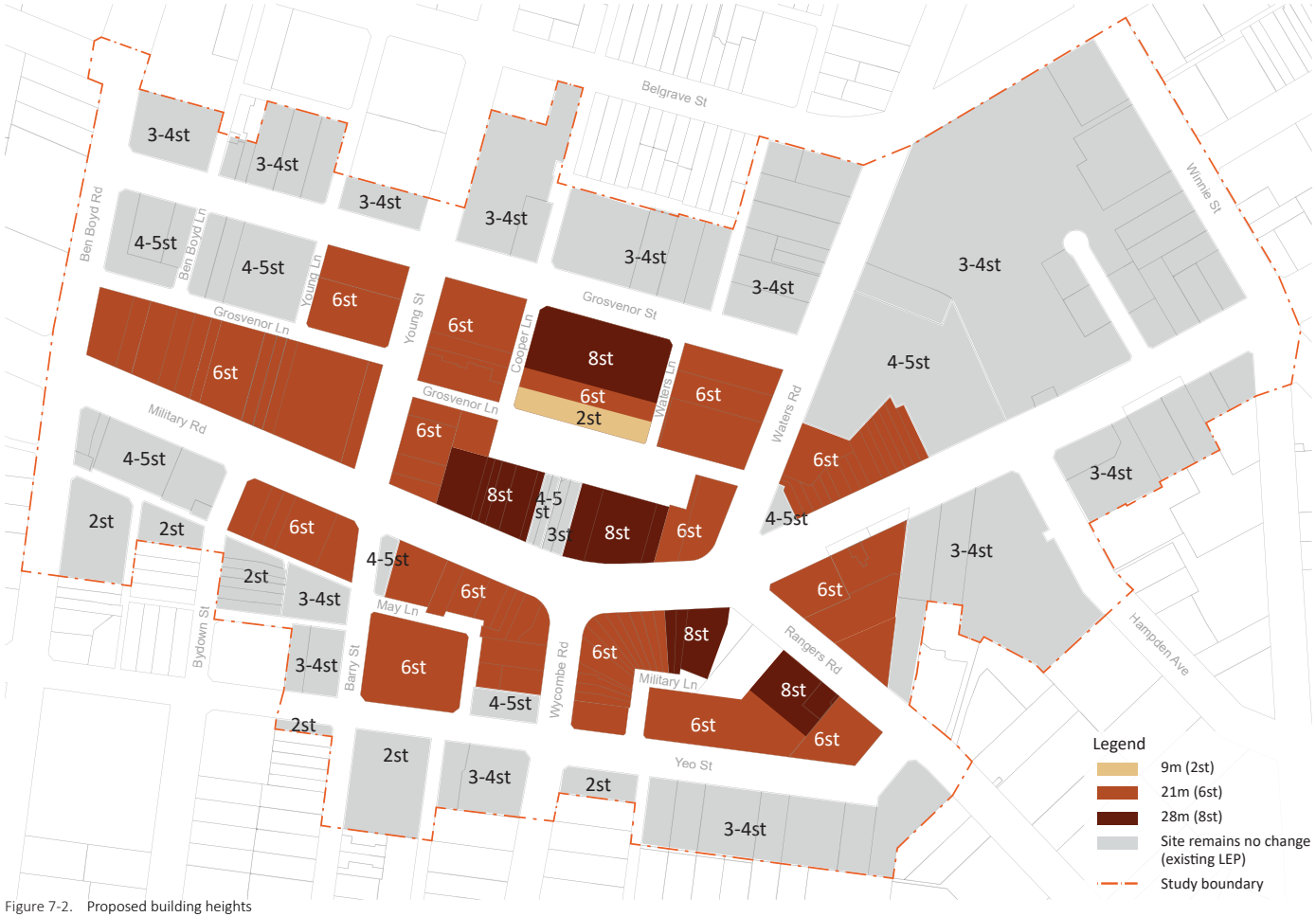


Figure 7-2. Proposed building heights

7.2 AMENDING THE PLANNING CONTROLS

Solar access

Solar access is an important consideration in determining an appropriate level of density in the local centre. New buildings should be sited, orientated and configured to receive adequate solar access and natural light, while minimising overshadowing impacts to neighboring properties and public open spaces.

Solar access controls will ensure that new buildings do not cause a significant net loss in solar access to these spaces compared to the existing 5 storey height limit.

Areas requiring solar protection are:

- Grosvenor Plaza
- Rangers Road Plaza
- May Gibbs Place
- residential properties along Yeo Street

Action

A6. Amend the planning controls to ensure all future developments achieve the solar access requirements (see following page).



Figure 7-3. Proposed solar protection sites

Solar access requirements

Grosvenor Plaza

a. retain solar access to a minimum 50% of the site area of Grosvenor Plaza from 11am to 2pm mid-winter June 21

b. must not create any overshadowing in the areas of Grosvenor Plaza marked 'no overshadowing' between 12pm and 2pm mid-winter June 21

Rangers Road Plaza

c. provide solar access to a minimum 50% of the site area of Rangers Rd Plaza from 10am to 1pm mid-winter June 21

May Gibbs Place

d. retain solar access to a minimum 50% of the site area of May Gibbs Place from 10am to 1pm mid-winter June 21

Yeo Street Residential

e. ensure solar access for a minimum of 2 hours sunlight to 70% of residential dwellings along Yeo Street to be consistent with NSDCP2013 and SEPP65 (ADG)

f. provide a 3m top floor setback for the building along the northern side of Yeo Street (Site 3) to minimise overshadowing the residential area and mitigate the visual impact of a 6-storey built form from the street



Figure 7-4. Proposed solar protection control - Grosvenor Plaza

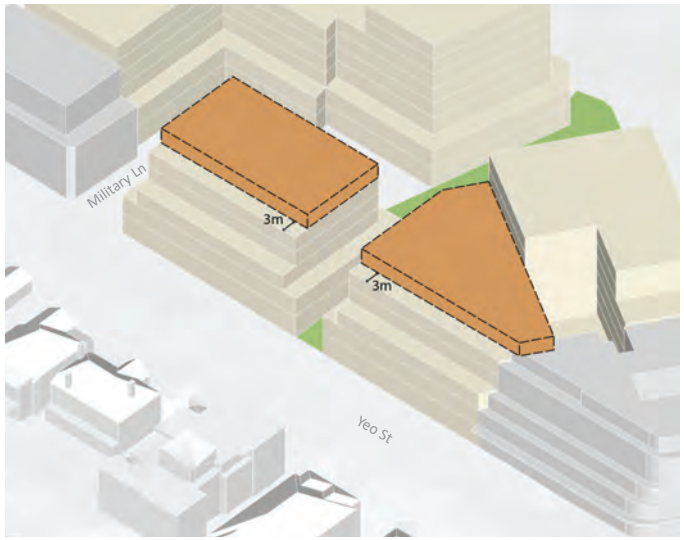


Figure 7-5. Proposed solar protection control - Yeo Street built form with upper-level setback

7.2 AMENDING THE PLANNING CONTROLS

Building setbacks

Building setbacks enhance pedestrian safety and amenity by widening the footpath to enable greater separation between people and traffic, promote the growth of street trees, and accommodate outdoor dining where suitable.

Action

A7. Amend the planning controls to support:

a. 2.5m whole of building setback along B-Line bus stops to improve pedestrian safety and amenity

b. 4m whole of building setback at Waters Lane to widen the footpath and align with the identified through-site link connecting to Military Road

c. 1.5m whole of building setback to the western side of May Gibbs Place to enlarge the open space and to better align with Young Street

d. 1.5m whole of building setback to laneways (except Military Lane) to allow for sufficient building separation and improve the pedestrian experience

e. 1.5m setback at ground level along the northern side of Military Road to improve pedestrian circulation

f. 1.5m setback at ground level to the southern side of Grosvenor Plaza to provide sufficient gathering and movement spaces

g. 1.5m setback at ground level along the western side of Rangers Road to provide a consistent street frontage with the mixed-use development to the south



Figure 7-6. Proposed building setbacks

Active street frontages

Active street frontages support local retailers and infuse streets and plazas with activity that enhance the vibrancy of the local centre. Greater passive surveillance improves perceived and actual safety of local streets.

Active frontages along mid-block links and laneways are also encouraged wherever feasible, noting the essential service functions of laneways such as vehicle entries and waste handling need to be accommodated.

Action

A8. Amend the planning controls to maximise active frontages in the local centre



Figure 7-7. Proposed active frontages

7.2 AMENDING THE PLANNING CONTROLS

Podium heights

Podium height, or the 'street wall', refers to the front façade of a building constructed at or near the street boundary. It plays a vital role in urban design, serving as an interface with the street, contributing to a sense of enclosure, and defining the public realm.

As per the NSDCP 2013, a 2-3 storey podium is currently required along street frontages, with setback requirements above the podium to promote a human-scaled street frontage. Most of the existing buildings in Neutral Bay local centre have a 3 storey podium height.

The proposed podium heights in this study take into account the existing built form and the condition of each street and laneway.

Action

A9. Amend the planning controls to support:

a. 3 storey podium along Military Road with exceptions of the heritage-valued frontages and adjacent buildings to maintain consistent street frontage

b. 3 storey podium for the blocks on the northern side of the local centre, where most recently constructed buildings have a 3-storey podium height

c. 2 storey podium across the laneways and through-site links of the mixed-use areas, around public open spaces and adjacent to heritage buildings.



Figure 7-8. Proposed podium heights

Above podium setbacks

Above podium setbacks reinforce podium heights by requiring taller levels of a building to locate further away from the property boundary and provide greater building separation. It reinforces a human scale to the street and 'village feel' of the centre.

Actions

A10. Amend planning controls to support:

a. 3m above podium setback for the majority of building frontages

b. 10m above podium setback is required along the southern side of the 43-53 Grosvenor Street site to ensure sufficient solar access to Grosvenor Plaza, and locate the residential levels to the north of the site to reinforce a village scale to the plaza and avoid a ziggurat-shaped tower

c. 5.5m above podium setback is required along Military Road and Wycombe Road at 175-177 Military Road and 157-169 Wycombe Road sites to provide adequate setback from the heritage-valued facade and align with adjacent future developments along Military Road

A11. Increased setbacks above the podium may be required to achieve adequate building separation in accordance with SEPP 65.



Figure 7-9. Proposed above podium setbacks

7.2 AMENDING THE PLANNING CONTROLS

Placemaking framework

The placemaking framework aims to draw together open space, social infrastructure, access improvements and public art to create a pedestrian-friendly environment, characterised by a vibrant village atmosphere with landscaped public spaces and easy access to shopping, dining, and services. It looks at the local centre as a whole.

Through-site links on private property can enhance the permeability and activity of the centre, and support local retailers.

Actions

A12. Amend the planning controls to support through-site links:

a. between Military Road and the future Grosvenor Plaza (Lot11/DP600315, Lot10/DP229/37, and Lot1/DP802102)

b. between Rangers Road and Yeo Street (Lot2/DP1091371)

A13. All such links should be provided with public rights of access and designed with passive surveillance

A14. These links are recommended to be open-to-sky, with potential for enclosed links at Site 2A and Site 3B (refer to the design guidelines in Section 7.3)

A15. A major new public artwork for Grosvenor Plaza will be investigated, subject to funding



Figure 7-10. Placemaking framework map

Sites 1, 2 and 3

Sites 1, 2 and 3 are of a size and location to support additional density and deliver public benefits for the local centre. Whilst this planning study identifies the overarching design parameters and infrastructure requirements for each site, further design work is required.

Accordingly, separate amendments to the NSLEP 2013 for Sites 1, 2 and 3 aimed at delivering the employment, access and built form objectives of this study are expected to be progressed by the landowners. Planning agreements will be negotiated to fund public domain improvements and social infrastructure.

Following the rescission of the Military Road Corridor Planning Study, the following have been lodged:

- Site 1 development application (DA 258/23) (lodged: 1 September 2023)
- Site 3A planning proposal (PP 4/23) (lodged: 6 April 2023)
- Site 3B planning proposal (PP 1/23) (lodged: 11 January 2023)

Council will use this planning study to advance proposals that are in line with this document, and negotiate with proponents and advocate for amendments where needed.

The following guidelines summarise the desired outcomes for Sites 1, 2 and 3. These guidelines have been informed by the detailed feedback received by the community and aim to achieve a 'better balance' between height and public benefits.

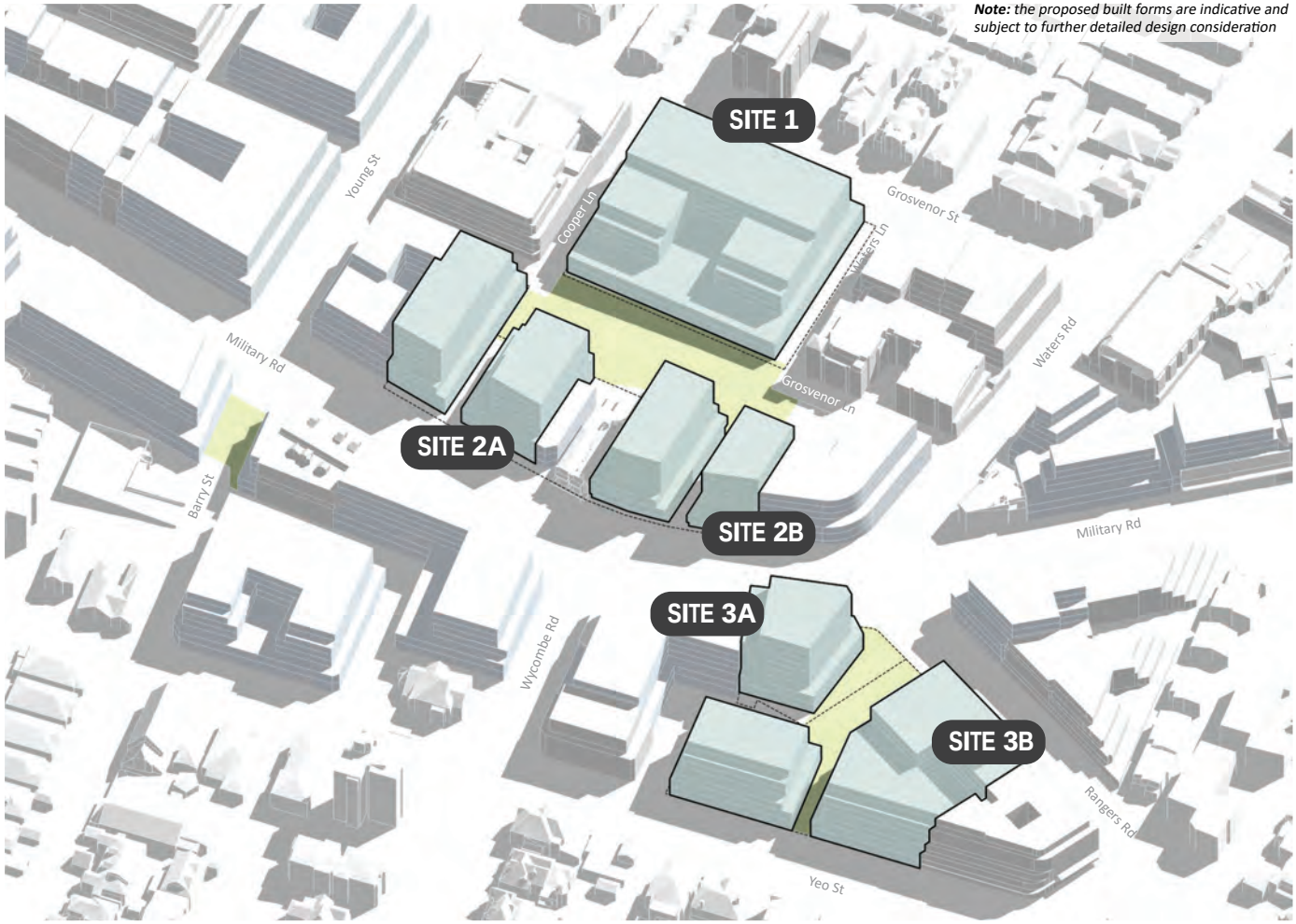


Figure 7-11. Aerial of indicative proposed development envelope

7.3 KEY SITE GUIDELINES

Site 1 - Grosvenor Lane North

Site 1 is located at 43-51 Grosvenor Street and currently supports a large supermarket. The site fronts the Council owned Grosvenor Lane car park and is enclosed by Cooper Lane, Waters Lane and Grosvenor Street.

This study recommends the relocation of the Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza.

Site 1 objectives

Enable the redevelopment of Site 1 to:

- support local jobs, local shops and housing opportunities
- relocate the public car park underground and transform the Grosvenor Lane car park into a new, sunny public plaza
- enhance pedestrian amenity and access between Grosvenor Street and the new plaza
- support the village atmosphere of the centre

Site 1 design guidelines

1. provide additional employment floor space with a minimum 1.2:1 non-residential FSR
2. implement a 4m whole of building setback along Waters Lane, and 1.5m along Grosvenor Lane and Cooper Lane
3. protect solar access to the future plaza by staggering building heights
4. provide multiple fine-grain retail shops along Grosvenor Lane, Waters Lane and Grosvenor Street to support a variety of on-street shops
5. minimise the impact of loading and parking access by providing vehicular access through Cooper Lane and Grosvenor Street
6. preserve and add more trees in Waters Lane and Grosvenor Street where feasible
7. maintain existing trees at Grosvenor Plaza with deep soil where possible (see section 3.2) and add new plantings to enhance tree coverage
8. create flexible green space for passive recreation, markets and events
9. relocate the existing public car park underground with breakthough access to the southern portion of the plaza. Provide surface-level parking spaces for loading services and disability parking

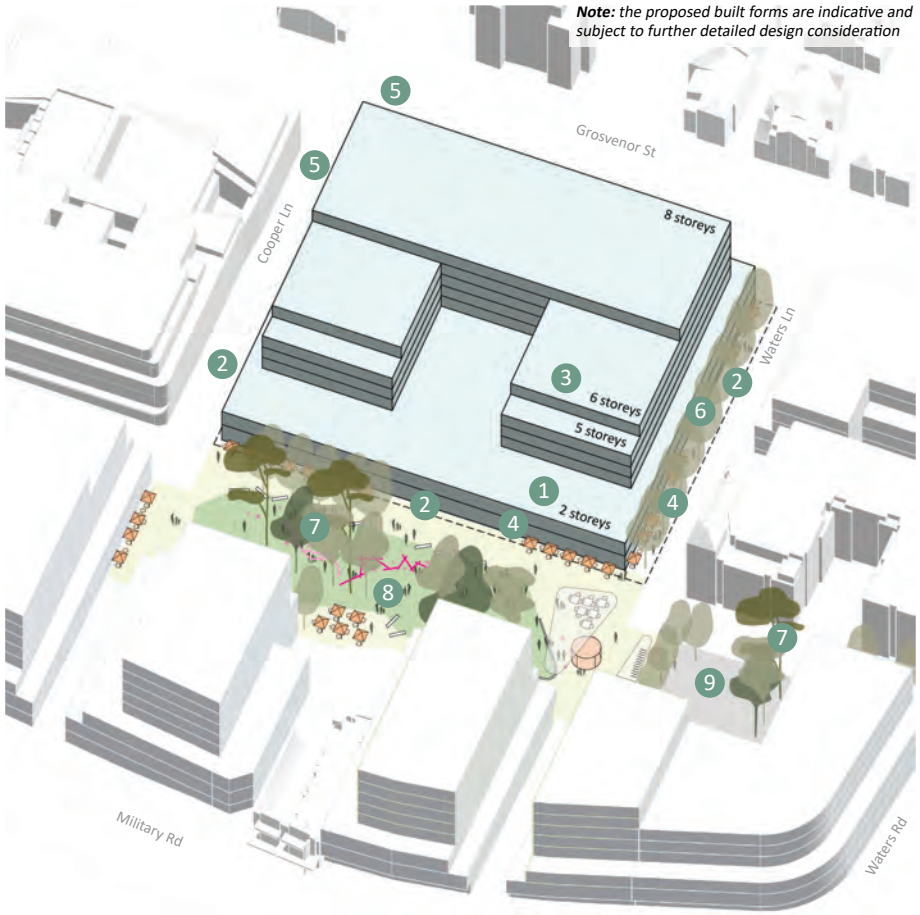


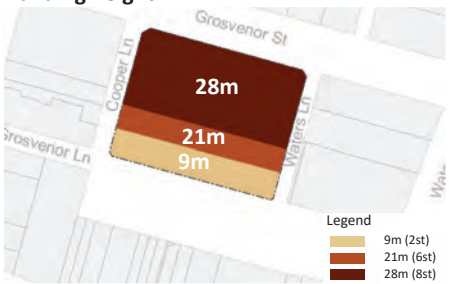
Figure 7-12. Illustrative Site 1 building envelope looking north-west

Non-residential FSR



A minimum 1.2:1 non-residential FSR is proposed at Site 1 to provide more retail and commercial opportunities at this core location of the local centre.

Building height



The proposed maximum building heights for Site 1 vary, with height controls of 2, 6, and 8 storeys, designed to achieve a height transition toward the plaza. This is accomplished by articulating the building through separate built form volumes that are stepped to align with the topography and urban fabric.

Setback



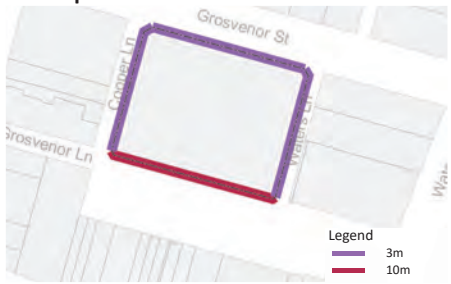
Provide a 1.5m setback along Cooper Lane as per the NSDCP 2013 for laneway services and movement. Additionally, implement a 1.5m southern setback to improve solar access to the plaza. Along Waters Lane, a 4m setback is required to strengthen this landscaped north-south pedestrian connection.

Podium height



A 2 storey podium is recommended along the plaza and Waters Lane to create a human-scaled interface and enhance solar access to the plaza. A 3 storey podium height is proposed for other street frontages. Due to the site's topography change, the podium height may vary at Cooper Lane.

Above podium setback



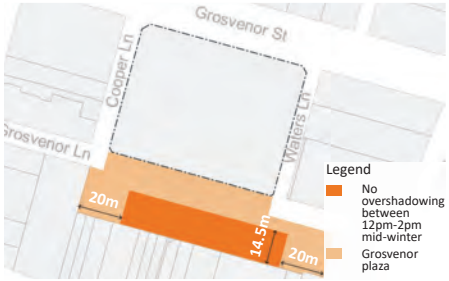
A 10m above podium setback is proposed at the plaza frontage. This is to ensure adequate solar access can be achieved at Grosvenor Plaza and village scale to the plaza. A 3m above podium setback is required at the other street frontages.

Active frontages



Maximise active retail frontage and potential outdoor dining spaces on the plaza and Waters Lane pedestrian link. Active uses are also recommended at the corners of the block where possible.

Solar access



Retain solar access to a minimum 50% of the site area of Grosvenor Plaza from 11am to 2pm mid-winter June 21. In addition, new development must not create any overshadowing to the areas of Grosvenor Plaza marked 'no overshadowing' between 12pm and 2pm mid-winter June 21.

7.3 KEY SITE GUIDELINES

Site 1 public benefits

Recommended public benefits to support a planning proposal for Site 1 are:

- a 3,000m^2 Grosvenor Plaza across council-owned land, subject to agreement, that:
  - delivers a flexible community open space with multiple design elements, such as a community lawn, playground, outdoor dining area, public seating, public artwork, landscaping, bicycle parking, disability parking and loading service car park
  - maintains the majority of existing mature trees in the public domain where possible (see section 3.2)

  Refer to the Neutral Bay Town Centre Public Domain Plan (SMM 2023) for further design guidance.
- an underground public car park that enables a future basement connection between Site 1 and Site 2 across a below-ground stratum of council-owned land, subject to agreement, supporting:
  - 64 public car spaces
  - at least 5 disability parking spaces
  - 11 public motorcycle spaces

  Refer to pages 88-89 of this study for further design guidance.
- footpath widening at Waters Lane
  - establish a major north-south pedestrian connection with a 4m building setback
  - preserve existing mature trees
  - provide active frontage and outdoor dining

Precedents









7.3 KEY SITE GUIDELINES



Figure 7-13. Artist's impression of proposed Grosvenor Plaza, looking west along Grosvenor Lane urban terrace towards Young Street

7.3 KEY SITE GUIDELINES

Grosvenor Plaza car park

The Council has a longstanding policy objective to relocate the Grosvenor Lane Car Park underground and create a public plaza at ground level. The draft study aligns with this objective.

Consultation advice

The transformation of the public car park into an underground facility was discussed with community, Council's internal project control group (PCG) and external consultants. Key feedback is:



Community workshops

- under grounding the car park is safer for all of the community
- the proposed plaza and traffic circulation changes can improve access and less traffic congestion and cars
- will attract better/quality businesses and range including more cafes
- underground car park and staged works will be important

Neutral Bay Alive group

- relocate existing Grosvenor Lane public parking to an integrated underground car park for public and retail use
- the public car park's operation should benefit all Grosvenor Plaza businesses, not just the supermarket
- to maintain pedestrian safety, car park and loading dock accesses to adjoining properties to the plaza need careful consideration

Council's project control group

- the proposed plaza and underground car park will provide a safer environment for motorists and pedestrians in Grosvenor Lane
- consider providing loading zones at Grosvenor Lane if needed
- provide loading dock at basement car parks
- include goods lift for delivery of goods for any shop located around the plaza

Transport consultant (Stantec)

- the current number of public car parking spaces within the study area is sufficient
- relatively high increase in trips is expected at the intersection of Grosvenor Street with Cooper Lane
- investigate opportunities to reduce traffic speed and introduce new crossing at Grosvenor Street
- area-wide review of parking restrictions is recommended



Community workshops

- more open green outdoor space, public space, greenery and meeting places is important
- leafy green mature trees are crucial to the community and are the reasons they appreciate Neutral Bay Local centre the most

Neutral Bay Alive group

- shade trees (including canopy) and landscaping is one of the key elements to preserving the village atmosphere and projecting a village streetscape
- ensure mature trees are planted or retained to create a leafy outlook, which is already present

Council's project control group

- retain existing trees for their historical presence, offering valuable shade from their canopies
- the trees are currently healthy and in excellent condition
- to establish the precise Tree Protection Zone (TPZ), Council should engage an arborist for a comprehensive inspection

Landscape consultant (SMM)

- preserve existing trees for landscape character and shade
- keep ground levels within the root/canopy zone untouched
- a minimum 2.5m depth of deep soil zone to support quality tree planting
- urban heat island effect is evident at the plaza, leading to a higher temperature compared to the surrounding local streets

Car park design guidelines

Recommended design guidelines for the Grosvenor Plaza car park site include:

1. relocate public parking underground to create a green public plaza
2. provide the current number of public car, disability and motorcycle spaces in the Site 1 basement level (Figure 7.15)
3. enable a potential connection between Site 1 and Site 2 basement car parks across council land (subject to negotiation)
4. retain the existing mature trees with adequate tree protection zone where possible (subject to detailed design)
5. provide 10 additional parking spaces, that include 4 disability parking spaces and space for small-scale loading services, at ground level
6. include at grade temporary loading facilities servicing Site 2 along the southern side of the plaza. These temporary loading facilities should not impact the plaza's amenity, and be relocated underground as part of Site 2 redevelopment
7. incorporate car park entries into Site 1 and Site 2 development, away from the plaza, consolidate those entries where possible and provide 24 hour / 7 day a week public access
8. provide pedestrian access points to the basement car parks at both northern and southern side of the plaza, ensuring pedestrian access to the underground car park is visible from the plaza and not internalised into the building



Figure 7-14. Proposed Grosvenor Plaza car park site- ground level

Legend

- Sites 1, 2A and 2B
- Council owned Grosvenor Plaza site boundary
- Proposed open space
- Proposed at grade car park for disabled and small loading/deliver service
- Proposed pedestrian access point to the basement car park
- Potential vehicle access point (subject to detailed study)
- Existing trees - to be retained where possible (subject to detailed study)
- Temporary at-grade loading facilities - short term

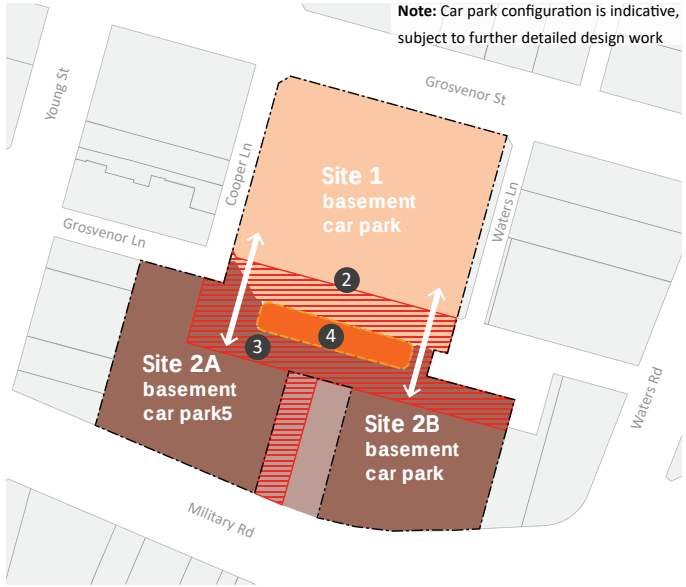


Figure 7-15. Proposed Grosvenor Plaza car park site - basement levels

Legend

- Site 1 basement car park including public car park
- Sites 2A and 2B basement car park (subject to negotiation)
- Potential Site 2 basement extension (subject to detailed study)
- Council owned land
- Indicative tree protection zone where possible (subject to detailed study)
- Potential basement connection (subject to detailed study)

7.3 KEY SITE GUIDELINES

Site 2 - Grosvenor Lane South

Site 2 is located at 166-188 and 198-214 Military Road and supports multiple local shops and businesses. The site also fronts the Council-owned Grosvenor Lane car park and is bounded by Military Road and Grosvenor Lane.

This study recommends replacing the two existing arcades with open air through-site links aligned with Cooper Lane and Waters Lane. Additionally, there is potential to establish a new community centre at Site 2, with an entrance from the plaza and convenient access to the surface-level disability parking spaces.

Site 2 is under multiple ownership. It is likely the site will be developed in stages. Accordingly, the site has been broken into Sites 2A and 2B, with four recommended development parcels.

Site 2 objectives

Enable the redevelopment of Site 2 to:

- support local jobs, local shops and housing opportunities
- enhance pedestrian amenity and access between Military Road and the new plaza
- deliver a 1000m^2 community centre with the potential to extend the community activities outdoor at the plaza
- support the village atmosphere

Site 2 design guidelines

1. provide additional employment floor space with a minimum 1.2:1 non-residential FSR
2. enhance streetscape amenity by providing a 2.5m whole of building setback along Military Road at Site 2A and a 1.5m ground level setback at Site 2B with additional street trees and landscaping
3. ensure that the built form presents unobtrusively by maximising above podium habitable facades on all sides and providing generous building separations to avoid a continuous 'wall effect' along Military Road
4. protect solar amenity to Grosvenor Plaza
5. deliver two new through-site links with a 6m width and open to the sky. A covered arcade link may however be considered at Site 2A provided the maximum length of any building over 6 storeys in height avoids the 'wall effect' along Military Road. This is subject to further investigation
6. provide multiple fine-grain retail shops along Military Road, plaza and through-site links to support a variety of new on-street shops
7. deliver a new 1000m^2 community facility with a separated lobby accessible from the plaza on Site 2B as shown in figure 7.16
8. ensure that the built form sensitively responds to existing heritage items

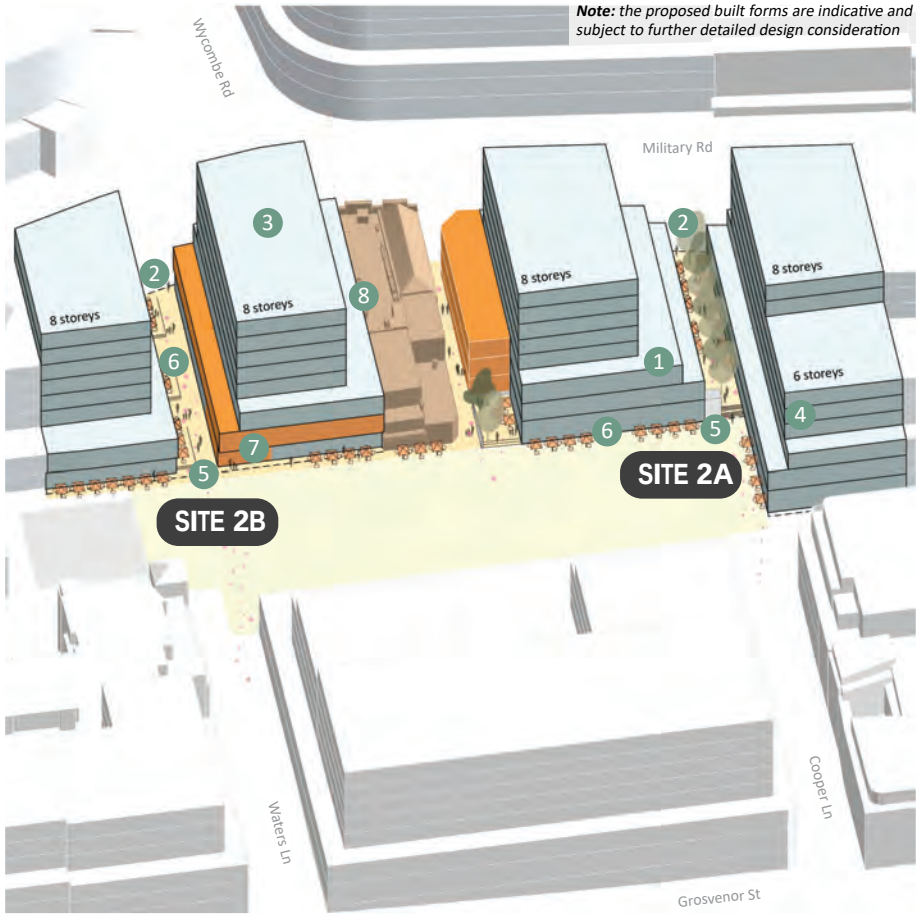


Figure 7-16. Illustrative Site 2 building envelope looking south

Non-residential FSR



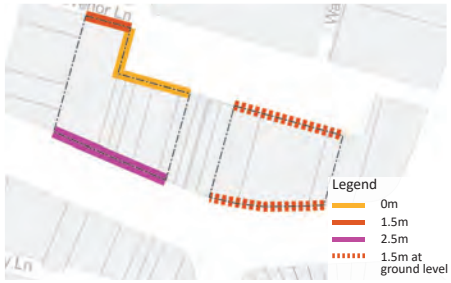
A 1.2:1 non-residential FSR is proposed at Site 2A and 2B to provide more retail and commercial opportunities at this core location of the local centre.

Building height



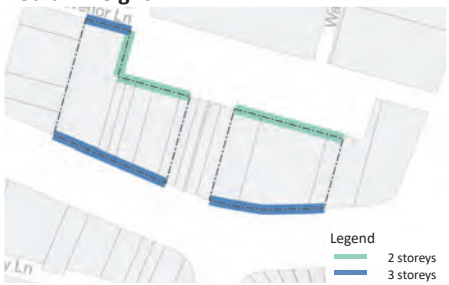
The proposed maximum building heights for Site 2 vary, with 8 storey buildings along Military Road, and a 6 storey height limit on the western side of the plaza to minimise the shadow impact on the plaza.

Setback



A 2.5m whole of building setback and a 1.5m ground level setback along Military Road are proposed to widen the footpath. A 1.5m ground level setback is recommended to provide flexible space in front of the future community centre lobby and access path to the surface-level car park.

Podium height



A 2 storey podium is recommended around the plaza and along the through-site link to create a human-scaled interface, while a 3 storey podium height is proposed for the other street frontages.

Above podium setback



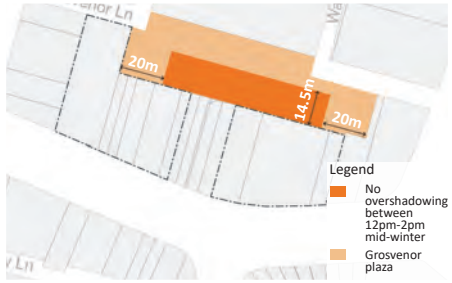
A 3m above podium setback is proposed at all the street and plaza frontages to provide a consistent street frontage.

Active frontages



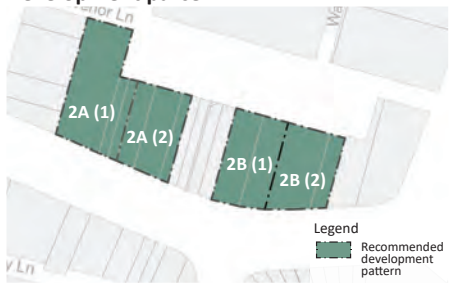
Maximise active retail frontage and potential outdoor dining spaces on the plaza and along Military Road. Encourage active uses at through-site links to promote fine-grain retail patterns and enhance the pedestrian experience.

Solar access



Retain solar access to a minimum 50% of the site area of Grosvenor Plaza from 11am to 2pm mid-winter June 21. In addition, new development must not create any overshadowing to the areas of Grosvenor Plaza marked 'no overshadowing' between 12pm and 2pm mid-winter June 21.

Development parcel



Lot amalgamation should reflect the above diagram with the following associated public benefits: Through-site links delivered by Site 2A(1) and Site 2B(2). A new community centre is required at Site 2B(1).

7.3 KEY SITE GUIDELINES

Site 2 public benefits

Public benefits to support a planning proposal for Site 2 are:

- a 1000m² community centre
  - located on the first floor of the new development at Site 2B, with a ground floor lobby facing Grosvenor Plaza designed to be visually transparent and inviting
  - ensure a strong visual presence along Military Road and Grosvenor Plaza
- two new through-site-links
  - both links with a width of 6m and open to the sky
  - provide accessibility for people with limited mobility
  - provide 2 storey podium height with active retail frontages on the ground level along the through-site links
  - a covered arcade link may be considered at Site 2A provided the maximum length for buildings over 6 storeys avoids the 'wall effect' along Military Road
- footpath widening at Military Road
  - provide footpath widening at Military Road with a 2.5m whole building setback, allowing opportunities for new street trees and kerbside plantings to enhance pedestrian amenity and improve pedestrian safety
  - include a 1.5m ground level setback to improve pedestrian amenity and widen the footpath

Precedents











Figure 7-17. Artist's impression of proposed Grosvenor Plaza, looking south towards new community centre and through-site link aligned with Waters Lane

7.3 KEY SITE GUIDELINES

Site 3 - Rangers Road

Site 3 is located at 183-185 Military Road, 1-7 Rangers Road and 50 Yeo Street, with frontages along Military Road, Rangers Road, and Yeo Street.

By relocating the supermarket underground, a new public plaza can be delivered fronting Rangers Road and Military Road. Access to the plaza can also be achieved from Yeo Street.

New developments are limited to a maximum of 8 storeys along Military Road and Rangers Road, while a height limit of 6 storeys applies to Yeo Street. Upper level setbacks are required to facilitate a transition and safeguard solar access to the Yeo Street residential buildings.

Site 3 is in multiple ownership and will likely be developed in stages. The site has been broken up into Site 3A and 3B.

Site 3 objectives

Enable the redevelopment of Site 3 to:

- support local jobs, local shops and housing opportunities
- create a new public plaza fronting Rangers Road and Military Road
- enhance pedestrian amenities and accessibility between Rangers Road and Yeo Street
- support the village atmosphere

Site 3 design guidelines

1. provide additional employment floor space with a minimum 1.2:1 and 1.5:1 non-residential FSR as per the opposite page
2. improve streetscape amenity by implementing a 2.5m whole building setback along Military Road to allow for an expanded tree canopy.
3. ensure that built form presents unobtrusively, with a focus on maximising above-podium habitable facades on all sides
4. deliver a 1,000m² new public plaza and an open to the sky, 6m wide through-site link to Yeo Street. A covered arcade link may however be considered if it can be demonstrated that the link can meet desired urban design outcomes, such as clear sightlines, maximising legibility and wayfinding, and adequate design for building articulation along Yeo Street
5. protect solar amenity to Rangers Road plaza and residential zones along Yeo Street
6. provide multiple fine-grain retail shops along Military Road, Rangers Road, the plaza and through-site link to support a variety of new ground level shops
7. activate street edges along Yeo Street and Military Lane where possible
8. deliver loading and basement access through Military Lane or potentially along Yeo Street, subject to a transport study
9. mitigate wind impacts to the public plaza
10. ensure built form sensitively respond to the existing residential buildings across Yeo Street

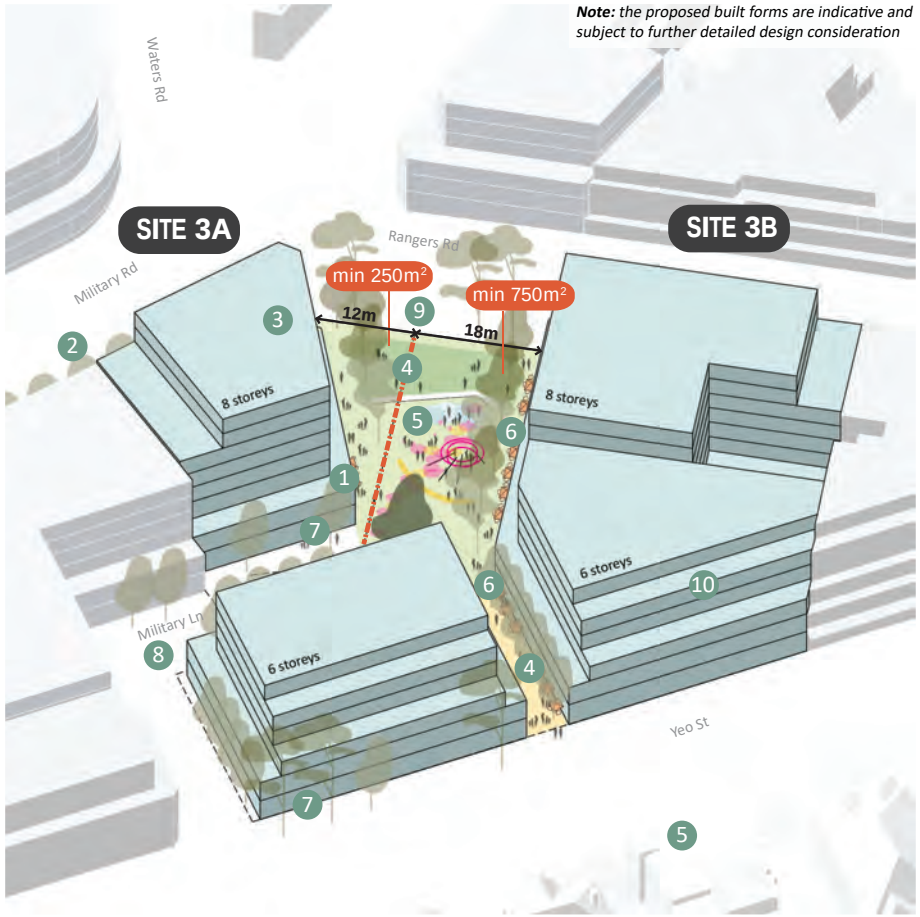
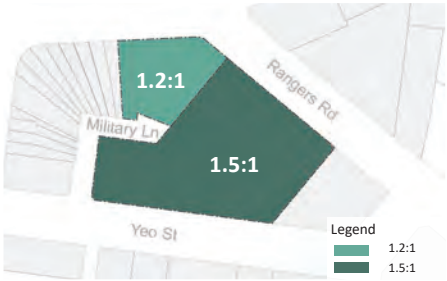


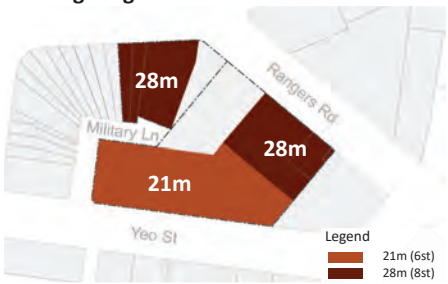
Figure 7-18. Illustrative Site 3 building envelope looking north-east

Non-residential FSR



A 1.2:1 non-residential FSR is proposed at Site 3A and a proposed 1.5:1 non-residential FSR at Site 3B to provide more opportunities for retail and commercial spaces at this central location within the local centre.

Building Height



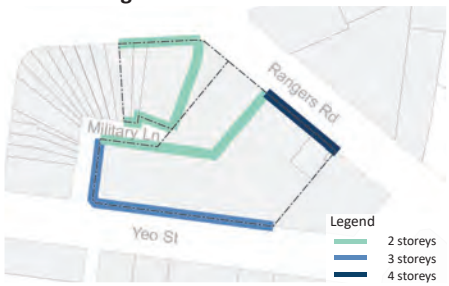
The proposed maximum building heights for Site 3 vary, with 6 and 8 storey height controls. The 8 storey buildings are recommended along Military Road and Rangers Road, while a 6 storey height is proposed along Yeo Street to minimise the impact on the residential zones.

Setback



A 2.5m whole of building setback along Military Road to widen the footpath. A 1.5m ground level setback along Rangers Road is recommended to ensure a consistent street frontage alignment with the adjacent development.

Podium Height



A 2 storey podium along Military Road is recommended to provide a respectful response to the adjoining heritage-valued building facade. A 2 storey podium is also proposed around the plaza, laneway, and the link to create a human-scaled interface. 3 and 4 storey podium heights are suggested at Yeo Street and Rangers Road.

Above Podium Setback



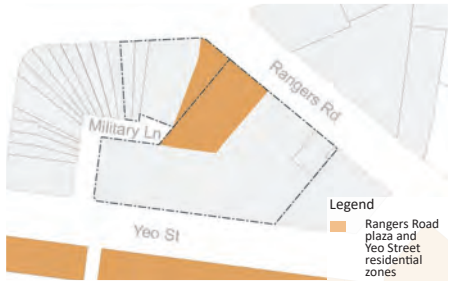
A 3m above podium setback is recommended at all the street and plaza frontages to provide a consistent street frontage, and minimise the shadow impact to the plaza.

Active Frontages



Maximise active retail frontage and potential outdoor dining spaces on the plaza, Military Road and Rangers Road. Active uses are also recommended at through-site links to encourage fine-grain retail patterns and enhance the pedestrian experience.

Solar Access



Retain solar access to a minimum 50% of the plaza area from 10am to 1pm mid-winter June 21.

Ensure a minimum of 2 hours of sunlight for 70% of residential dwellings along Yeo Street to align with NSDCP 2013 and SEPP 65 (ADG).



A 3m top floor setback is required to the building along the northern side of Yeo Street to minimise overshadowing the residential area.

7.3 KEY SITE GUIDELINES

Site 3 public benefits

Public benefits to support a planning proposal for Site 3 are:

- a 1000m^2 public plaza
  - shared plaza area contributions: a minimum of 250m^2 from Site 3A, and a minimum of 750m^2 from Site 3B (refer to figure 7-18)
  - deliver a sunny open space with active edges around the plaza for retail, cafes and outdoor dining
  - provide multiple design elements to activate the space, such as an outdoor dining area, public seating, community lawn, playground, water features, public artwork, landscaping and bicycle parking

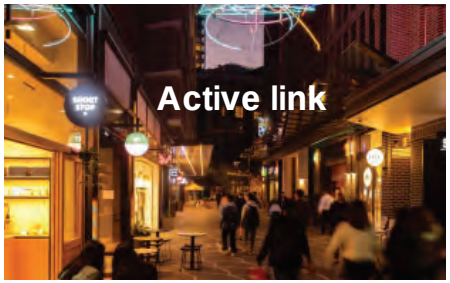
  Refer to the Neutral Bay Town Centre Public Domain Plan (SMM 2023) for further design guidance.
- new through-site link
  - create a 6m wide, open to the sky, north-south pedestrian link between Military Road and Rangers Road intersection, and Yeo Street with a clear visual connection
  - provide 2 storey podium height with active retail frontages at ground level on each side of through-site link
  - a covered arcade link may be considered if it can meet desired urban design outcomes, such as clear sightlines, maximising legibility and wayfinding, and adequate design for building articulation along Yeo Street
- footpath widening at Military Road
  - implement a 2.5m whole of building setback to widen the footpath

Precedents









7.3 KEY SITE GUIDELINES



Figure 7-19. Artist's impression of Rangers Road Plaza, looking towards Yeo Lane and Military Lane

7.4 FUTURE INVESTIGATIONS

Military Road streetscape upgrades

Street trees

Street trees and planting make a significant contribution to the visual character and sense of comfort within a streetscape. While there are substantial mature street trees and planting to be found in the local streets throughout Neutral Bay local centre, urban redevelopments and the Northern Beaches B-Line project have resulted in accelerating canopy loss in recent years.

The scarcity of planting along Military Road has exacerbated the heat island effect – as temperatures experienced along the main street are higher than those experienced in the surrounding local streets (SMM 2023).

80% of survey respondents considered more trees and landscaping to be important or very important (NSC 2023).

To enhance the environmental performance, streetscape amenity and distinctive character of Neutral Bay's local centre, opportunities for additional street tree and kerbside planting along both sides of Military Road should be investigated.

The new street trees would need to meet the clearance requirements of the double-decker B-Line buses and accommodated via footpath widening and awning cut outs in new developments fronting Military Road.


Military Road at Wycombe Road intersection


Military Road at Young Street intersection

Kerbside planting

The majority of the footpaths along Military Road are situated directly adjacent to the constant flow of traffic in the kerbside lanes, lacking measures to alleviate the impact of traffic on pedestrians. This has resulted in a hostile environment. At intersections, fences are installed which physically reinforce the prioritisation of regional through traffic over local pedestrian amenity.

Continuous kerbside planting along both sides of Military Road, would physically and experientially separate the footpaths from the fast-moving roadway, creating a sense of safety and respite within the pedestrian environment.

Military Road designs could draw inspiration from the successful Cleveland Street hedging project undertaken by the City of Sydney, completed in 2015. The Cleveland Street project introduced kerbside hedges along a 2.3-kilometre stretch, creating a continuous green corridor linking Victoria Park to Moore Park. The thick hedges successfully transformed the pedestrian experience, offering a sense of separation and respite from the busy roadway without compromising street functionality.

As mentioned in Chapter 3, the cost of delivering and regularly maintaining hedges or planter boxes along Military Road, however, is likely to be high. Further work is needed to identify an optimal solution.


Military Road


Military Road at Wycombe Road intersection


Cleveland Street, Surry Hills

Pedestrian crossings

Military Road

Military Road is a barrier to walking in the study area, particularly with extended wait times and restricted crossing times at intersections. A number of crossing points are located across the extent of Military Road. The largest gap between pedestrian crossings is 260m, located between the signalised crossing at Wycombe Road and the footbridge at Hampden Avenue. Large distances between crossings limit the north-south permeability through the local centre.

All the crashes identified within the study area, that involved pedestrians and cyclists occurred along Military Road. There is a clear need to improve pedestrian safety and connectivity across Military Road.

Chapter 4 identifies potential at grade crossing improvements along Military Road that should be subject to further investigation including:

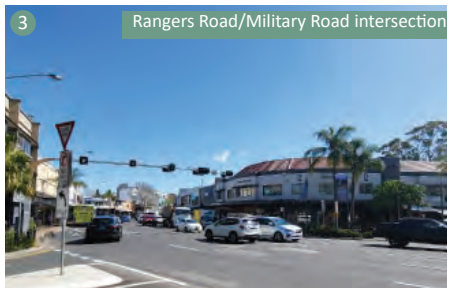
1. longer crossing times
2. realigning the Young Street crossing
3. new crossing at Rangers Road

Another option put forward by the community is a grade-separated overpass. This can also be included in the investigation, however, it presents additional challenges, including landing points, cost, and retail and pedestrian activation.

The outcome of the investigation may be used as a point of advocacy with TfNSW as the authority responsible for approval, funding and delivery.







Local Roads

Higher pedestrian activity is expected around Grosvenor Street, and particularly within the area between Young Street and Waters Road where the major redevelopment sites and the proposed Grosvenor plaza are located. Currently, there is a lack of dedicated north-south crossing facilities along Grosvenor Street.

At Site 3, the new through-site link is introduced as part of the implementation of the Rangers Road Plaza. A midblock formal pedestrian crossing point at Yeo Street near the through-site link may be required to align with the pedestrian desire line.

Accordingly, potential pedestrian crossing improvements for future investigation are:

4. introducing additional formal crossing facilities for north-south crossing movements along **Grosvenor Street**
5. providing a new formal pedestrian crossing point near the through-site link at **Yeo Street**





7.4 FUTURE INVESTIGATIONS

Cycling

Currently, there are no dedicated separated cycleways or off-road shared paths within Neutral Bay local centre. Surrounding the local centre, apart from the separated bicycle path along Sutherland Street (to the north), there are no dedicated cycleways connecting the surrounding suburbs to the local centre. Cyclists are required to share the road with motorists on the approved "General Roads".

Recently, Council proposed a separated cycle path on Young Street between Grosvenor Street and Sutherland Street. This initiative aims to provide a safe cycleway connection between the local centre and the Sutherland Street cycleway to the north.

However, there is a clear lack of safe crossing facilities connecting the cycleways north and south of the Military Road corridor, with no bike phase provided at designated crossing point(s) at Military Road.

To encourage cycling in and around the local centre, the following interventions have been identified for future investigation:

- establishment of a dedicated cycleway along Young Street, connecting Grosvenor Street cycleway to Belgrave Street, with a potential extension to May Gibbs Place and Barry Street
- provide bike parking facilities close to key destinations and easily accessible locations, such as open plazas


Young Street and Grosvenor Street Intersection - Proposed Cycling and Walking Upgrades


Rangers Road - bike parking facilities

Traffic speed

There are safety concerns raised by the community regarding rat-running traffic observed along Grosvenor Street, which currently has a speed limit of 50km/h.

Furthermore, the Traffic and Transport Study (Stantec 2024) has identified safety concerns over rat-running traffic along Yeo Street. The introduction of the proposed Rangers Road plaza and a through-site link off Yeo Street is expected to increase pedestrian activity in the area.

To address these concerns, potential traffic calming measures for future investigation include:

1. implementing speed reduction (30km/h or 40km/h HPAA) along **Grosvenor Street**
2. implementing speed reduction along **Yeo Street**





Parking management

Wayfinding

Areas within the local centre face varying levels of parking demand, contributing to congestion. A parking wayfinding strategy may optimise parking assets and alleviate vehicle congestion caused by drivers searching for parking spaces. This strategy aims to provide drivers with information about available parking spaces during their journey.

For future consideration, the following interventions have been recommended (Stantec 2024):

- **signage at key decision points**
  identify important decision points and install relevant signage. This will enhance the user experience, distribute demand, and reduce through-traffic on streets where a higher level of pedestrian amenity is desired.
- **smart parking technology**
  explore the integration of smart parking technology as a real-time digital interface, offering improved user information. This technology allows for continuous data collection on car park utilisation, serving as a valuable tool for future parking policy management. Furthermore, advancing this technology enables users to access real-time parking availability through a smartphone application, contributing to the reduction of vehicle congestion.

Parking restriction

Conducting an area-wide review of parking restrictions aims to enhance parking turnover in zones with short-stay land uses. Anticipating an increase in longer-stay off-street parking spaces due to future developments like Site 1 at 43-51 Grosvenor Street, there's an opportunity to reduce timed parking restrictions on certain on-street parking areas within the local centre.

For instance, potential areas for reducing timed parking restrictions include the 2-hour parking zones along (Stantec 2024):

- Grosvenor Street
- Military Road between Wycombe Road and Waters Road
- Barry Street north of Yeo Street

Car sharing

The Neutral Bay local centre currently has up to four on-street car-sharing bays at Grosvenor Lane and Yeo Street. To promote sustainable transport modes and potentially alleviate parking demand, Stantec (2024) recommends investigating the demand for car-sharing and identifying opportunities for additional on-street car-share spaces.

It is important to ensure that these locations are evenly distributed throughout the local centre, strategically placed near higher-density residential developments where they are most needed.

APPENDIX

Abbreviations

LEP - Local Environment Plan

LGA - Local Government Area

MRCPS - Military Road Corridor Planning Study (rescinded)

NSDCP 2013 - North Sydney Development Control Plan 2013

NSLEP 2013 - North Sydney Local Environmental Plan 2013

SEPP65 - State Environmental Planning Policy No.65 sets design quality principles for residential flat buildings

VPA - Voluntary Planning Agreement

FSR - Floor Space Ratio

Glossary

Voluntary Planning Agreement - financial or in-kind development contribution to support the increased demand for public amenities and public services in an area.

Masterplan - provides a planning and design framework to guide the incremental development of large or complex areas with multiple buildings, new laneways or parks.

Floor space ratio - the ratio of the gross floor area of all building levels within a site to the site area.

Setback - the space between the lot boundary and the building, or the edge of the podium and the tower element of a building.

Podium - the base of a building upon which taller (tower) elements are positioned.

Fine-grain built form - Small scale architectural detailing and promoting multiple entries in ground floor facades to provide variety, interest & activity.

Affordable housing - community housing for key workers that could otherwise not afford to live in the area.

APPENDIX

References

Council documents - all available at https://northsydney.nsw.gov.au

- NSC Community Strategic Plan
- NSC Delivery Plan
- NSC Operational Plan
- NSC Community Engagement Policy 2013
- NSC Local Environmental Plan 2013
- NSC Development Control Plan (as amended March 2018) (NSDCP 2013)
- NSC Draft Local Strategic Planning Statement 2020
- NSC Draft Local Housing Strategy 2019
- NSC Neutral Bay Shopping Centre Urban Design Study and Masterplan
- NSC Grosvenor Lane Planning Study 2015
- NSC Recreational Needs Study & Implementation Plan 2015/2016
- NSC Open Space Provision Strategy 2009
- NSC Street Tree Strategy 2016
- NSC Urban Forest Strategy 2011
- NSC Economic Development Strategy 2016
- NSC Infrastructure Manual
- NSC Transport Strategy
- NSC Neutral Bay Traffic Study 2015
- NSC Integrated Cycling Strategy
- NSC Local Area Traffic Management Action Plans 2017
- NSC Public Domain Upgrade Neutral Bay Cremorne (draft)
- NSC Neutral Bay Streetscape Upgrade and NSC Cremorne Streetscape Upgrade
- NSC Public Domain Style Manual & Design codes
- NSC Playgrounds Plan of Management and Playground Methodology
- NSC Public Amenities Strategy & Action Plan 2016
- NSC Community Uses on Council Land 2016
- NSC Outdoor Dining and Goods display policy
- NSC Disability Inclusion Action Plan 2016-2019
- NSC Floodplain Risk Management Study and Flood Management Plan

Australian Bureau of Statistics
Census data - available at:
http://www.censusdata.abs.gov.au

.id The Population Experts
Profile.id.com.au. - available at:
http://profile.id.com.au/north-sydney

State Government documents -

Available at:
https://www.planning.nsw.gov.au/plans-for-your-area/a-metropolis-of-three-cities

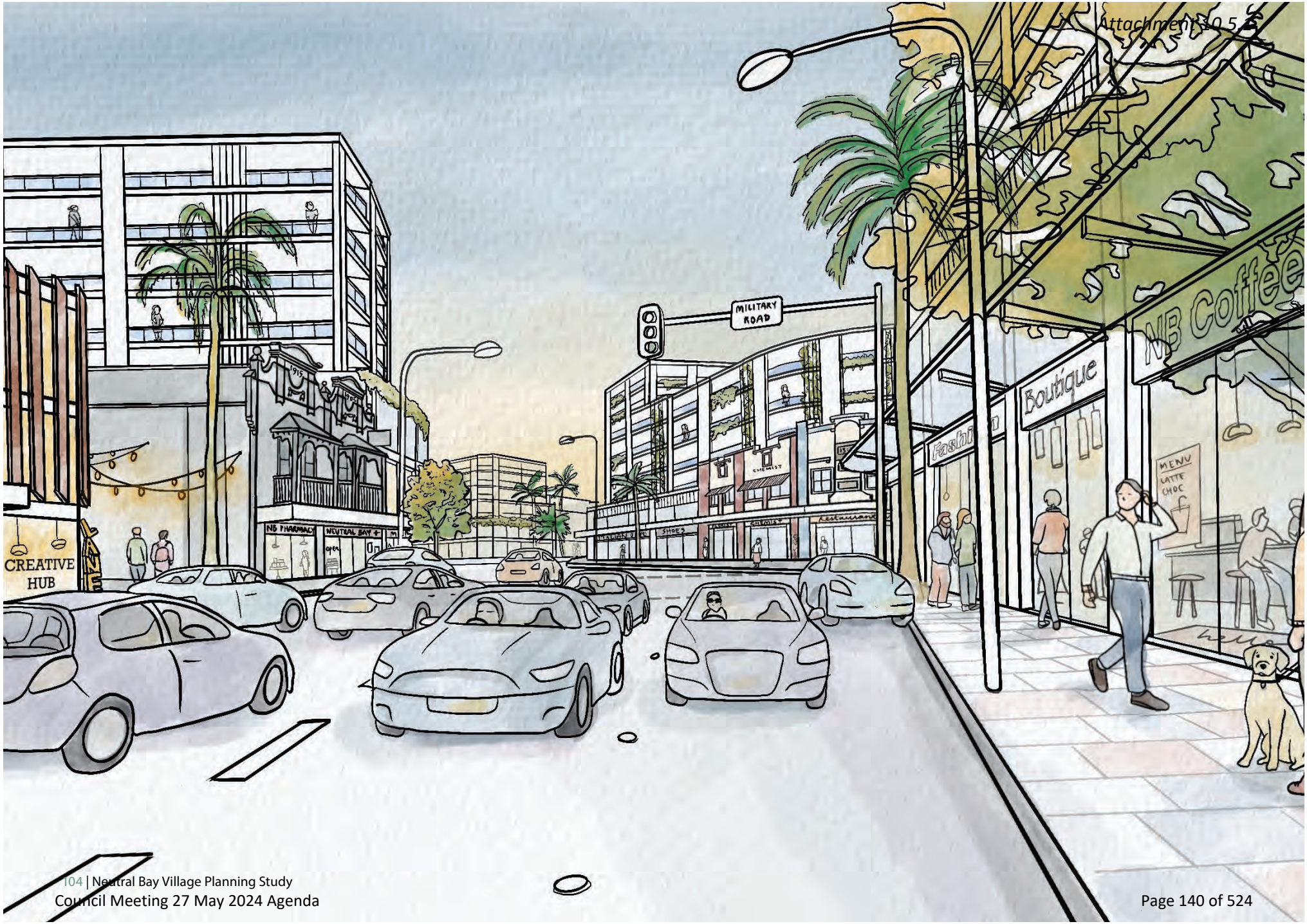
- DPHI – Greater Sydney Regional Plan
- DPHI – North District Plan

Available at:
https://future.transport.nsw.gov.au/

- TfNSW – Future Transport Strategy 2056

Expert Consultant Advice

- Economic & Financial Feasibility Assessment - HillPDA Pty Ltd
- Community Engagement & Consultations Outcomes Report - PlanCom Consulting Pty Ltd
- Neutral Bay Town Centre Public Domain Plan - Spackman Mossop Michaels (SMM)
- Neutal Bay Town Centre Traffic and Transport Study - Stantec Australia Pty Ltd


MILITARY ROAD
CREATIVE HUB
NB PHARMACY
NEUTRAL BAY
CHEMIST
SHOES
Boutique
NB Coffee
MENU
LATTE
CHOC

ATTACHMENT 2

Draft Neutral Bay Town Centre Planning Study
(recently renamed 'Neutral Bay Village Planning Study)
Summary of submissions received during public exhibition period
(27 February – 2 April 2024**)**

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

1. The Draft Neutral Bay Town Centre Planning Study **would be** amended if issues raised in the submission:

    a provided additional information of relevance.
    b indicated or clarified a change in government legislation, Council's commitment or management policy.
    c proposed strategies that would better achieve or assist with Council's objectives.
    d was an alternate viewpoint received on the topic and is considered a better option than that proposed or;
    e indicated omissions, inaccuracies or a lack of clarity.

2. The Draft Neutral Bay Town Centre Planning Study **would not be** amended if the issues raised in the submission:

    a addressed issues beyond the scope of the proposal.
    b was already in the proposal or will be considered during the development of a subordinate plan (prepared by Council).
    c offered an open statement, or no change was sought.
    d clearly supported the proposal.
    e was an alternate viewpoint received on the topic but the recommendation was still considered the best option.
    f was based on incorrect information.
    g contributed options that are not possible (generally due to some aspect of existing legislation or government policy) or;
    involved details that are not appropriate or necessary for inclusion in a document aimed at providing a strategic community direction over the long term.

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
1	Nikola Vujovic		Public domain – landscaping	Requests additional trees to other streets in the planning area in addition to Grosvenor Plaza.	The study also supports additional tree canopy and landscaping to the proposed Rangers Road Plaza and widening of Waters Lane. Further, it is proposed to investigate the opportunity for additional street trees to be planted along Military Road to infill gaps where trees were previously removed.	Nil	2b
2	Andrew Holland	2.1	Excessive building height and density	The study does not prioritise residents' concerns regarding height limits, FSR ratios and increased population density.	Community feedback, achieved through a series of consultations, was essential in shaping the draft NBVPS. The current planning controls permit development of up to 5 storeys across the Neutral Bay village centre. Proposed building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. For more information see Section 4.4.1 of the Council Report.	Nil	2c
		2.2	Construction impact	Concerns regarding the impact of the proposed changes on Neutral Bay Village, particularly the prospect of prolonged construction and its associated increase in noise, pollution, and traffic.	The draft study outlines a principles-based approach for Grosvenor Plaza's development, incorporating staged relocation of the existing Grosvenor Lane car park. This strategy aims to minimise the impacts of construction on the village centre.	Nil	2b
		2.3	Site 3B Planning Proposal	Concerns about the proposed number of apartments affecting solar access, increasing traffic, and worsening pollution. Recommends a simpler upgrade to the supermarket along with a playground.	Site 3B underwent a rezoning review by the Sydney North Planning Panel, which recommended the advancement of the planning proposal.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		2.4	Employment – commercial tenancy	Additional office space is unnecessary given the existing vacancies in commercial spaces in the area.	A primary objective of the study is to ensure the continued growth and competitiveness of the Neutral Bay village centre's employment function, particularly in the context of post-pandemic recovery and the increasing demand for local services and co-working spaces, given its proximity to the city. For more information see Section 4.3.1 of the Council Report.	Nil	2e
3	Joshua King		General support	Supports the proposals of the draft study.	Noted.	Nil	2d
4	Olivia Mutton	4.1	Community engagement	Requests additional information/feedback sessions outside of business hours. Council's communication approaches are outdated and there appears to be a lack of effective engagement with local businesses and community members in sharing information.	The draft study included extensive consultation with community members and local businesses. Information on the draft study was available online and physically at Stanton Library, Council's Customer Service, and Neutral Bay Community Centre. All distributed materials featured contact details for Council staff to address any enquiries.	Nil	2a
		4.2	General support	Supports the proposal of Grosvenor Plaza.	Noted.	Nil	2d
		4.3	Excessive building height	Objects proposed building heights exceeding 6-storeys.	Current planning controls allow building up to five storeys in Neutral Bay village centre. Increasing the maximum building height throughout the mixed-use zone of the area will preserve existing retail and commercial offerings, encourage renewal of older sites and fund public domain and social infrastructure improvements. For more information see Section 4.4.1 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		4.4	Pedestrian amenity and safety – Military Road	Requests the extension of fence barriers along Military Road to improve safety.	Median barriers and fences visually and physically reinforce the prioritisation of regional through traffic over local pedestrian amenity. Alternatively, the draft study proposes to investigate the opportunity for additional trees and kerbside planting along both sides of Military Road. Planting can simultaneously provide pedestrian safety and, along with other streetscape improvements, create an inviting 'local village' atmosphere within the main street.	Nil	2e
		4.5	Other	Requests updating all local playgrounds to accommodate pets, specifically by installing fences, and proposes adding a water play area at North Sydney Oval for children.	Noted, however considerations for other playgrounds outside of the study area is beyond the scope of the proposal. The study proposes two new public plazas; Grosvenor Plaza and Rangers Road Plaza. The proposed plaza designs are conceptual at this stage and detailed design will be further explored in the next phases and in consultation with community.	Nil	2a
5	Wesley Walser		Insufficient building height and density	Claims that proposed building heights and density are insufficient to support housing affordability and availability.	State Government's Low and Mid-rise Housing Reforms will likely introduce more housing to the broader residential area. The town centre's purpose is to protect employment capacity. The proposed building heights and density reflect community feedback and Council's objective to achieve a better balance between height and public benefit. For more information see Section 4.4.1 of the Council Report.	Nil	2e, 2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
6	Name and address withheld		Detailed design considerations / local character and heritage	Enforcing design excellence and unique brickwork and sandstone facades in Neutral Bay/Cremorne/Mosman is key to preserving its distinct character and long-term appeal.	Noted. All new developments are expected to meet a high standard of architectural design to enhance the experience of the Neutral Bay village centre. 'Design excellence' is established as a central urban design principle for future developments in the centre. In pursuit of design excellence, Council emphasises the requirement of high-quality materials and finishes. However, it is worth noting that detailed design outcomes including materials will be further resolved in next phases of the project.	Nil	2a
7	Andrew Herman	7.1	General support	General support for the proposals of the draft study.	Noted.	Nil	2d
		7.2	Study area boundary	Requests that the western boundary of the study area be amended from Ben Boyd Road to Watson Street.	The draft study adopts the same study boundary as the rescinded Military Road Corridor planning study. The study area focuses on the Neutral Bay town centre. Whilst having regard to the surrounding context, changes are concentrated within the commercial/mixed use area.	Ni	2a
8	Adam Deutsch	8.1	General support	Offers support for the draft study's proposal of public open space.	Noted.	Nil	2d
		8.2	Young Street Plaza	Requests making Young Street Plaza permanent.	Young Street Plaza in its current form was implemented in November 2020 as a temporary public open space for the community to trial. At its meeting on 26 April 2022, Council resolved to reopen Young Street. Council has subsequently developed a design for the partial re-opening of Young Steet with single-lane access to Military Road, and landscaping treatment of the remaining streetscape that would remain permanently closed to traffic. The proposed concept design for Young Street is currently on exhibition.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
9	Kodor Eid Chaos Café		Public domain – outdoor dining	Concerns regarding the removal of outdoor dining spaces at existing cafes.	The draft study supports additional outdoor dining spaces. It identifies key outdoor dining opportunities in Figure 3-11 on page 36 of the study. To accommodate this, it suggests increasing ground-level setbacks along Military Road, Waters Lane, and around Grosvenor Plaza.	Nil	2f
10	Winnie		Public domain – outdoor dining	Concerns about the elimination of outdoor dining spaces at cafes, particularly as these areas are pet-friendly.	See Submission 9.	Nil	2f
11	Laura		Public domain – outdoor dining	Concerns regarding the removal of outdoor dining spaces at existing cafes.	See Submission 9.	Nil	2f
12	Veronica		Public domain – outdoor dining	Requests keeping or improving outdoor dining in Neutral Bay.	See Submission 9.	Nil	2f
13	Graham Short	13.1	Traffic, pedestrian amenity and safety – Military Road	The study provides minimal focus on pedestrian safety and traffic issues, especially on Military Road.	A key focus of the draft study is to improve the local centre's pedestrian amenity and safety. Chapter 4 identifies potential at grade crossing improvements along Military Road that should be subject to further investigation. These strategies include longer crossing time, realignment the Young Street crossing and a new crossing at Rangers Road. For more information, see Section 4.2.3 of the Council Report.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		13.2		Suggests implementing a 50 km/h speed limit on Military Road.	Military Road is a state road, and as such, any proposed modifications require approval from TfNSW. Given that TfNSW recognises Military Road as strategically important for vehicle traffic, changes affecting its function may be challenging. However, Council prioritises enhancing pedestrian safety and accessibility and will continue to advocate for improvements. For more information, see Section 4.2.3 of the Council Report.	Nil	2g
		13.3		Requests the construction of a pedestrian bridge or underpass, at least at Wycombe Road.	Pedestrian overpasses (and underpasses) lock in the vehicle priority of the road and generally reduce, rather than improve, the safety and amenity of the street. Overpasses require landing sites for the lift and stairs/escalators, thereby reducing the width of the pedestrian footpath on either side of the road if provided in the public domain. Alternately if they are provided within private land they can reduce pedestrian activity and engagement within the public domain. Prioritising vehicle movements, rather than identifying solutions to support better pedestrian access at grade, can encourage speeding and further reduce the vitality of the centre and main street retail functions. The cost of such infrastructure is significant and prioritising limited Council/contribution funds ahead of public domain and other community spaces, is not supported.	Nil	2e
		13.4	Local character and heritage	Preserving only two shops in Neutral Bay is seen as insufficient and belated, given that the area's local character and heritage were lost some time ago.	Neutral Bay village centre contains heritage-listed items along Military Road and Yeo Street, together with iconic facades on Military Road and Wycombe Road, which contribute to the local character of the centre. These are identified in Figure 1-4 on page 14 of the draft study. These heritage buildings and facades will be retained to protect the local character and identity of the area.	Nil	2c

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
14	Mark Marsi	14.1	General support	Acknowledges improvements in the draft study, particularly appreciating the proposed increase in public space in Neutral Bay.	Noted.	Nil	2d
		14.2	Terminology	Concern regarding the use of the terminology "Town Centre" to describe Neutral Bay, which is seen more as a suburb than a town centre. The suggestion is to use "Suburb Centre" instead.	At its meeting on 12 February 2024, Council resolved that the study be renamed to Neutral Bay 'Village' Planning Study.	Update the study and all references to 'Neutral Bay Village Planning Study.'	1d
		14.3	Traffic issues – Military Road	Concerns about existing traffic issues on Military Road, emphasising the need to address these before accommodating any increase in traffic from new developments.	Military Road is a state road, and as such, any proposed modifications require approval from TfNSW. Given that TfNSW recognises Military Road as strategically important for vehicle traffic, changes affecting its function may be challenging. However, Council prioritises enhancing pedestrian safety and accessibility and will continue to advocate for improvements. Further, Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor. Notwithstanding, Council aims to further investigate and co-ordinate with TfNSW to identify opportunities for gradual performance improvements at key intersections to accommodate future traffic demands. For more information, see Section 4.2.3 of the Council Report.	Nil	2g

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		14.4	Traffic Report	The impact of the NSW Government's proposed planning changes and the potential increase in Northern Beaches population, which could worsen Neutral Bay's traffic, is highlighted as missing from the traffic analysis.	Stantec's Traffic and Transport Study provides an analysis of traffic volumes generated from the proposed growth scenario under the draft study. The study also considers population and job growth projections based on Transport for NSW Travel Zone forecasts and supported by ABS statistics.	Nil	2a
		14.5	Built form controls	Suggests that both building height and number of storeys be used to ensure clear controls of height limits.	The draft study already specifies maximum height limits in both storeys and metres, ensuring clear direction over building heights. Refer to Figure 7-2's legend on page 75 of the study.	Nil	2b
15	Ernie Santone	15.1	General support	Offers general support for the study and acknowledges that it achieves a balance between proposing new open spaces and allowing modest height increases.	Noted.	Nil	2d
		15.2	Pedestrian amenity and safety	Requests making the entire Grosvenor Lane a pedestrian-friendly zone stretching from Ben Boyd Road to Waters Road.	A key principle of the study is to improve pedestrian amenity and enhance the walkability and pedestrian safety of the centre. The draft study proposes for Grosvenor Lane in the proposed Grosvenor Plaza to be fully pedestrianised. Additionally, it recommends making Grosvenor Lane near Cooper Lane and Waters Road into shared pedestrian zones. The aim is to establish a significant pedestrian link that connects with the section of Grosvenor Lane east, connecting Ben Boyd Road, which is already a shared zone.	Nil	2b
		15.3	Young Street Plaza	Requests keeping Young Street closed to vehicle traffic to prevent it from becoming a shortcut for drivers, thereby maintaining the safety and recreational quality of the area.	See Submission 8.2.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
16	Gavin Perri		Public domain – outdoor dining	Concerns about the elimination of outdoor dining spaces at cafes, particularly as these areas are pet-friendly.	See Submission 9.	Nil	2f
17	Tegan Stephens	17.1	General support	Supports the proposals of the draft study.	Noted.	Nil	2d
		17.2	Detailed design considerations / local character and heritage	Requests that future buildings feature distinctive, vibrant designs with character, moving away from minimalist styles.	Noted. See Submission 6.	Nil	2a
18	Jake Bullivant		Public domain – outdoor dining	Concerns regarding the removal of outdoor dining spaces, particularly at Chaos Café.	See Submission 9.	Nil	2f
19	Letia McCarthy		Public domain – outdoor dining	Concerns regarding the removal of outdoor dining spaces.	See Submission 9.	Nil	2f
20	Meaghan Victor		Public domain – outdoor dining	Concerns regarding the removal of outdoor dining spaces, particularly at Chaos Café.	See Submission 9.	Nil	2f

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
21	Laetitia Callegari		Public domain – outdoor dining	Concerns regarding the removal of outdoor dining spaces, particularly at Chaos Café.	See Submission 9.	Nil	2f
22	Luke Rayner	22.1	General support	Supports the study's proposal of additional green spaces, pedestrian links, and the relocation of parking underground.	Noted.	Nil	2d
		22.2	Traffic, pedestrian amenity and safety – Military Road	Recommends removing kerbside parking on Military Road for safety, converting the left lane into a landscaping strip or expanded footpath. This would reduce noise, enhance pedestrian safety and appeal, and improve traffic flow, benefiting local cafes and restaurants.	As a state road, any proposed changes to Military Road requires approval by Transport for NSW (TfNSW). Since TfNSW recognises the road as of strategic importance for vehicle thoroughfare, any proposals that might impact this may be challenging. Notwithstanding, to create a safe and pedestrian-friendly environment along Military Road, the draft study proposes whole of building setbacks to provide widened footpaths along the B-Line bus stops. The study also suggests investigating the expansion of tree canopy, landscaping, and kerbside planting on both sides of Military Road to enhance the visual character and pedestrian amenity. For more information, see Section 4.2.3 of the Council Report.	Nil	2g, 2b

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
23	Ivan Lulic Owner – Priceline Pharmacy Neutral Bay	23.1	Construction impact	Outlines that access to small businesses fronting Grosvenor Lane car park, including Priceline Pharmacy, will be disrupted by the construction phase of the proposed basement car park. Requests that the development boundary be pushed back so that parking and access can be maintained during construction.	The draft study considers staged delivery of the proposed Grosvenor Plaza basement car park to minimise disruption and allow small businesses facing Grosvenor Lane car park to continue trading. Subject to negotiation and detailed design, a key consideration for the delivery of the Grosvenor Plaza car park is maintaining parking and access for existing businesses to the south of Grosvenor Lane car park during the construction of Site 1 basement car park. For more information see Section 4.1.1 of the Council Report.	Nil	2b
		23.2	Grosvenor Plaza – surface level parking	Highlights that the proposed basement car park and removal of free parking and loading zones at surface level will negatively affect existing small businesses.	Council acknowledges the significant role that small businesses play in contributing to the village atmosphere of the centre. The proposed Grosvenor Plaza seeks to retain the existing number of public car parking spaces underground and provides surface-level parking spaces for loading services and disability parking. The study emphasises the importance of access to the underground carpark to support surrounding local retailers and local businesses. For more information see Section 4.2.1 of the Council Report.	Nil	2e
		23.3	Detailed design considerations	Notes that the proposed basement car park will not allow access to grease traps. Cafes and restaurants will not be possible.	Detailed design outcomes, including grease trap considerations, will be further resolved in next phases of the project.	Nil	2a
		23.4	Excessive building height and density	The Coles DA proposes a 7-storey building, which is nearly double the current allowable limit under the LEP and higher than the neighbouring buildings	The current Coles Development Application is being assessed and will be determined independently of Council taking into account all the statutory and current planning controls.	Nil	2a

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23a		23a.1	Public ownership	The Grosvenor Lane car park, publicly owned land originally obtained from local landowners, should not be traded by Council without proper consideration of its historical significance and the interests of the Military Road properties from which it was acquired.	The study proposes that Grosvenor Plaza should continue to be publicly owned and maintained under Council ownership, ensuring it remains accessible and available for public use. This aims to preserve the plaza as a public open space for the benefit of the community. For more information see Section 4.2.2 of the Council Report.	Nil	2e
		23a.2	Heritage listing	Council needs to acknowledge that 194-196 Military Road is heritage-listed and intended to remain in its current form. Believes they significantly contribute to the village atmosphere of this part of the Neutral Bay shopping centre.	The study identifies 194-196 Military Road as heritage listed buildings. It recommends that all heritage listed items, including 194-196 Military Road, to be retained. Built form controls are proposed to ensure appropriate scale, façade treatment and separation provide a respectful response to the heritage listed items and other iconic facades within the study area.	Nil	2b
24	Anonymous		Grosvenor Plaza – surface level parking	Requests maintaining car parking in Neutral Bay Plaza so residents can continue to support local businesses.	See Submission 23.2.	Nil	2e
25	Allie Jonscher	25.1	Community facilities	Supports the proposed Creative Hub, specifically exhibition spaces for local artists.	Noted.	Nil	2d
		25.2	Detailed design considerations	Encourages for the future delivery of the placemaking initiatives to be by local artists.	Noted. For more information see Section 4.1.1 of the Council Report.	Nil	2a

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
26	Campbell Bartlett		Cycleways	Outlines the importance of incorporating dedicated bike lanes and comprehensive cycling infrastructure into the study.	A key access strategy proposed in the draft study is to improve cycling infrastructure. Recently, Council proposed a separated cycle path on Young Street between Grosvenor Street and Sutherland Street. This initiative aims to provide a safe cycleway connection between the town centre and the Sutherland Street cycleway to the north. To support this and encourage cycling in and around the town centre, the draft study also proposes future investigation for the establishment of a dedicated cycleway along Young Street, connecting Grosvenor Street cycleway to Belgrave Street, with a potential extension to May Gibbs Place and Barry Street. The study also proposes installation of secure public bicycle parking within Grosvenor Plaza and Rangers Road Plaza.	Nil	2b
27	Roy van Keulen		Insufficient building height and density	New developments should be allowed to increase the availability and affordability of housing.	State Government's Low and Mid-rise Housing Reforms will likely introduce more housing to the broader residential area. The town centre's purpose is to protect employment capacity and service functions. The proposed building heights and density reflect community feedback and aims to achieve a better balance between height and public benefit. For more information see Section 4.4.1 of the Council Report.	Nil	2a
28	Emily Eldridge	28.1	Pedestrian amenity and safety	Supports the study objectives to make the area more pedestrian friendly and increase active transport provisions.	Noted.	Nil	2d
		28.2	Pedestrian overpass	Consideration for a pedestrian overpass on Military Road.	See Submission 13.3.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		28.3	Employment - commercial tenancy and retail diversity	Concerns regarding the increasing number of vacant commercial space along Military Road.	See Submission 2.4.	Nil	2e
29	M Lau	29.1	General support	Offers general support for the proposals of the study. In particular, the proposed additional greenery, fully pedestrianised Grosvenor Plaza, and future investigation of the additional pedestrian crossing at Military Road.	Noted.	Nil	2d
		29.2	Pedestrian amenity and safety	Requests an additional above or below pedestrian crossing closer to Rangers Road Plaza.	See Submission 13.3.	Nil	2b
30	Matt		Local character and heritage	Highlights the value of preserving Neutral Bay's 'village atmosphere,' characterised by low-rise buildings, and stresses the importance of maintaining its heritage homes and conservation areas to keep the suburb's character.	Noted. A key principle of the draft study is to preserve and enhance the heritage character and identity of the Neutral Bay village centre. The study recommends that all heritage listed items and heritage valued facades are retained. Further, built form controls are proposed to ensure appropriate scale, façade treatment and separation provide a respectful response to the heritage listed items and other iconic facades within the study area.	Nil	2b
31	Chantelle Smith	31.1	General support	Supports the study, particularly for its emphasis on improving pedestrian-friendly public amenities.	Noted.	Nil	2d

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		31.2	Young Street Plaza	Requests keeping Young Street closed and incorporating it within the wider strategy.	See Submission 8.2.	Nil	2a
		31.3	Traffic, pedestrian amenity and safety	Highlights issues on Grosvenor Lane, like speeding and aggressive driving and requests converting it into a shared pedestrian zone.	See Submission 15.2.	Nil	2b
32	Jessica Carpenter		Built form controls	Building height limits need to be clearly defined in metres, not just in terms of storeys.	See Submission 14.4.	Nil	2b
33	Nick Juradowitch Ingham Planning Pty Ltd On behalf of 40 Yeo Street, NEUTRAL BAY	33.1	Insufficient height and density	A submission was prepared in response to the draft MRCPS. It highlighted its excessive non-residential FSR and the 12m setback for a public plaza reducing the site area, proposing a height increase to 12 storeys. The final MRCPS removed the plaza, reduced the FSR, increased the developable area, and lowered the northern site's building height from 8 to 6 storeys.	Noted.	Nil	2c
		33.2		General support for the draft NBVPS with respect to removing the proposed plaza area and reducing the non-residential FSR to 1.2:1 (as proposed in the final MRCPS).	Noted.	Nil	2d

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		33.3		Maintaining a 6-storey height limit across the site is not feasible. A minimum total FSR of 4.2:1 is required for viable redevelopment, but only a potential total FSR of 3:1 is achievable under the study. It is requested that the 8 storey height for the northern portion of the site, originally proposed in the draft MRCPS be reinstated. The resulting alternative built form includes a 2-storey commercial podium following the draft NBVPS; 4-storey residential above the podium with a 3m front setback to Yeo St and a 6m front setback in the central southern area, as well as 3m setbacks to the Barry St and May Ln frontages. Additionally, an addition of the 7th and 8th storeys is proposed with a 16m front setback to Yeo St and a 4.5m setback to the Barry St and May Ln frontages.	The draft MRCPS initially identified 40 Yeo St as a 'key site' with the requirement to deliver a public plaza through a 12m setback to the site's western boundary. Accordingly, the rescinded study allowed a part 6, 8 storey height limit to optimise the site's development area's potential. This aimed to create a balance between maximising development potential and providing community amenities. The subject site is no longer identified as a 'key site' in the draft NBVPS. As such, the provision of public benefit via a public plaza is not required. Consistent with other mixed-use sites across the town centre, the required non-residential FSR is 1.2:1 and the maximum building height is 6-storeys. It is also important to note that an allowable 6-storeys represents an additional 1-storey from the existing LEP height limit which is intended to accommodate the increase in non-residential FSR from 0.5:1 to 1.2:1.	Nil	2e
		33.4		Reference is made to Sites 3A and 3B, which allows 6 storeys along Yeo St and 8 storeys stepped back. It is considered appropriate and reasonable to adopt this approach to the subject site.	Sites 3A and 3B are identified as 'key sites' in the draft NBVPS. The proposed height increase to 8-storeys for these sites are in conjunction with the delivery of public benefit identified as the public plaza, Rangers Road Plaza. The 8-storey component to Sites 3A and 3B are considered appropriate given its frontage to Rangers Road and Military Road and Council's objective of achieving a better balance between height and public benefits.	Nil	2e

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		33.5		A setback of 16m to Yeo St for the 7th and 8th storey ensures that no additional shadows are cast to the south compared to the 6-storey envelope shown in the draft NBVPS.	It is acknowledged that the proposed 7th and 8th storey component do not have additional overshadowing impact compared to the draft NBVPS envelope. However, the (owner) proposed enlarged built form between levels 3 and 6 with limited articulation and deep floor plates create additional overshadowing to the buildings south of Yeo Street on June 21, especially between 11am to 12pm.	Nil	2c
		33.6		The reduced floor plates and increased building setback for the proposed 7th & 8th storey mitigates bulk and scale as it is not seen from Military Road or readily perceived from Yeo St.	The inclusion of a 7th and 8th storey in the draft MRCPS was on the basis of a 12m setback to the site's western boundary fronting Barry Street. In contrast, the (owner's) alternative scheme proposes 8 storeys with no setback to Barry Street.	Nil	2c
		33.7	Housing availability and affordability	Opportunities for increased residential development will assist with addressing the current housing availability and affordability issues.	State Government's Low and Mid-rise Housing Reforms will likely introduce more housing capacity to the broader residential area. The town centre's purpose is to protect employment capacity and service function. The objective of the study is to achieve a better balance between height and public benefit.	Nil	2a
34	Stephen McKenzie	34.1	Coles DA	Opposes the Coles DA 258/23 for giving Coles access to public land and exceeding height limits.	See Submission 23.4. For more information, see Section 4.2.2 of the Council Report.	Nil	2a

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		34.2		Raises concerns that the proposal monopolises public parking and disadvantages small businesses, highlighting it would worsen traffic and parking issues.	Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor and manageable within the local road network. Additionally, Council aims to further investigate and co-ordinate with Transport for NSW to identify opportunities for gradual performance improvements at key intersections to accommodate future traffic demands. Council acknowledges the significant role that small businesses play in contributing to the village atmosphere of the centre. The study emphasises the importance of access to the underground carpark to support surrounding local retailers and local businesses. The proposed new Grosvenor Plaza will retain the existing number of public car parking spaces underground and provide surface-level parking spaces for loading services and disability parking. For more information, see Sections 4.2.1 and 4.2.3 of the Council Report.	Nil	2e
35	Nicholas Murphy		Grosvenor Plaza – surface level carpark	Suggests relocating the proposed surface level car parking at Grosvenor Plaza underground with a lift for disabled access and commercial deliveries.	The study proposes maintaining surface-level parking spaces in Grosvenor Plaza for loading services and disabled parking, essential for easy access to the new community centre. Removing these spaces could significantly limit access for loading and unloading services and impair accessibility for differently abled individuals, potentially affecting the functionality and convenience of the new community centre.	Nil	2e
36	Paul McPherson		General support	Supports the proposals in the draft study, particularly its potential to enhance the village atmosphere, sense of community, and access and safety.	Noted.	Nil	2d

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
37	Tammy W	37.1	General support	Supports the proposals in the draft study. Highlights that the public spaces and building heights align with community feedback.	Noted.	Nil	2d
		37.2	Public domain – open spaces	Questions whether the proposed green spaces are adequate for future population growth and whether there's room for expansion or further planning.	The proposed public open spaces represent Council's objective to achieve a better balance between scale of growth and development with the provision of public benefits. The new green spaces are envisaged to support the needs of the study's proposed density in the area. It will also form part of a network of high amenity public open spaces within and around the study area.	Nil	2a
38	J. Holland	38.1	Excessive building height and density	Objects to increasing building height limits and generating additional traffic.	Concerns about the increase in building heights and traffic in Neutral Bay are noted. However, Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor and manageable within the local road network. Additionally, Council aims to further investigate and co-ordinate with Transport for NSW to identify opportunities for gradual performance improvements at key intersections to accommodate future traffic demands. It is also important to highlight that current planning controls allow building up to five storeys in Neutral Bay village centre. The proposed modest increases in building heights are designed to protect future needs for employment space and deliver much needed public domain upgrades and community facilities. For more information see Section 4.4.1 of the Council Report.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		38.2	Employment – commercial tenancy	Highlights that there is an abundance of vacant business premises, which contradicts the need for additional commercial tenancy.	See Submission 2.4.	Nil	2e
39	Peter Lewis	39.1	General support	Outlines that any change would be an improvement over Neutral Bay's existing condition.	Noted.	Nil	2d
		39.2	Traffic, pedestrian amenity and safety – Military Road	Emphasises that on-street parking on Military Road is both unnecessary and poses risks to pedestrians and current traffic users.	See Submission 22.2.	Nil	2g
		39.3	Public domain – open spaces	Highlights the importance of integrating more cohesive residential development, pedestrian-friendly areas, and underground parking facilities, which are viewed as vital for the future utility and appeal of Neutral Bay for residents, commercial tenants, and as a destination overall.	Noted. The draft study proposes two new public plazas. This includes a new Grosvenor Plaza, by relocating the Council car park underground, and a new Rangers Road Plaza, by relocating the supermarket underground. To improve pedestrian comfort, safety and amenity, study also proposes upgraded pedestrian links, shared streets and the closure of Grosvenor Lane, between Cooper and Waters Lane.	Nil	2b

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
40	Hui Matthews		Community facilities	Requests additional event and community spaces, as well as services for school-aged children, including a library, youth centres, and creative/art rooms and studios, akin to those in Mosman and Kirribilli.	The study recommends an upgrade to the existing community centre and delivery of an additional new community facility. It is intended that both community centres will remain under Council ownership and operation for public use. Further investigations are continuing regarding the proposed size of any new community centre and the highlighted information gaps. This includes a review of the existing community centre, economic analysis, and consideration of its intended use. For more information, see Section 4.1.4 of the Council Report.	Nil	2b
41	Dan Nolan	41.1	Insufficient building height and density	Raises concerns that the proposed height limits are inadequate in addressing the current housing crisis. Suggests that the State Government's Transit-Oriented Development (TOD) and new planning strategies could provide more effective solutions.	See Submission 5.	Nil	2a

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		41.2	Community engagement	Highlights that it is important for Council to engage with the broader cross-section of the community for a more informed decision-making.	The community has provided input into the draft study at multiple stages. Council's study attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that achieves a better balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcome of the Draft Neutral Bay Village Planning Study. Further, information on the draft study was available online and physically at Stanton Library, Council's Customer Service, and Neutral Bay Community Centre. All distributed materials featured contact details for Council staff to address any enquiries.	Nil	2a
42	Kodor Eid		Grosvenor Plaza – proposed café	Questions the need for the proposed café within Grosvenor Plaza given the proximity of six existing cafés. Suggests alternative options like a children's play area, landscaped seating, family-friendly public toilets, or an open sun area instead.	Noted. The design of Grosvenor Plaza is conceptual at this stage. Future developments in the design will involve community consultation to ensure that it meets the needs and preferences of the community and businesses. For more information see Section 4.1.1 of the Council Report.	Nil	2b
43	Gavin Walker		Grosvenor Plaza – proposed café	Questions the need for the proposed café within Grosvenor Plaza due to the existing abundance of nearby cafes and proposes considering alternatives such as tall trees for shade.	See Submission 42.	Nil	2b

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44	David Thomas	44.1	Coles DA	Objects to the Coles development due to its potential to diminish the area's unique character and the vibrant atmosphere created by boutique shops and small businesses.	See Submission 23.4.	Nil	2a
		44.2	Planning policy - VPAs	Raises concerns about the efficacy of Voluntary Planning Agreements as the proposed increase in building heights appears to offer no public benefit.	The draft study emphasises that development opportunities should only be considered if key sites deliver significant public benefits beyond typical contributions. For these key sites, any amendment to NSLEP 2013 should be accompanied by a draft VPA that outlines these benefits, aligning with Council's VPA Policy. Chapter 7 of the draft study outlines guidelines for each key site, detailing the public benefits required to support a planning proposal. For more information see Section 4.7 of the Council Report.	Nil	2a
		44.3	Construction impact	Concerns regarding disruption, noise, pollution, and traffic congestion during the construction phase.	See Submission 23.1.	Nil	2b
		44.4	Increased density – traffic and pollution	Concerns about the additional traffic, pollution and noise due to more residents and vehicles in the future development. Suggests a simpler refurbishment of the existing site as a more community-friendly alternative.	See Submission 38.1.	Nil	2e

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45	Kwang Eng Cursty Wong		Coles DA	As per Submission 44.	See Submission 23.4.	Nil	2a
46	Amanda Stalley	46.1	Excessive building height and density	Outlines concerns about the impacts of the proposed 6-8 storey buildings, including a sense of confinement, overshadowing, loss of local character.	The majority of the mixed-use zone in Neutral Bay currently has a maximum building height of 16m or 4-5 storeys under the existing planning controls. Achieving a dominant typology of mid-rise 6-storey mixed-use buildings throughout the town centre will ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity. Key sites have been identified for a proposed height increase of up to 8 storeys. Strategically allocating higher building typology at these locations will enable the delivery of some public benefits that support improvements to the public domain and community facilities. Built form controls are proposed in the study to ensure that new developments address the relationship and response to surrounding residential areas, foster human-scaled streetscape and maximises solar access to the public domain. For more information, see Section 4.4.1 of the Council Report.	Nil	2e

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		46.2	Local character and retail diversity	Concerns regarding the loss of character as we lose the existing small businesses surrounding Grosvenor Lane car park. Highlights that these businesses are boutique businesses and are valuable to the character of Neutral Bay.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Access to parking and loading is an important consideration as well as the staging of construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops. For more information see Section 4.2.1 of the Council Report.	Nil	2e
47	Steven Hankey	47.1	General support	Supports the proposed building heights, new public spaces, additional greenery, and widened footpaths.	Noted.	Nil	2d
		47.2	Traffic, pedestrian amenity and safety – Military Road	Opposes the proposed pedestrian crossing on Military Road due to potential traffic congestion and bus delays.	A key priority of the draft study is to create a safe, connected, and pedestrian friendly environment that will encourage walking within the town centre. Investigation for a new pedestrian crossing on Military Road, connecting Rangers Road and Waters Road, supports this objective as it would provide easier access between the new plazas, shops and services on either side of the town centre.	Nil	2e
		47.3	Local character	Objects to a second pedestrian bridge, concerned it would clash with the village feel and possibly feature unattractive advertising.	Noted. See Submission 13.3.	Nil	2b

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		47.4	Detailed design considerations	Recommends consideration for extreme weather events and incorporating designs like porous surfaces to avert flooding during heavy rain.	Noted. Detailed design outcomes, including use of appropriate materials, will be further resolved in next phases of the project, through Planning Proposals and Development Applications and in consultation with stakeholders. For more information see Section 4.1.1 of the Council Report.	Nil	2b
48	Jessica Walker		Coles DA	As per Submission 44.	See Submission 23.4.	Nil	2a
49	Nadine Vincenc	49.1	Coles DA	Objects to the Coles DA for anticipated traffic congestion and pedestrian safety risks, particularly due to a proposed loading dock entrance on Grosvenor Street. Notes that the building's height is non-compliant with the LEP, which typically only allows 2-3 storeys. Raises concerns about potential strains on utilities like water, electricity, and internet, citing past instances of reduced water pressure from similar projects.	Noted. Under the existing LEP, the site is subject to a permissible building height of 16m or 4 to 5 storeys. The current Coles Development Application is being assessed and will be determined independently of Council taking into account all the statutory and current planning controls.	Nil	2a
		49.2	Public domain - landscaping	The removal of trees and foliage will compromise Neutral Bay's natural and visual appeal.	The study continues to recommend retaining mature canopy trees in Grosvenor Plaza where feasible and enhancing landscaping throughout the public domain. It also seeks to expand tree canopy and landscaping within the new Grosvenor Plaza, Rangers Road Plaza and Waters Lane. Further, the study proposes investigating the opportunity for additional street trees along Military Road. For more information see Section 4.1.2 of the Council Report.	Nil	2b

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		49.3	Grosvenor Plaza – surface level carpark	Concerns that reduced parking and the shift to a mall-like environment could significantly harm long-standing small businesses in the area.	See Submission 46.2.	Nil	2e
		49.4	Construction impact	The extended construction period will negatively affect local residents and businesses through noise, dust, and impacts on mental well-being.	See Submission 23.1.	Nil	2b
50	Robin	50.1	Excessive building height and density	Objects to the increase in building heights from 5 to 6 storeys in the mixed-use zone and 8 storeys for key sites, citing St Leonards as a negative example of overdevelopment.	See Submission 46.1	Nil	2e
		50.2	Rangers Road Plaza	Does not support the Rangers Road Plaza, noting that closing the Military Road section could lead to increased traffic on Yeo Street, which already experiences peak hour congestion.	Stantec conducted a traffic analysis and impact assessment of the proposed growth and public domain upgrades outlined in this study. The findings suggest that the traffic volumes resulting from the proposed growth scenario are relatively minor. For more information see Section 4.2.3 of the Council Report.	Nil	2e
51	Vivienne Woodwards	51.1	Excessive building height and density	Concerns that the proposed building heights and density will be overwhelming for Neutral Bay, which already has significant traffic, insufficient green space, and a high level of activity.	See Submission 50.1.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		51.2	Local character	Notes the decline in Neutral Bay's visual appeal, with recent developments built to poor quality, leading to a loss of the suburb's character.	See Submission 6.	Nil	2c
52	Naomi Conaty School Counsellor / Registered Psychologist - Neutral Bay Public School & Cammeray Public School	52.1	General support	Supports the draft study, particularly Grosvenor Plaza, Rangers Road Plaza, and more green spaces and outdoor dining.	Noted.	Nil	2d
		52.2	Detailed design considerations	Requests the use of better-quality materials and designs, citing the Young Street Plaza's low-quality appearance compared to higher-quality developments like those in Kirribilli town centre.	See Submission 6 and 8.2.	Nil	2a
53	J B		Local character Public domain – open spaces, landscaping & community facilities	Notes that Neutral Bay no longer has a village atmosphere. Proposes restoring its ambience through the creation of larger community spaces, widening walkways, and adding bike lanes for safety. Suggests upgrading infrastructure to draw retail and commercial interests, making the suburb an attractive destination.	The study aims to create a positive street level environment that reinforces the village atmosphere by proposing built form requirements, such as podium height and building setbacks, to maintain a human scale. The proposed public domain upgrades and new public plazas will enhance the amenity and desirability of Neutral Bay.	Nil	2b
54	Rhonda Bell		Excessive building height and density	Does not support increasing building heights due to its impact of solar access to Military Road and surrounding areas.	See Submission 50.1.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
55	Chris Gingell		Grosvenor Plaza – surface level carpark	Supports "Option 1" for the design of Grosvenor Plaza.	See Submission 59.	Nil	2e
56	David Whitehouse		Grosvenor Plaza – surface level carpark	The lack of surface level car parking inconveniences elderly or less mobile customers and challenges convenience retail, potentially reducing foot traffic and impacting the sustainability of existing local retailers.	Council acknowledges the significant role that small businesses play in contributing to the village atmosphere of the centre. The draft study considers staged delivery of the proposed Grosvenor Plaza basement car park to minimise disruption and allow small businesses facing Grosvenor Lane car park to continue trading during the construction phase. The study emphasises the importance of access to any underground carpark to support surrounding local retailers and local businesses. The new Grosvenor Plaza would retain the existing number of public car parking spaces underground and provide surface-level parking spaces for loading services and disability parking. For more information see Section 4.2.1 of the Council Report.	Nil	2e
56a	David Whitehouse	56a.1	Coles DA – Loss of character	Raises concerns about the proposed Coles development and its impact on the area's character and village atmosphere. Emphasises the need for well-considered design to prevent overshadowing the area.	See Submission 23.4.	Nil	2a
57	Wendy Wraight		Grosvenor Plaza – carparking	Requests redeveloping the site with reference to Lane Cove Canopy or Lindfield Village Green, emphasising the including of underground parking.	The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza. For more information see Section 4.1.1 of the Council Report.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
58	Michael Healey		Grosvenor Plaza – carparking	Recommends keeping the current parking at Grosvenor Lane car park until the basement parking is constructed, after which all parking in the plaza area should be removed.	Noted. The draft study outlines a principles-based approach for Grosvenor Plaza's development, incorporating staged relocation of the existing car park. This strategy allows businesses to maintain their existing parking and loading access while part of the basement parking is under construction. Upon completion, the plan proposes transforming Grosvenor Plaza into a completely pedestrianised area, with surface-level parking reserved for loading and disabled access situated on the plaza's eastern side. For more information see Section 4.2.1 of the Council Report.	Nil	2b

59	Alan MacDonald		Grosvenor Plaza – surface level carparking	At-grade car parking at Grosvenor Plaza is required to support the existing local businesses. Notes preference for “Option 1.”	It is important to clarify that the "options" mentioned for Grosvenor Plaza are not included in Council’s draft study. Instead, the study proposes the transformation of Grosvenor Plaza into a fully pedestrianised area. The intention of the study is to provide much needed public open space for the community. To achieve this objective, the planning study proposes maintaining the total number of existing at-grade car parking spaces at Grosvenor Lane car park and relocating them in the new underground facility. Convenient multiple accesses to the basement car park around the future plaza will also support surrounding local retailers and local businesses. Additionally, the study acknowledges the need for accessible parking to support the community members, including those with mobility challenges, and to facilitate the operations of existing and future small businesses. Consequently, the study proposes in addition to the public parking provided underground, allocating 10 at-grade car parking spaces for disabled parking, and loading east of the proposed Grosvenor Plaza. This arrangement can enable the creation of a large, fully pedestrianised plaza while minimising impact on pedestrian amenity. Council accommodates public parking as a service to the community and will continue to do so. While the study prioritises retaining the existing quantity of public parking, it also emphasises the importance of enhancing pedestrian amenity and safety. Undergrounding the existing Grosvenor Lane car park will allow the creation of a public plaza at ground level that will enhance Neutral Bay’s public domain, walking, cycling and public transport safety and amenity. For more information see Sections 4.1.1 and 4.2.1 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
60	David Tyrell		Grosvenor Plaza – surface level carparking	Opposes changes to the Grosvenor Lane car park, emphasising its importance for the continued operation of the existing retailers and dry cleaners.	See Submission 59.	Nil	2e
61	Graham Coutts		Grosvenor Plaza – surface level carparking	Expresses support for Grosvenor Plaza to be redeveloped as fully pedestrianised or with limited parking. Notes preference for "Option 1."	Noted. However, it's important to clarify that the "options" for Grosvenor Plaza mentioned are not included in Council's draft study. Instead, the study proposes the transformation of Grosvenor Plaza into a fully pedestrianised area. For more information see Section 4.1.1 of the Council Report.	Nil	2d
62	Tim Heap		Cremorne	Highlights a major parking shortage affecting local businesses in Cremorne, suggesting the construction of a multi-storey parking station at the current council car park in Cremorne. Recommends adding pedestrian overpasses or underpasses at strategic points within Cremorne, like Cremorne Plaza, to improve safety and traffic flow. Suggests that Cremorne Plaza could benefit from widened footpaths and public facilities, especially well-designed toilets.	Noted. However, the proposed draft study focuses on the Neutral Bay village centre, specifically the area within the study boundary.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
63	Jane Coutts		Grosvenor Plaza – surface level carparking	Supports relocating all parking underground to create a fully pedestrianised plaza, at Grosvenor Lane car park. Notes preference for "Option 1."	Noted. However, it's important to clarify that the "options" for Grosvenor Plaza mentioned are not included in Council's draft study. Instead, the study proposes the transformation of Grosvenor Plaza into a fully pedestrianised area. For more information see Section 4.1.1 of the Council Report.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
64	Trudy Russell		Grosvenor Plaza – surface level carparking	Emphasises the need to maintain the existing Grosvenor Lane car park for the ongoing viability of local businesses. Recommends improving the car park and objects to the creation of a plaza.	The intention of the study is to provide much needed public open space for the community. To achieve this objective, the planning study proposes maintaining the total number of existing at-grade car parking spaces at Grosvenor Lane car park and relocating them in the new underground facility. Convenient multiple accesses to the basement car park around the future plaza will also support surrounding local retailers and local businesses. Additionally, the study acknowledges the need for accessible parking to support the community members, including those with mobility challenges, and to facilitate the operations of existing and future small businesses. Consequently, the study proposes in addition to the public parking provided underground, allocating 10 at-grade car parking spaces for disabled parking, and loading east of the proposed Grosvenor Plaza. This arrangement can enable the creation of a large, fully pedestrianised plaza while minimising impact on pedestrian circulation. Council accommodates public parking as a service to the community and will continue to do so. While the study prioritises retaining the existing quantity of public parking, it also emphasises the importance of enhancing pedestrian amenity and safety. The transformation of Grosvenor Plaza into a fully pedestrianised area has the potential to redefine the heart of Neutral Bay, offering a revitalised space conducive to various community, cultural, and commercial events. For more information see Sections 4.2.1 and 4.2.2 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
65	Veronica		Grosvenor Plaza – proposed café	Questions the need for the proposed café within Grosvenor Plaza due to the existing abundance of nearby cafes. Suggests alternatives including a children's play area, a fountain, more landscaped seating areas or car spaces.	See Submission 42.	Nil	2b
66	Laura Pailleux-Hanon		Grosvenor Plaza – proposed café	Opposes the proposed café within Grosvenor Plaza due to the existing number of cafes. Suggests including a water feature with landscaped seating around it.	See Submission 42.	Nil	2b
67	Greg Clarke		Grosvenor Plaza – surface level carparking	Objects to the proposed Grosvenor Plaza and insists on maintaining the existing car park.	See Submission 64.	Nil	2e
68	Demetrios Koulias		Grosvenor Plaza – surface level carparking	Opposes the reduction of on-grade parking near Woolworths for plaza development, citing current congestion. Recommends prioritising short-term parking for local businesses and reconfiguring Woolworths' underground car park to encourage more customer usage.	See Submission 64.	Nil	2e
69	Karen	69.1	Grosvenor Plaza – surface level carparking	Requests maintaining Grosvenor Lane car park as close to its current state as possible, with ample parking and access to local businesses.	See Submission 64.	Nil	2e
		69.2	Coles DA	Opposes the construction of Coles due to concerns over its built form dominating the area.	See Submission 23.4.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
70	Ben Rofe Lillyman		Grosvenor Plaza – surface level carparking	Questions whether Grosvenor Lane car parking will be replaced and emphasises the importance of convenient parking for retail success, warning that insufficient parking could undermine the project.	See Submission 64.	Nil	2e
71	John Jamieson		Grosvenor Plaza – surface level carparking	Suggests situating Grosvenor Lane car park underground, like Lane Cove's shopping area, and extending Coles' new subterranean car park to include the area of the existing on-grade parking. Acknowledges the concerns of existing businesses, but highlights the potential for a consolidated and comprehensive site redevelopment.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza. For more information see Section 4.1.1 of the Council Report.	Nil	2d
72	Mayu		Grosvenor Plaza – surface level carparking	Believes 'Option 2' might lead to increased traffic and chaos in the car park area, noting that accessing the car park is already challenging. Suggests keeping the car park as is but changing the parking lines from a 90-degree angle to a 45-degree diagonal for easier entry and exit.	See Submission 59.	Nil	2e
73	Anne Pickles	73.1	General support	Supports the draft study, particularly Grosvenor Plaza and Rangers Road Plaza. Also supports the proposed building heights and focus on pedestrian amenity.	Noted.	Nil	2d
		73.2	Pedestrian amenity and safety – Military Road	Suggests focusing on ensuring footpaths along Military Road are safe and functional, instead of focusing on hedges or planter boxes.	The study proposes widened footpaths along Military Road to provide more space for pedestrian activity and public domain enhancements. Kerbside planting aims to provide a landscaped buffer between pedestrians and vehicles creating a sense of safety and respite within the pedestrian environment.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		73.3	Parking – taxi pick-up/drop-off	Concerns about the study's insufficient attention to mobility issues. Suggests it should go beyond disability parking to include consideration of convenient taxi pick-up and drop-off points.	Noted. Council appreciates the input and will take into consideration the inclusion of convenient taxi pick-up and drop-off points for further investigation during the detailed design phase. For more information see Section 4.1.1 of the Council Report.	Nil	2b
74	Guy Lluka		Parking	Requests more parking to keep up with population growth, and suggests that Council should focus on expanding infrastructure, including parking facilities, to address these changes.	The new Grosvenor Plaza concept seeks to retain the existing number of public car parking spaces underground and provide surface-level parking spaces for loading services and disability parking. Additionally, the local centre features two council-owned car parks located at Grosvenor Lane and Barry Street, which provide convenient access to nearby shops and public areas. On-street parking is available on most local roads and certain sections of Military Road during non-clearway and non-bus lane hours, offering a variety of parking options including time-restricted, metered, and residential preferential parking. The Neutral Bay area also includes designated on-street accessible parking and car-sharing bays.	Nil	2a
75	Melanie Johnston		Excessive height and density	Against 8-storey development in Neutral Bay Village. Concerned about the impact on local retail outlets and the loss of the village feel. Opposes increased building height to encourage redevelopment between Grosvenor Lane carpark and Military Road.	See Submission 95.2. Further, the study proposes detailed built form controls to ensure that new developments reinforce a human scale to the street, enhance the 'village feel' of the centre and maximises solar access to the public domain. For more information see Section 4.4.1 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
76	Adam Proctor		Excessive building height and density	Requests to not increase the size of apartment blocks. Notes that larger apartments in a congested and already densely populated area would be detrimental for the future.	See Submission 46.1.	Nil	2e
77	Kim Ryan		Public domain - landscaping	Supports the study's addition of more trees and notes that cars currently dominate the area, agreeing that it's appropriate to reduce their ground-level presence.	Noted.	Nil	2d
78	Simon Rainsford		Grosvenor Plaza	Opposes "both options" for failing to effectively combine parking and plaza spaces in a limited area, leading to a suboptimal solution for safe vehicle and pedestrian movement. Highlights that the proposal's integration of pedestrians and cars at ground level is not a significant improvement. Recommends focusing on creating an accessible outdoor plaza, with parking managed through underground ramps. Emphasises the importance of future-proofing the project's infrastructure for long-term community use.	Noted. However, it's important to clarify that the "options" mentioned for Grosvenor Plaza are not included in Council's draft study. Instead, the study proposes the transformation of Grosvenor Plaza into a fully pedestrianised area. For more information see Section 4.1.1 of the Council Report.	Nil	2b
79	Elizabeth Hill		Young Street Plaza	Concerns raised about the closure of Young Street and the subsequent increase in traffic along Grosvenor Lane due to access to the Woolworths car park.	See Submission 8.2.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
80	Yusuf Khan	80.1	Grosvenor Plaza – surface level carparking	Requests retaining at least three quarters of the existing Grosvenor Lane car park on-grade parking spaces.	See Submission 64.	Nil	2e
		80.2	Detailed design considerations	Recommends incorporating breaks in building designs to prevent it from overwhelming the village.	The proposed built form controls in the study are designed to achieve an appropriate scale for new developments and ensure human-scaled streetscapes. Detailed design outcomes, including architectural articulation, will be further resolved during the Planning Proposal and Development Application stage.	Nil	2a
		80.3	Public domain - landscaping	Emphasises the importance to protect existing trees.	Feedback collected during throughout the community engagement process highlighted significant dissatisfaction with the limited greenery in the centre, with a notable desire for more trees and public open space. Consequently, the draft study recommends retaining mature canopy trees in Grosvenor Plaza where feasible. It also proposes retaining existing trees along Waters Lane and investigating the opportunity for additional street trees along Military Road. For more information, see Section 4.1.2 of the Council Report.	Nil	2b
81	Ken Nielsen		Grosvenor Plaza – surface level carparking	Suggests retaining above-ground parking in front of the Coles development for residents and small shop operators in the study.	See Submission 64.	Nil	2e
82	Anonymous	82.1	Grosvenor Plaza – surface level carparking	Requests maintaining parking and access to local businesses.	See Submission 64.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		82.2	Excessive building height and density	Highlights that the existing building heights are sufficient.	See Submission 4.3.	Nil	2e
83	Sarah Hargrove	83.1	Grosvenor Plaza – surface level carparking	Believes the future of Neutral Bay is at risk and supports a plaza with convenient parking in the study.	See Submission 64.	Nil	2e
		83.2	Coles DA	Opposes Coles' oversized building design.	See Submission 23.4.	Nil	2a
		83.3	Grosvenor Plaza	Highlights preference for a one-level plaza.	The proposed Grosvenor Plaza concept design highlights overall objectives and principles. However, the designs are conceptual in nature at this stage and will be refined having regard to the key directions. Further detailed design work will be undertaken to refine the concept design, and community engagement will be conducted during this phase. For more information see Section 4.1.1 of the Council Report.	Nil	2b
84	Frances Russell		Grosvenor Plaza	Recommends that the study adopt a similar approach as 'The Canopy' at Lane Cove.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza. For more information see Section 4.1.1 of the Council Report.	Nil	2b
85	Victor Koshka		Grosvenor Plaza – surface level carparking	Expresses concern over the reduction of on-grade parking, emphasising its importance for elderly and less mobile customers, and challenges to retailers in the study. Questions the necessity of the entire plan.	See Submission 64.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
86	Paul Levrier		Grosvenor Plaza – surface level carparking	Recommends retaining at least half of the existing on-grade parking and considering the local demographic mix in redevelopment designs in the study, emphasising ease of use for elderly residents.	See Submission 64.	Nil	2e
87	Richard Holliday		Grosvenor Plaza	Rejects the need for ground-level parking for local shops, often using the "Woolworths" underground parking, and suggests taking inspiration from the Lane Cove Canopy development for the study.	Noted. However, it's important to clarify that the "options" mentioned for Grosvenor Plaza are not included in Council's draft study. Instead, the study proposes the transformation of Grosvenor Plaza into a fully pedestrianised area. For more information see Section 4.1.1 of the Council Report.	Nil	2d
88	Phillip Altman		Young Street Plaza	Objects the closure of Young Street to Military Road as it is poorly utilised.	See Submission 8.2.	Nil	2a
89	Bill Hargrove	89.1	Grosvenor Plaza – surface level carparking	Recommends for at least half of the existing on-grade parking spaces to be retained to meet community needs. Outlines that the study should consider for designs to be practical and clear, avoiding overly complex underground car parks that could confuse elderly residents.	See Submission 64.	Nil	2e
		89.2	Local character and heritage	Concerns raised that the construction of out-of-character or overly modern structures could erode the local area's community feel.	A key principle of the draft study is to preserve and enhance the heritage character and identity of the Neutral Bay village centre. Built form controls are proposed to ensure an appropriate scale that maintains a human scale and reinforces the village atmosphere.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		89.3	Excessive density	Highlights that the existing bus services to the city are already overwhelmed, with regular long queues. This issue needs to be resolved before increasing the residential density in the area.	Council advocates for projects to support improved walking, cycling and public transport outcomes for Military Road and the rest of Neutral Bay village centre. The bus services are an integral part of the amenity to all other road users. Council would welcome the opportunity for further discussions with providers to improve the bus-services on Military Road.	Nil	2e
		89.4	Parking	Current parking around Woolworths and nearby streets is insufficient. The proposed development does not adequately address this issue and could worsen the existing parking shortfall.	The proposed new Grosvenor Plaza concept seeks to retain the existing number of public car parking spaces underground and provide surface-level parking spaces for only loading services and disability parking. The study emphasises the importance of public access to any underground carpark to support surrounding local retailers and local businesses. Convenient and multiple direct pedestrian accesses are recommended around the plaza to connect the basement car park to the plaza. Additionally, the local centre features two council-owned car parks located at Grosvenor Lane and Barry Street, which provide convenient access to nearby shops and public areas. On-street parking is available on most local roads and certain sections of Military Road during non-clearway and non-bus lane hours, offering a variety of parking options including time-restricted, metered, and residential preferential parking. The Neutral Bay area also includes designated on-street accessible parking and car-sharing bays.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		89.5	Grosvenor Plaza - accessibility	The proposed plaza design should be accessible to everyone, including young families with prams and the elderly.	The proposed Grosvenor Plaza concept design highlights overall objectives and principles. However, the designs are conceptual in nature at this stage and will be refined having regard to the key directions. Further detailed design work will be undertaken to refine the concept design, and community engagement will be conducted during this phase. For more information see Section 4.1.1 of the Council Report.	Nil	2b
90	Chen	90	Grosvenor Plaza – surface level carparking	Objects to the reduction or removal of plaza area parking, emphasising its importance for the convenience of shoppers and survival of local small businesses.	See Submission 64.	Nil	2e
91	Will P	91.1	Cycleways	Supports the proposed cycleways in the study, emphasising personal safety concerns about cycling in Neutral Bay.	Noted. See Submission 26.	Nil	2d
		91.2	Insufficient building height and density	Advocates for higher building heights to address the housing crisis.	See Submission 27.	Nil	2a
92	Stephen Robertson	92.1	Grosvenor Plaza	Supports Grosvenor Lane Plaza but recommends compensation for businesses that might incur losses.	Noted. Also, see Submission 58.	Nil	2d
		92.2	Grosvenor	Suggests reducing car traffic in Grosvenor Lane and monitoring bike riders on footpaths.	The study proposes closing Grosvenor Lane to traffic between Cooper and Waters Lane and relocating the existing Grosvenor Lane car park underground. This would facilitate the creation of a fully pedestrianised Grosvenor Plaza. To encourage cycling in a safe context, the study highlights investigation of new cycleway connections along Young Street.	Nil	2b

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		92.3	Young Street Plaza	Requests converting the temporary Young Street Plaza into a permanent feature.	See Submission 8.2.	Nil	2a
93	Jill Clout	93	Grosvenor Plaza – surface level carparking	Prefers 'Option 1' for plaza development and emphasises the need for at least maintaining, if not increasing, parking spaces	See Submission 59.	Nil	2e
94	Therese Finn	94	Grosvenor Plaza – surface level carparking	Requests 'Option 2' to retain as much on-plaza parking as possible, highlighting the necessity for some people to park close to shops for quick visits.	See Submission 59.	Nil	2e
95	Daniel	95.1	Public domain – open spaces	Supports the study's proposed green spaces.	Noted.	Nil	2d
		95.2	Excessive building height and density	Concerns regarding building height and suggests a maximum of 6 storeys.	Proposed building heights have been carefully balanced to support of the needs of the Neutral Bay area. The draft study proposes a 6-storey height limit for most of the mixed-use zone to ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity. Key sites have been identified for a proposed height increase of up to 8 storeys to facilitate the delivery of public benefits that support the placemaking objectives for Neutral Bay. For more information, see Section 4.4.1 of the Council Report.	Nil	2e
		95.3	Employment – commercial tenancy	Questions the need for increased commercial spaces given existing vacant spaces.	See Submission 2.4.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
96	Jane Harlen		Local character and heritage	Highlights the importance of accessible local services and preserving a personal, human atmosphere in the area.	The draft study proposes built form controls to ensure human-scaled streetscapes are maintained. It also proposes improvements to pedestrian comfort, safety and amenity in the planning, layout, design and connection of places within the centre to enhance the village atmosphere.	Nil	2b
97	David		General support	Strongly supports increased density to address the housing crisis and improvements for pedestrian-friendly environments, including more cycleways and public transport enhancements.	Noted.	Nil	2d
98	Sue Neilson		Excessive height and density / local businesses	Objects to the proposed study, particularly the demolition of shops between Theo's Arcade and The Grove Arcade and the development of high-rise towers. Disappointed about losing long-standing businesses and the creation of an urban jungle. Emphasises the desire to maintain local community feel.	See Submissions 95.2 and 216.2.	Nil	2e
99	Rudolph Selles		Grosvenor Plaza	Opposes the inclusion of at-grade parking at Grosvenor Plaza, highlighting the current parking layout's tendency to create bottlenecks and compromise pedestrian safety. Advocates for transforming the plaza into a community space that supports local businesses, particularly cafes and restaurants. References 'The Canopy' at Lane Cove as a successful example of good open space.	The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza. For more information see Section 4.1.1 of the Council Report.	Nil	2b
100	Christine Barnes		Parking	Emphasises the need for parking to ensure access to local businesses.	See Submissions 64 and 74.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
101	Margaret Jolly		Built form - building height and density	Draws a comparison with Manhattan as being pedestrian friendly while maintaining high-rise buildings, addresses that dense population supports ground floor retail.	Noted.	Nil	2c
102	Kathryn Cooke		Public domain - open spaces, landscaping and community facilities	Raises concern of a lack of convenient parking resulting in the failure of Neutral Bay Plaza.	See Submission 64.	Nil	2e
103	Andrew Paul		Grosvenor Plaza – surface level carparking	Recommends that the on-grade car parking at Neutral Bay Plaza remains.	See Submission 64.	Nil	2e
104	Ingrid Ambrose		Grosvenor Plaza – surface level carparking	Recommends that the on-grade car parking for small businesses remains.	See Submission 64.	Nil	2e
105	Barbara Patterson	105	Grosvenor Plaza – surface level carparking	Recommends that surface level parking remains as the proposed changes inconvenience customers, especially those with mobility issues, and retailers. Concern that there will be a reduction in quick stops to retail providers and a decline in foot traffic. Supports Option 2.	See Submission 59.	Nil	2e
		105.1	Coles DA	Concern raised over the proposed Coles development and its potential impact on the character and atmosphere of the Neutral Bay Village. Recommends voids and breaks in the building design to maintain the identity of the area.	See Submission 23.4	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
106	Peter Martin	106.1	Coles DA	Concerns expressed about the potential impact of the proposed Coles development on the character and atmosphere of Neutral Bay Village. It is recommended that the building design include voids and breaks to preserve the area's identity.	See Submission 23.4	Nil	2a
		106.2	Grosvenor Plaza – surface level carparking	Recommends above ground parking to ensure parking is provided for Neutral Bay retailers.	See Submission 64.	Nil	2e
107	Michael Rauscher	107.1	Grosvenor Plaza – surface level carparking	Concern raised over the reduction of already limited parking.	See Submissions 64 and 74.	Nil	2e
		107.2	Young Street Plaza	Recommends that work should be undertaken to improve the Young Street Plaza before the development of Grosvenor Plaza.	See Submission 8.2.	Nil	2a
108	Tony Wilkinson		Grosvenor Plaza – surface level carparking	Recommends that on-grade parking at Grosvenor Lane car park remains.	See Submission 64.	Nil	2e
109	Jim L'Estrange	109.1	Coles DA	Concerns regarding the proposed Coles development and how it might affect the character and ambiance of Neutral Bay Village. It is suggested that the design incorporate voids and breaks to help maintain the area's distinct identity.	See Submission 23.4	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		109.2	Grosvenor Plaza – surface level carparking	Recommends that surface level parking remains as the proposed changes inconvenience customers, especially those with mobility issues, and retailers. Concern that there will be a reduction in quick stops to retail providers and a decline in foot traffic.	See Submission 64.	Nil	2e
110	Chido Mauwa		Grosvenor Plaza – surface level carparking	Recommends keeping surface-level parking to avoid inconveniencing customers, especially those with mobility challenges, and to prevent a decline in retail foot traffic and quick customer stops.	See Submission 64.	Nil	2e
111	Uno Makotsvana		Grosvenor Plaza – surface level carparking	Suggests maintaining surface-level parking to prevent customer inconvenience, particularly for those with mobility challenges, and to avoid reducing quick visits and foot traffic to retailers.	See Submission 64.	Nil	2e
112	Jeff and Sue Jarratt	112.1	Public domain - landscaping	Requests for existing trees to be retained, noting excessive tree removal in the area partly due to State Government actions.	Feedback collected during throughout the community engagement process highlighted significant dissatisfaction with the limited greenery in the centre, with a notable desire for more trees and public open space. Consequently, the draft study recommends retaining mature canopy trees in Grosvenor Plaza where feasible. It also proposes retaining existing trees along Waters Lane and investigating the opportunity for additional street trees along Military Road. For more information, see Section 4.1.2 of the Council Report.	Nil	2b
		112.2	Grosvenor Plaza – surface level carparking	Supports the proposed basement parking at Grosvenor Plaza but requests that at least half the existing on-grade parking spaces are retained for access to local retailers.	See Submission 64.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		112.3	Grosvenor Plaza	Suggests that the proposed Grosvenor Plaza is one level to link to existing local retailers.	See Submission 83.3.	Nil	2b
		112.4	Building setbacks	Supports the proposed building setbacks for Waters Lane and Coopers Lane to be maintained and enhanced.	Noted.	Nil	2d
		112.5	Coles DA	Objects to the Coles DA, highlighting that it is big and imposing and requires architectural articulation and breaks to not dominate the town centre/village. Suggests that Coles and developers submit a Planning Proposal for rezoning for local community review.	See Submission 23.4.	Nil	2a
113	Julie Vlachos	113.1	Excessive building height and density	Concerns are raised about the negative impact of proposed building heights of 8-12 storeys along Military Road and 8 storeys along Grosvenor Street on Grosvenor Plaza. Expresses preference for limiting building heights to a staggered height of 2 storeys around Grosvenor Plaza to preserve a village-like atmosphere.	The draft study proposes a 6-storey height limit for most of the mixed-use zone to ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity. Key sites have been identified for a proposed height increase of up to 8 storeys to facilitate the delivery of public benefits that support the placemaking objectives for Neutral Bay. As per the NSDCP 2013, a 2-3 storey podium is required along street frontages with additional setbacks above the podium to promote a human-scaled street frontage. The study also recommends above-podium setbacks to maintain the area's 'village feel.' Specifically, a 10m above podium setback on the southern side of the 41-53 Grosvenor Street site fronting the plaza is required to ensure adequate solar access to Grosvenor Plaza and create a more human scale. For more information, see Section 4.4.1 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		113.2	Rangers Road Plaza	Notes a positive outcome for an underground supermarket and open plaza at Rangers Road.	Noted.	Nil	2d
		113.3	Local businesses	Notes that the study aims to protect current local businesses, however concerns are raised about their sustainability amid extensive development.	Noted. The study includes consideration for fine-grain retail shops and supports a diversity of retail uses and active dining and entertainment to enhance the centre's activation and vibrancy. For more information see Section 4.3.2 of the Council Report.	Nil	2e
		113.4	Local character and heritage	Emphasises preserving Neutral Bay's identity, known for its food and service industries, and ensuring the study complements the area's existing character without succumbing to overdevelopment.	The planning study aims to maintain the current quantum of retail space within the Neutral Bay Village. It aims to protect the current village centre's employment function. Proposed planning controls include active frontage requirements and encourage through site- links and plaza activation. These controls aim to ensure that future mixed-use developments introduce diverse retail, commercial, and outdoor dining options, in conjunction with the proposed public domain upgrades, to foster a vibrant atmosphere in the local centre.	Nil	2b
		113.5	DA/PP drawings	Requests the future study to include detailed drawings of all proposals relative to public spaces to better assess the impact on public domain areas.	The study does not feature detailed drawings of Development Applications or Planning Proposals since these are generally under assessment. However, any available drawings related to a proposal that are open for public viewing can be found on the Council's webpage.	Nil	2a
114	Rob Kelly		Grosvenor Plaza – surface level carparking	Recommends maintaining surface-level parking to minimise inconvenience for customers, especially those with mobility issues.	See Submission 64.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
115	Steve Miles	115.1	Grosvenor Plaza – surface level carparking	Opposes the proposed Grosvenor Plaza due to the loss of parking access. Recommends retaining some ground-level car parking for disabled access and those with limited mobility. Notes preference for an alternative approach 'Option 2' of Grosvenor Plaza from Neutral Bay Village website.	See Submission 59.	Nil	2e
		115.2	Public ownership	Highlights that the proposed basement car parking at Grosvenor Plaza compromises Council's asset, as underground parking requires access through the Coles carpark.	The Council has a longstanding policy objective to relocate the Grosvenor Lane Car Park underground and create a public plaza at ground level. Owner's consent has been granted to both Coles and Arkadia to lodge a development application. However, owner's consent does not imply final support for any proposed basement car park and plaza designs by developers or commitment by Council to pursue its construction. A consultative and collaborative design process will be required for any future plaza and the basement public car park on the Grosvenor Lane car park site, involving formal negotiation for any agreements. For more information see Section 4.2.2 of the Council Report.	Nil	2c
		115.3	Coles DA	Requests additional setback on the south side of the Coles site to preserve solar access and provide a clear sky vista.	See Submission 23.4. Further, the study proposes a 1.5m whole of building setback and 10m above podium setback to the south side of the Coles site. This will allow for solar protection to Grosvenor Plaza.	Nil	2a, 2e
116	Mark Berlage		Grosvenor Plaza – surface level carparking	Recommends that on-grade parking be available at Grosvenor Lane Plaza. Expresses support for 'Option 1' Grosvenor Plaza.	See Submission 59.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
117	Dr Terhi Hakola	117.1	Grosvenor Plaza – surface level carparking	Recommends that half of the existing on-grade parking spaces are retained.	See Submission 64.	Nil	2e
		117.2	Coles DA	Concern raised over the scale and design of the Coles building is too large, resulting in it being too dominant and monolithic.	See Submission 23.4.	Nil	2a
		117.3	Grosvenor Plaza – one level	Recommends that the plaza be maintained as one level with the small retailers.	See Submission 83.3.	Nil	2b
118	Ted Blamey	118.1	Grosvenor Plaza – surface level carparking	Expresses concern about the loss of ground-level parking between the Military Road corridor and the Woolworths Supermarket, highlighting the difficulty in finding nearby parking. This is seen as critical for maintaining access for customers, particularly those with mobility limitations, to local businesses.	See Submission 64.	Nil	2e
		118.2	Coles DA	Opposes construction of a multi-storey Coles building, suggesting it would alter the low-rise, community-focused character of Neutral Bay. Emphasises that the area should prioritise community and shopping facilities over high-rise construction to support the viability of long-established local shops. Minimal development is recommended to preserve the area's village atmosphere.	See Submission 23.4.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
119	Ignacio Spinetta		Public domain – open spaces and local businesses	The proposed study may adversely affect local small shops, such as those on Young Street. Recommends transforming large spaces, like the Woolworths rooftop, into green areas where neighbours could enjoy parks and recreational spaces, including BBQs.	See Submission 23.2. The study proposes two new public plazas to provide high quality green spaces that support active and passive recreation opportunities. This would provide much needed open space and expanded retail opportunities to support population growth.	Nil	2e
120	Louis Thevenin		Young Street Plaza	Opposes the permanent closure of Young Street at Military Road as proposed in SMM's report. Highlights that reopening Young Street would alleviate traffic congestion on Military Road, Ben Boyd Road, and Waters Road.	See Submission 8.2.	Nil	2a
121	Terry Halleen	121	Grosvenor Plaza – surface level carparking	Recommends that surface level parking remains as the proposed changes inconvenience customers, especially those with mobility issues, and retailers. Concern that there will be a reduction in quick stops to retail providers and a decline in foot traffic.	See Submission 64.	Nil	2e
		121a	Coles DA	Concern raised over the scale and design of the Coles building is too large, resulting in it being too dominant and monolithic.	See Submission 23.4.	Nil	2a
122	Tamara Neal	122.1	Grosvenor Plaza – surface level carparking	Recommends that half of the existing on-grade parking spaces are retained.	See Submission 64.	Nil	2e
		122.2	Detailed design considerations	Recommends voids and breaks in the building design to maintain the identity of the village.	The proposed built form controls in the study are designed to achieve an appropriate scale for new developments and ensure human-scaled streetscapes. Detailed design outcomes, including architectural articulation, will be further resolved during the Planning Proposal and Development Application stage.	Nil	2a, 2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		122.3	Grosvenor Plaza – one level	Recommends maintaining the plaza on one level to link to existing small retailers.	See Submission 83.3.	Nil	2b
123	Julia Armstrong			Outlines that the reduction in parking for the provision of Grosvenor Plaza is problematic due to the already limited parking in the area. Highlights the need to balance maintaining parking availability with preserving the village atmosphere.	See Submissions 64 and 74.	Nil	2e
124	Lesley Symons	124.1	General support	Expresses general support for the project, namely the limited parking and focus on a less car-centric space.	Noted.	Nil	2d
		124.2	Coles DA	Concerns raised over the scale of the proposed Coles building.	See Submission 23.4.	Nil	2a
125	Nicole Duncan	125.1	Public domain - landscaping	Recommends that existing trees are to be protected and retained.	See Submission 49.2.	Nil	2b
		125.2	Access and road safety	Recommends that the revised Coles basement car parking be retained with on-grade parking for small businesses.	See Submission 64.	Nil	2e
		125.3	Local character and heritage	Supermarket setbacks to Waters Lane and Cooper Lane to be retained and enhanced.	The study recommends a 4m setback for the entire building along Waters Lane to protect the existing mature trees, widen the footpath and align it with the through-site link linking to Military Road. Additionally, a 1.5m setback is proposed along Cooper Lane.	Nil	2b

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		125.4	Planning process	Requests that Planning Proposals to rezone the town centre be consulted with locals.	Should Council resolve to amend it's the Local Environmental Plan (LEP) - a Planning Proposal, is submitted to the Department of Planning and Environment for what is known as a 'Gateway Determination'. Once issued, any planning proposal is publicly exhibited for community and stakeholder feedback. The public can track the status of Planning Proposals through Council's Development Tracker or the NSW Planning Portal.	Nil	2a
126	John and Hilary Walsh		Grosvenor Plaza – surface level carparking	Expresses preference for 'Option 2' of Grosvenor Plaza. Outlines that surface level carparking is needed to accommodate families with prams and access to local retailers.	See Submission 59.	Nil	2e
127	Kevin Ryan		Local businesses	Addresses the importance of small and independent retailers in most communities.	Noted. Council acknowledges the significant role that small businesses play in contributing to the village atmosphere of the centre. Access to parking and loading is an important consideration as well staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops. For more information see Section 4.1.1 of the Council Report.	Nil	2c
128	Dorothy Kral		Grosvenor Plaza – surface level carparking	Expressing support for 'Option 2' of Grosvenor Plaza, and recommends additional parking provided.	See Submission 59.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
129	Elisabeth Stewart		Construction impact	Concerns raised with noise and mess inconveniencing the community during construction.	See Submission 56.	Nil	2b
130	David Whitehouse	130.1	Grosvenor Plaza – surface level carparking	Requests that all existing on-grade parking in Grosvenor Lane car park be retained.	See Submission 64.	Nil	2e
		130.2	Grosvenor Plaza – one level	Recommends maintaining Grosvenor Plaza on one level to link to existing small retailers.	See Submission 83.3.	Nil	2b
		130.3	Coles DA	Suggests that there are breaks in the proposed Coles building so that it does not dominate the area.	See Submission 23.4.	Nil	2a
131	Delia Prichard		Grosvenor Plaza – surface level carparking	Requests that half of Grosvenor Plaza be designated for on-grade parking and the other half for recreational space. This arrangement will ensure convenient customer access and support the sustainability of local businesses.	See Submission 64.	Nil	2e
132	Edward Walsh		Grosvenor Plaza – surface level carparking	Objects to the loss of any at-grade car parking in Grosvenor Plazas. Concern raised over 'Option 2' of Grosvenor Plaza as it will contribute to retailers losing business.	See Submission 59.	Nil	2e
133	Sue Rodwell	133.1	Access and road safety	Expresses support for an underground car park.	Noted.	Nil	2d
		133.2	Grosvenor Plaza	Supports retaining all local businesses but replacing the at grade car parking with a grassed area with existing trees, flower beds and seating.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza. For more information see Section 4.1.1 of the Council Report.	Nil	2d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
134	Julia Young	134.1	Excessive building height and density	Recommends that the height of buildings be a maximum of four storeys high.	See Submission 95.2.	Nil	2e
		134.2	Grosvenor Plaza – surface level carparking	Requests maintaining existing car parking spaces, especially disabled access parking during construction.	See Submission 64.	Nil	2e
135	John Michelakis		Grosvenor Plaza – surface level carparking	Requests that at least half of the on-grade car spaces in Grosvenor Plaza be retained to ensure access to local businesses.	See Submission 64.	Nil	2e
136	Pauline Michelakis	136.1	Grosvenor Plaza – surface level carparking	Requests retaining at least half of on-grade car spaces in Grosvenor Plaza.	See Submission 64.	Nil	2e
		136.2	Grosvenor Plaza	Suggests maintaining the plaza on one level to ensure direct access to existing local retailers.	See Submission 83.3.	Nil	2b
			Detailed design considerations	Suggests breaks in building design so that the built form does not dominate the village.	The proposed built form controls in the study are designed to achieve an appropriate scale for new developments and ensure human-scaled streetscapes. Detailed design outcomes, including architectural articulation, will be further resolved during the Planning Proposal and Development Application stage.	Nil	2a, 2b
137	Michele Baric	137.1	Grosvenor Plaza	Suggests that more on-grade parking is needed than currently proposed, with a preference for 'Option 1' of Grosvenor Plaza due to its inclusion of trees and ample parking. Given the existing limited parking in Neutral Bay, reducing parking spaces could adversely affect local small businesses.	See Submission 59.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		137.2	Footpath widening	Concerns are raised about potential increases in congestion and reductions in street parking if footpaths on Military Road are widened. This could negatively impact the traffic flow and the viability of small shops on Military Road.	The proposed widening of the footpath on Military Road will be facilitated by 2.5m whole-building setbacks and a 1.5m setback at ground level, without impacting street parking. This expansion will create opportunities for new street trees and kerbside plantings, enhancing the pedestrian experience and improving overall pedestrian amenities.	Nil	2f
		137.3	Business operations	Questions are raised about why Coles cannot operate under the same conditions as Woolworths, which has successfully managed the site for over 30 years. The acquisition process by Coles is criticised for reducing competition, potentially leading to higher prices and increased living costs.	The operation of Coles and its acquisition process are beyond the scope of this study. The study aims to balance the needs of the Neutral Bay area carefully. Key sites have been identified for a proposed height increase of up to 8 storeys. This is intended to facilitate the delivery of public benefits that align with the placemaking objectives for Neutral Bay, ensuring that any development contributes positively to the community.	Nil	2a
		137.4	Local businesses	Emphasises the importance of considering small retailers in development plans to ensure the area maintains its unique retail diversity and character.	Noted. The study includes consideration for fine-grain retail shops along Grosvenor Lane, Waters Lane and Grosvenor Street to support a variety of on-street shops. It also supports a diversity of retail uses and active dining and entertainment to enhance the centre's activation and vibrancy. For more information see Section 4.3.2 of the Council Report.	Nil	2b
138	Suzanne Scozzi		Grosvenor Plaza – surface level carparking	Supports 'Option 1' of Grosvenor Plaza.	See Submission 59.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
139	Kevin J		Grosvenor Plaza – surface level carparking	Acknowledges Council's objective to provide additional public open spaces but believes that it shouldn't be at the sacrifice of convenient, at-grade car parking spaces. Requests that at-grade carparking is maintained, highlighting that residents visit the existing Woolworths due to the accessible carparking.	See Submission 64.	Nil	2e
140	Andrew Cochrane		Grosvenor Plaza	Supports the new Grosvenor Plaza and relocating the existing surface level carparking spaces underground. Emphasises that it would provide a vibrant space for the community.	Noted.	Nil	2d
141	Trevor Norton		Public domain – landscaping	Recommends the removal of all London Plane trees, as they are a health hazard to the community.	Noted. The design of Grosvenor Plaza is conceptual at this stage. Future developments in the design will involve community consultation to ensure that it meets the needs and preferences of the community and businesses. For more information see Section 4.1.2 of the Council Report.	Nil	2b
142	Henry Freiburg		Grosvenor Plaza	Supports the proposed design for Grosvenor Plaza and undergrounding the existing carpark spaces.	Noted.	Nil	2d
143	B Jane Wiesener		Grosvenor Plaza – surface level carparking	Supports 'Option 1' of Grosvenor Plaza.	See Submission 59.	Nil	2e
144	D Norton	144.1	Local character and heritage	Emphasises that Neutral Bay's heritage character needs to be preserved.	The draft study aims to preserve the heritage character and identity of the Neutral Bay village centre. It proposes built form controls designed to enhance the area's village atmosphere.	Nil	2c

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		144.2	Employment and local businesses	Highlights the importance of maintaining employment and keeping businesses operational.	A key objective of the study is to ensure the employment function of the Neutral Bay village centre continues to grow and remain competitive over time. This is achieved by increasing the non-residential floor space ratio (FSR) throughout the mixed-use zone of the centre. Protecting commercial and retail spaces in a local centre will maintain Neutral Bay's economic vitality and provide local employment opportunities. For more information see Section 4.3.1 of the Council Report.	Nil	2c
145	Tim Hogan-Doran		Grosvenor Plaza – surface level carparking	Requests to retain existing parking in Neutral Bay and opposes the proposed Grosvenor Plaza as it will result in a loss of local retail business.	See Submission 64.	Nil	2e
146	Jane		Construction impact	Concern raised over the impact construction will have for the residents of Grosvenor Street.	Noted. The draft study outlines a principles-based approach for the development of Grosvenor Plaza, incorporating staged construction to reduce community disruption and enable local retailers to maintain operations. For more information see Section 4.1.1 of the Council Report.	Nil	2b
147	Giselle Firme	147.1	Grosvenor Plaza – surface level carparking	Outlines that the proposed reductions in parking in the draft study could negatively affect local businesses and inconvenience customers, particularly those who rely on cars for transport due to family commitments or mobility issues.	See Submission 64.	Nil	2e
		147.2	Grosvenor Plaza – surface level carparking	Recommends additional parking spaces and to reduce the size of the proposed Grosvenor Plaza, considering the community's transportation needs.	See Submission 64.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
148	Janice Bergheim	148.1	Grosvenor Plaza – surface level carparking	Recommends that some parking spaces be retained at street level for convenient access to local shops	See Submission 64.	Nil	2e
		148.2	Excessive building height and density	Suggests for building heights to be maintained and emphasises that additional height is not acceptable for Neutral Bay.	See Submission 95.2.	Nil	2e
149	Pamela Wall	149.1	General support	Supports the proposed building setbacks, reduced podium levels and provision of open space.	Noted.	Nil	2d
		149.2	Grosvenor Plaza – surface level carparking	Raises concerns about the effectiveness of the small in-and-out parking area in Grosvenor Plaza for local retailers, suggesting a parking circuit might be more beneficial.	See Submission 64.	Nil	2e
		149.3	Detailed design – underground parking	Outlines issues with underground parking allowing for multiple daily entries, similar to the situation at Cremorne Plaza, which could complicate traffic flow and access.	Noted. Detailed review of the proposed design, including the car park layout and entry points, will be resolved in the in next phases of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2b
150	George Geshos		Strategic planning	Recommends that careful planning be undertaken with the project to ensure that it is beneficial long-term.	Council is committed to guide future growth in Neutral Bay village centre, protect retail and commercial uses and deliver much-needed public domain and community infrastructure. This will ensure that Neutral Bay will continue to develop as a vibrant local centre that meets the needs and aspirations of the community.	Nil	2c
151	Steve Burdon	151.1	General support	Provides positive feedback on the high quality of the report and its inclusion of detailed and professional data.	Noted.	Nil	2d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		151.2	Public domain /infrastructure –maintenance	Highlights ongoing issues with local infrastructure such as poor road conditions on Grosvenor Street and inadequate maintenance of Young Street Plaza.	See Submission 8.2.	Nil	2a
		151.3	Excessive building height and density	Expresses concerns about the draft study's proposals for up to 8-storey buildings, which would significantly alter Neutral Bay's existing village character of 3 to 4-storey buildings. Recommends that any further development should be of an infill nature.	Proposed building heights have been carefully balanced to support of the needs of the Neutral Bay area. Current planning controls allow building up to five storeys in Neutral Bay village centre. The draft study proposes a 6-storey height limit for most of the mixed-use zone to ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity. Key sites have been identified for a proposed height increase of up to 8 storeys to facilitate the delivery of public benefits that support the placemaking objectives for Neutral Bay. For more information see Section 4.4.1 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		151.4		Concerns regarding the increase in traffic congestion due to proposed developments, particularly the Coles redevelopment. Suggests staged development to manage traffic flow and reduce community disruption.	Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor and manageable within the local road network. Additionally, Council aims to further investigate and co-ordinate with Transport for NSW to identify opportunities for gradual performance improvements at key intersections to accommodate future traffic demands. Further, the study outlines a principles-based approach for the development of Grosvenor Plaza, incorporating staged construction to reduce community disruption and enable local retailers to maintain operations. For more information see Section 4.2.3 of the Council Report.	Nil	2b
		151.5	Coles DA	Advocates for reducing the scale of the Coles project to appropriately complement the area's village-style atmosphere.	See Submission 23.4.	Nil	2a
		151.6	Grosvenor Plaza – surface level carparking	Requests maintaining some on-grade parking at Grosvenor Plaza to support local businesses.	See Submission 64.	Nil	2e
152	Denise K	152.1	Grosvenor Plaza – surface level carparking	Recommends that surface level parking remains as the proposed changes inconvenience customers, especially those with mobility issues, and retailers. Concerns that there will be a reduction in quick stops to retail providers and a decline in foot traffic.	See Submission 64.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		152.2	Bus services	Outlines the difficulties with public transit accessibility, including distant bus stops and infrequent service.	Council advocates for projects to support improved walking, cycling and public transport outcomes for the Neutral Bay village centre. The bus services are an integral part of the amenity to all other road users. Council would welcome the opportunity for further discussions to improve the bus-services on Military Road.	Nil	2a
		152.3	Public domain – open space Excessive density	Emphasises the importance of increasing open space rather than reducing it, noting that excessive development, including numerous apartments and restaurants, restricts access to the area.	The draft study seeks to ensure the scale of growth achieves a balance between development and the provision of additional public open space. It proposes two new public open spaces, Grosvenor Plaza and Rangers Road Plaza, public domain upgrades and a new community centre. The proposed building heights have been carefully balanced to facilitate the delivery of these public benefits. For more information, see Section 4.4.1 of the Council Report.	Nil	2b, 2e
		152.4	Public domain – open space	Highlights issues with transforming roads like Young Street into public spaces and outdoor dining areas, which restricts vehicle access.	See Submission 8.2.	Nil	2a, 2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		152.5	Parking	Requests for additional parking and emphasises the need for developments to include adequate parking.	The proposed new Grosvenor Plaza concept seeks to retain the existing number of public car parking spaces underground and provide surface-level parking spaces for only loading services and disability parking. Additionally, the local centre features two council-owned car parks located at Grosvenor Lane and Barry Street, which provide convenient access to nearby shops and public areas. On-street parking is available on most local roads and certain sections of Military Road during non-clearway and non-bus lane hours, offering a variety of parking options including time-restricted, metered, and residential preferential parking. The Neutral Bay area also includes designated on-street accessible parking and car-sharing bays. Proposed parking for new developments must be detailed for assessment during the Development Application process.	Nil	2e
153	Caroline Comino	153.1	Grosvenor Plaza – surface level carparking	Recommends that Neutral Bay Village requires as much parking as possible, both at street level and underground, proposing increases to both of these. Quick access parking for local shops should be prioritised to ensure access remains.	See Submission 64.	Nil	2e
		153.2	Young Street Plaza	Requests that Young Street be re-opened to increase access, parking, road safety and traffic flow in the area.	See Submission 8.2.	Nil	2a
		153.3	Building height and density	Notes that it is beneficial for building height restrictions should be kept as low as possible. Notes support for the Coles DA's proposed building height.	See Submission 95.2.	Nil	2c

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
154	Marnie Pembroke		Local character and heritage	Concern is raised over the potential loss of heritage and older buildings in Neutral Bay. Comparison is made to Zetland as a potential loss of character for Neutral Bay if new development replaces existing heritage buildings.	A key principle of the draft study is to preserve and enhance the heritage character and identity of the Neutral Bay village centre. The study recommends that all heritage listed items and heritage valued facades are retained. Further, built form controls are proposed to ensure new developments incorporate appropriate scale, façade treatment and building separation to provide a respectful response to the heritage listed items and other iconic facades within the study area.	Nil	2b
155	Marnie Martin		Grosvenor Plaza – surface level carparking	Opposes any changes to parking spaces, especially at Grosvenor Lane.	See Submission 64.	Nil	2e
156	Sheridan Rogers		Local character and heritage / Coles DA	Recommends that a similar style of development to the Woolworths at Mosman be considered for Neutral Bay, especially at the proposed Grosvenor Plaza.	Noted, see Submission 23.4. Further, the study proposes to retain all heritage listed items and heritage valued facades. It also includes built form controls that are designed to enhance the much-loved heritage character and village atmosphere of the Neutral Bay area.	Nil	2a
157	Nicole Smith		Grosvenor Plaza – surface level carparking	Highlights the significance of the current parking for the ease of access to local shops. Supports 'Option 1' of Grosvenor Plaza.	See Submission 59.	Nil	2e
158	Wendy Fletcher		Grosvenor Plaza – surface level carparking	Recommends that surface level parking remains as the proposed changes inconvenience customers, especially those with mobility issues, and retailers. Concern that there will be a reduction in quick stops to retail providers and a decline in foot traffic.	See Submission 64.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
159	Zoe Ainsworth-Grace	159.1	Grosvenor Plaza – surface level carparking	Recommends maintaining surface-level parking to prevent inconveniencing customers, particularly those with mobility issues, and to mitigate a potential reduction in quick stops at retail providers and a decline in overall foot traffic.	See Submission 64.	Nil	2e
		159.2	Coles DA	Expresses concerns about the potential impact of the proposed Coles development on the character and atmosphere of Neutral Bay Village. Recommends to incorporate voids and breaks in the building design to preserve the area's identity.	See Submission 23.4.	Nil	2a
160	Sarah Cervin		Local businesses	Concern raised that the proposed development will negatively impact local businesses on Military Road.	See Submission 23.2.	Nil	2c
161	Ella Names		Grosvenor Plaza – surface level carparking	Stresses the importance of maintaining current parking arrangements, especially the on-grade parking, for the convenience of shopping and supporting local retailers. Recommends that half of the existing on-grade parking spaces are retained for local businesses.	See Submission 64.	Nil	2e
162	Erika Wildy		Grosvenor Plaza – surface level carparking	Expresses concern about the lack of on-grade parking in the Neutral Bay Town Centre Planning Study, fearing it will inconvenience elderly or less mobile customers and challenge the survival of local retailers.	See Submission 64.	Nil	2e
163	Anna	163.1	Local character and heritage	Highlights the importance of preserving Neutral Bay's heritage in the development. Suggests incorporating European influences with modern elements while respecting the area's heritage.	Noted. The study proposes to retain all heritage listed items and heritage valued facades. It also incorporates built form controls aimed at enhancing the heritage character and village atmosphere of the Neutral Bay area.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		163.2	Excessive height and density	Expresses concerns over excessive building heights and commercial complexes.	See Submission 95.2.	Nil	2e
		163.3	Public domain	Recommends that the study adopt a quaint, boutique-style atmosphere with narrow alleys leading to hidden cafes and exclusive shops, enhancing the area's unique charm.	The study recommends active frontages along the proposed through-site links, as laneways, to encourage fine-grain retail patterns and to enhance the pedestrian experience and village atmosphere.	Nil	2b
164	Susan Bailey		Grosvenor Plaza	Suggests a need for comprehensive planning that includes safe car and pedestrian circulation paths. Recommends creating an outdoor plaza space with underground parking.	Noted. The study seeks to relocate the existing Grosvenor Lane car park underground to facilitate the creation of a fully pedestrianised public plaza. The proposed Grosvenor Plaza design and the at-grade car park layout is conceptual. Detailed design will be further explored in the next phases and in consultation with community.	Nil	2b
165	Mike Condon	165.1	Pedestrian overpass	Recommends the development of a pedestrian bridge over Military Road to increase mobility in the area.	See Submission 13.3.	Nil	2e
		165.2	Study area boundary	Recommends that the study area should be extended to include commercially-zoned land at Military Road, extending west to the freeway. The Big Bear shopping and commercial centre, housing the relocated Post Office, the Oaks Hotel and dining/service businesses are all integral to the character and community of Neutral Bay. The land occupied by the Bus Depot is also a critical undeveloped site and offers potential for growth.	The draft Neutral Bay Village Planning Study adopts the same study boundary as Phase 1 of the rescinded Military Road Corridor Planning Study (MRCPS). The majority of the study area falls within the Neutral Bay town centre.	Nil	2a
166	Jill Geddes		Parking	Recommends additional parking be provided in Neutral Bay to keep small businesses thriving and accessible, specifically Grosvenor Lane Car Park.	See Submissions 64 and 74.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
167	Jon Duggan		Grosvenor Plaza – surface level carparking	Recommends retaining car parking spaces as part of the development, while both improving and increasing landscaping.	See Submission 64.	Nil	2e
168	Peter Don		Grosvenor Plaza – surface level carparking	Requests retaining some parking spaces alongside better landscaping.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza with 10 at-grade disability and loading car parking spaces.	Nil	2b
169	David Hawes	169.1	Funding and delivery	Highlights that the study lacks details on funding, including who will pay for the underground car park and new open space. Outlines that there is minimal information on the financial expectations of stakeholders like Coles and Arkadia. Additionally, raises concerns regarding Council's ability to manage the town centre development effectively, given the complexity of the plan and Council's previous challenges in project delivery, specifically the North Sydney Olympic Pool.	Chapter 7.3 of the draft study provides guidelines for key sites. It outlines recommended public benefits to support a planning proposal for each key site. Council is committed to effectively implementing the strategies outlined in the draft study, ensuring that execution is efficient and aligns with the community's needs and aspirations. For more information, see Section 4.7 of the Council Report.	Nil	2b, 2c
		169.2	General support	Supports the findings contained in Section 1.4 of the study and the intent for the plan to address these. Also supports the proposed Grosvenor Plaza.	Noted	Nil	2d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		169.3	Employment-commercial tenancy and additional traffic	Community feedback indicated no demand for more employment opportunities in Neutral Bay, suggesting a preference for local services sector jobs over large-scale office spaces, which have shifted towards smaller businesses like Wotso and Urban Collective. Increasing office space would also conflict with the community's desire to avoid additional traffic.	A primary objective of the study is to ensure the continued growth and competitiveness of the Neutral Bay village centre's employment function, particularly in the context of post-pandemic recovery and the increasing demand for local services and co-working spaces, given its proximity to the city. Arresting the decline in employment-generating floor space is essential for maintaining the long-term commercial viability and competitiveness of the area. Without intervention, the centre risks losing local jobs, businesses, and services, which would result in increased commuter traffic. Additionally, the planning study encourages a mix of commercial tenancy sizes and flexible floor plates will encourage a diversity of uses that service different functions, enhance activation and the amenity of the centre. Further, Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor and manageable within the local road network. For more information see Section 4.3.1 of the Council Report.	Nil	2e, 2f
		169.4	Traffic - Military Road	Highlights that Military Road is a significant barrier to Neutral Bay's development due to heavy through traffic, which Council cannot control. The road does, however, provide excellent bus services, supporting plans for transit-oriented development to encourage public transit and discourage car use.	Military Road is a state road, and as such, any proposed modifications require approval from TfNSW. Given that TfNSW recognises Military Road as strategically important for vehicle traffic, changes affecting its function may be challenging. However, Council aims to further investigate and co-ordinate with TfNSW to identify opportunities for gradual performance improvements.	Nil	2g

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		169.5	Excessive height and density	Concerns regarding the proposed increases in building height limits. Highlights that allowing buildings like Coles to reach 8 storeys would negatively impact the area's character. Recommends a maximum of 6 storeys, with required staggering and setbacks.	See Submission 95.2.	Nil	2e
170	Geoffrey Atherden		Grosvenor Plaza – surface level carparking	Shares concerns about the potential loss of convenience for shopping at small retailers due to reduced on-street parking and the impact of a larger carpark.	See Submission 64.	Nil	2e
171	Helen Jennings	171.1	Additional parking	Emphasises the increased traffic in Neutral Bay and suggests creating a large parking lot to alleviate parking issues.	See Submission 74.	Nil	2a
		171.2	Pedestrian amenity and safety	Appreciates the closure of Young Street to traffic but suggests further pedestrianisation in the area.	A key strategy in the study is to create a safe, connected, and pedestrian-friendly environment to promote walking within the village centre. It proposes recommendations to support this, including pedestrianised Grosvenor Plaza and Rangers Road Plaza, Waters Lane shared zone, crossing improvements on Military Road, improving and introducing new through-site links, and widening footpaths.	Nil	2b, 2e
172	Rowan Weir	172.1	Grosvenor Plaza – surface level carparking	Highlights the essential role of Grosvenor Lane park for surrounding businesses and suggests a simpler Coles development confined to their land.	See Submission 64.	Nil	2e
		172.2	Cycleways	Opposes the addition of a cycle track on Young Street.	Council advocates for improvements to active transportation infrastructure in the Neutral Bay village centre, consistent with the Council's Transport Vision. The proposed cycleway on Young Street will connect the centre to the northern Sutherland cycleway, improving access without dependence on cars and enhancing safety for cyclists and pedestrians.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
173	Elaine Collins	173.1	Excessive height and density	Opposes taller buildings, suggesting a maximum of three storeys for residential units.	Current planning controls allow building up to five storeys in Neutral Bay village centre. Increasing the maximum building height throughout the mixed-use zone of the centre will preserve existing retail and commercial offerings, encourage renewal of older sites and fund public domain and social infrastructure improvements. For more information, see Section 4.4.1 of the Council Report.	Nil	2e
		173.2	Detailed design considerations	Requests for private gardens in ground-floor apartments.	Detailed design outcomes, including private gardens in residential apartments, will be addressed during the Development Application stage.	Nil	2a
		173.3	Cycleways	Against building cycleways in Neutral Bay due to narrow streets and limited cycling.	Council advocates for improvements to active transportation infrastructure in the Neutral Bay village centre, consistent with the Council's Transport Vision. Accordingly, a key access strategy proposed in the draft study is to improve cycling infrastructure.	Nil	2e
174	Amanda Stalley		Grosvenor Plaza – surface level carparking	Expresses concerns about the loss of short-term parking leading to the potential disappearance of small businesses in Neutral Bay.	See Submission 64.	Nil	2e
175	David		General support	Supports the study's proposal to increase density and add more cycleways, highlighting that this will reduce the reliance on cars.	Noted.	Nil	2d
176	Neufeld		Grosvenor Plaza – surface level carparking	Requests maintaining a village atmosphere with on-site parking and local shops, having supported them for years.	See Submission 64.	Nil	2e
177	Catherine Turner	177.1	General support	Supports the study's aims regarding open spaces and plazas.	Noted.	Nil	2d

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		177.2	Excessive height and density	Opposes excessive height and density variations by developers.	See Submission 95.2.	Nil	2e
178	Lee Anderson		Grosvenor Plaza – surface level carparking	Raises concerns about the impact of the lack of surface parking on elderly customers and convenience retailers in Neutral Bay.	See Submission 64.	Nil	2e
179	M de Solom,	179.1	Excessive building height and density / Employment - commercial tenancy	Opposes increasing building heights along Military Road, citing existing high post-pandemic commercial vacancy rates. Emphasises that 8 storey buildings will negatively impact the streetscape character.	See Submission 95.2. Further, a primary objective of the study is to ensure the continued growth and competitiveness of the Neutral Bay village centre's employment function, particularly in the context of post-pandemic recovery and the increasing demand for local services and co-working spaces, given its proximity to the city. Additionally, built form controls are proposed in the study to ensure that new developments address the relationship and response to surrounding residential areas, foster human-scaled streetscape and maximises solar access to the public domain. For more information see Section 4.3.1 of the Council Report.	Nil	2e
		179.2	Local character and heritage	Notes that study does not identify existing heritage listed buildings – specifically, 228 Military Road and 159-169 Wycombe Road.	Figure 1-4 in the draft study identifies 228 Military Road as a heritage listed building and 165-169 Wycombe Road as period buildings with heritage-valued façades. Figure 6-5 of Chapter 6.4 outlines proposed heritage protection controls for these buildings.	Nil	2f
180	Peter Burton		Grosvenor Plaza – surface level carparking	Concerns regarding the inconvenience caused by the lack of surface parking for customers and the impact on local retailers.	See Submission 64.	Nil	2e

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181	Veronica E Stevens		Grosvenor Plaza – surface level carparking	Highlights the importance of adequate parking for the survival of small businesses and the village atmosphere, speaking from previous shop owner experience.	See Submission 64.	Nil	2e
182	Kathie Mason		Grosvenor Plaza – surface level carparking	Supports 'Option 2' of Grosvenor Plaza to improve parking and access to local small businesses.	See Submission 59.	Nil	2e
183	Tomas		Grosvenor Plaza – surface level carparking	Notes that current traffic and parking constraints barely cover demand. Concerns about plaza development affecting retailers.	See Submission 64.	Nil	2e
184	Yetti Steinbrecher		Grosvenor Plaza – surface level carparking	Finds the changes positive if there is increased parking, stressing that parking issues already exist in Neutral Bay.	See Submission 64.	Nil	2e
185	Karen Mc Dowell		Grosvenor Plaza – surface level carparking	Expresses concern about the removal of above-ground carparking, particularly for older individuals who prefer parking above ground.	See Submission 64.	Nil	2e
186	Richard & Rosemary Orr	186.1	Excessive building height and density	Requests reducing the height limit from 8 storeys to 4 storeys to avoid overshadowing.	See Submission 95.2. The study recommends detailed built-form controls that provide height transition and protect solar access to surrounding residential areas and public open spaces.	Nil	2e
		186.2	Parking	Highlights the need for maintaining and increasing public parking.	See Submission 74.	Nil	2a, 2e
187	Janine Akkad	187.1	Grosvenor Plaza – surface level carparking	Supports 'Option 1' of Grosvenor Plaza, focusing on the retention of on-grade parking.	See Submission 59.	Nil	2e

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		187.2	Coles DA	Opposes the Coles DA due to the imposing scale of its design.	See Submission 23.4.	Nil	2a
188	MP & B Howard	188.1	General support	Supports the provision of new open space – Grosvenor Plaza and Rangers Road Plaza.	Noted.	Nil	2d
		188.2	Loss of retail space	Opposes the loss of retail space in the heart of Neutral Bay.	The study focuses on maintaining and enhancing the retail space in the Neutral Bay local centre, aims to maintain the current quantum of retail space within the Neutral Bay Village. The proposed mixed-use developments will introduce diverse retail, commercial, and outdoor dining options to foster a vibrant atmosphere. Further, a principal strategy involves establishing active retail frontages along main pedestrian streetscapes, plazas and through-site links. For more information see Section 4.3.2 of the Council Report.	Nil	2e, 2f
		188.3	Community centre	Opposes the transfer of a stratum or the value of the Neutral Bay Community Centre to a developer.	The study proposes to upgrade the existing community centre and deliver an additional new community facility. It is intended that both community centres will remain under Council ownership and operation for public use.	Nil	2f
		188.4	Traffic	Suggests that the study prioritise addressing traffic congestion, given the already poor existing traffic conditions.	Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor and manageable within the local road network. Additionally, Council aims to further investigate and co-ordinate with Transport for NSW to identify opportunities for gradual performance improvements at key intersections to accommodate future traffic demands. For more information, see Section 4.2.3 of the Council Report.	Nil	2b

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189	Nancye Cowan		Grosvenor Plaza – surface level carparking	Concerns about ground-level short-term parking and its impact.	See Submission 64.	Nil	2e
190	Barbara Osborne	190.1	Coles DA	Raises concerns about the impact of the proposed Coles building on the character of the Village.	See Submission 23.4.	Nil	2a
		190.2	Grosvenor Plaza – surface level carparking	Emphasises the need for above-ground parking at Grosvenor Plaza.	See Submission 64.	Nil	2e
191	Andy (Andrew Assaee)		Detailed design considerations	Seeks to protect the seats in May Gibbs Place by using a shipping container and displaying them if feasible.	The draft study focuses on preserving solar access and enhancing pedestrian connectivity to May Gibbs Place, without altering its existing design.	Nil	2a
192	Tracey McGearey		Grosvenor Plaza – surface level carparking	Concerned about the lack of surface parking affecting convenience retailers and the character of the Village due to the proposed Coles building.	See Submission 64.	Nil	2e
193	Ralph Evans		Grosvenor Plaza – surface level carparking	Prefers 'Option 1' of Grosvenor Plaza, for its simpler and safer design, supporting a plaza along the present car park on the south side to enhance local character.	See Submission 59.	Nil	2e
194	Sonya Wilson		Grosvenor Plaza – surface level carparking	Highlights the challenges of reduced surface parking for elderly or less mobile customers and the survival of Neutral Bay Village retailers.	See Submission 64.	Nil	2e

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195	Serge Grebert		Excessive height and density	Concerns raised that the proposed height and bulk for May Lane/Yeo Street are too substantial and intrusive for such narrow streets and laneways. Highlights that it could lead to dark canyons that block views and erode the character of these smaller back streets.	Current planning controls allow building up to 16m, or 4/5 storeys, on May Lane/Yeo Street. Increasing the maximum building height to 6 storeys throughout the mixed-use zone of the centre, including May Lane/Yeo Street, will preserve existing retail and commercial offerings and encourage renewal of older sites. To improve pedestrian amenity and ensure sufficient building separation on May Lane, a 1.5m whole of building setback requirement is proposed. Further, a 2-storey podium and 3m above podium setback requirement is recommended on May Lane to reinforce a human scale to the street.	Nil	2e
196	Sally Maspero		Grosvenor Plaza – surface level carparking	Prefers 'Option 1' of Grosvenor Plaza, for the Plaza on Grosvenor Lane Car Park, focusing on parking.	See Submission 59.	Nil	2e
197	Tod Common	197.1	Grosvenor Plaza – surface level carparking	Requests for Grosvenor Plaza to retain its on-grade parking.	See Submission 64.	Nil	2e
		197.2	Grosvenor Plaza and public domain – landscaping	Recommends maintaining the plaza on one level and protecting the existing trees.	See Submission 83.3. Also, the study recommends retaining existing mature trees in Grosvenor Plaza where feasible. It also proposes retaining existing trees along Waters Lane and Military Road.	Nil	2b
		197.3	Coles DA	Emphasises the need for the proposed Coles building to reduce the size of its development.	See Submission 23.4.	Nil	2a
198	Belinda Parker		Grosvenor Plaza – surface level carparking	Opposes the lack of surface level parking in the study, highlighting its impact on elderly or less mobile customers and convenience retailers.	See Submission 64.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
199	Chris and Jane Noel	199.1	Construction impact	Outlines concerns that the construction of a large-scale underground carpark and new building is anticipated to severely impact local businesses due to the lengthy construction period, potentially leading to closures and deterring public visits.	See Submission 56.	Nil	2b
		199.2	Coles DA	Opposes the proposed Coles building's excessive height that could lead to significant overshadowing on the plaza area. Questions whether Coles will be required to compensate for the use of public land or for potential impacts on surrounding businesses.	See Submission 23.4.	Nil	2a
		199.3	Grosvenor Plaza – surface level carparking	Opposes the reallocation of public parking spaces to accommodate Coles' development. Highlights that Coles intends to utilise the current underground parking for residential apartments and take over the existing ground-level public parking.	See Submission 64.	Nil	2e
200	Lara		Grosvenor Plaza – surface level carparking	Prefers 'option 1' of Grosvenor Plaza, as it retains parking and proposes limits for quick visits, while maintaining trees and the village vibe.	See Submission 59.	Nil	2e
201	Emma		Parking	Urges not to affect parking, emphasising the limited availability as is.	See Submission 64.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
202	Neutral Precinct Committee	202.1	General support	Supports the following:- - New plazas in Grosvenor Lane and Rangers Road, including undergrounding the carpark in Grosvenor Lane carpark to create a fully pedestrianised plaza. - Provision of through site links - A new community centre and upgrading the existing community centre - Cycling movement and storage - Improvements to pedestrian crossings on Military Road - Provision of parking accessibility in the commercial centre - New 2.5m building setbacks at bus stops - Increased building height of 21m (6 storeys)	Noted.	Nil	2d
		202.2	Pedestrian overpass	Raised concerns regarding the absence of a plan for an overhead pedestrian link on Military Road. Outlines that safe crossing is a concern for residents and requests Council advocates for an overpass in discussions with TfNSW.	See Submission 13.3.	Nil	2e
		202.3	Public domain – through-site links	Requests that one of the three proposed through site links from Military Road to Grosvenor Lane be weatherproof.	Noted. Further design testing was conducted upon reviewing submission comments. Given there are three proposed through-site links along the northern side of Military Road between Young Street and Waters Road, there are benefits to enabling a link with weather protection near the B-Line bus stop. A covered arcade link may therefore be appropriate at Site 2A. For more information, see Section 4.1.3 of the Council Report.	Amend the control for the Site 2A through-site-link to enable a covered arcade link at this site.	1d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		202.4	Excessive building height and density	Concerns regarding increased building heights to 28m (8-storeys) on key sites.	Proposed building heights have been carefully balanced to support of the needs of the Neutral Bay area. Key sites have been identified for a proposed height increase of up to 8 storeys to facilitate the delivery of public benefits that support the placemaking objectives for Neutral Bay. The study proposes detailed built form controls to ensure that new developments reinforce a human scale to the street, enhance the 'village feel' of the centre and maximises solar access to the public domain. For more information, see Section 4.4.1 of the Council Report.	Nil	2e
		202.5	Loss of retail space	Raises concerns regarding the potential loss of small business retail space due to proposed developments around Grosvenor Lane Plaza. Analysis shows that retail space at the Arkadia West and East sites could see more than a 50% reduction, from 3,670 sqm to 1,717 sqm, as indicated in the HillPDA and Stantec reports. Moreover, the planned mixed-use development along the southern side of Grosvenor Lane Plaza would further reduce retail space to accommodate vehicle access and building lobbies, potentially diminishing the area's vibrancy.	The planning study is focused on preserving, not reducing, retail space in the Neutral Bay local centre. It aims to preserve the current non-residential floor space at Sites 2A and 2B. However, the study does not specify how retail and commercial floor areas will be distributed within the overall non-residential gross floor area (GFA). The 1,717m2 mentioned pertains only to the non-residential GFA on the ground floor and is not indicative of the total non-residential GFA planned for the sites. For more information see Section 4.3.2 of the Council Report.	Nil	2f

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		202.6	Local character and heritage	Requests that Council protect the 1890s terraces at 27-37 Bydown Street, located within the planning study area, by recognising them as integral to the heritage and identity of Neutral Bay.	The planning study maintains protections for heritage items and identifies additional buildings from various periods that enhance the area's existing character. However, the terraces at 27-37 Bydown Street are not listed as heritage items in NSLEP 2012, and are not highlighted as period buildings in the draft study. Expert heritage advice from NBRS Architecture (for the rescinded MRCPS) did not identify the terraces as having heritage value that can contribute to the local character of Neutral Bay. Notwithstanding, in response to community feedback about street character and other relevant concerns highlighted in the rescinded MRCPS, the planning study has excluded the sites as strategically significant and has maintained the low-density residential nature of the street.	Nil	2a
203	Cemil Gokten	203.1	Grosvenor Plaza – surface level carparking	Emphasises that on-grade parking needs retention but can be reduced.	See Submission 64.	Nil	2e
		203.2	Pedestrian amenity and safety	Highlights that pedestrian movement should not be hindered by building design.	The proposed built form controls in the study are designed to ensure new developments provide human-scaled streetscapes and enhance pedestrian amenity.	Nil	2c
		203.3	Public domain – open space and detailed design considerations	The public plaza, including rest and sitting facilities, should be enhanced, and the design should respect the existing character without being over imposing.	Noted. The designs of the proposed plazas are conceptual at this stage. Future detailed design developments will involve community consultation to ensure that it meets the needs and preferences of the community and businesses. For more information see Section 4.1.1 of the Council Report.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
204	Lesley Hunter	204.1	Grosvenor Plaza – surface level carparking, construction impact and local businesses	Expresses concerns about the proposed underground parking and Grosvenor Plaza, highlighting its impact to local businesses from prolonged construction disruptions, including noise and dust. These conditions could permanently deter customers. Expresses preference for 'option 2' of Grosvenor Plaza, to enable deliveries closer to businesses and ensure half the area will be open space.	See Submission 59. Additionally, the draft study considers staged delivery of the proposed Grosvenor Plaza basement car park to minimise disruption and allow small businesses facing Grosvenor Lane car park to continue trading during the construction phase.	Nil	2e, 2b
		204.2	Grosvenor Plaza – loading and delivery	Outlines that the plan for Grosvenor Plaza restricts loading/delivery times to early morning despite some deliveries that are made during afternoon trading hours.	The proposed Grosvenor Plaza concept provides access for loading/delivery throughout the day within the proposed surface-level parking spaces at the eastern end of the plaza. It is important to highlight that the proposed Grosvenor Plaza design and the at-grade car park layout is conceptual. Detailed design will be further explored in the next phases and in consultation with community.	Nil	2e
		204.3	Coles DA	Suggests that Coles renovate/refurbish the existing building instead of building a high-rise residential building. This would benefit the local small businesses and Neutral Bay residents.	See Submissions 23.4 and 95.2.	Nil	2a
		204.4	Local character	Extensive demolition along Military Road and Grosvenor Lane threatens Neutral Bay's boutique shops and small businesses, and the vibrant village atmosphere.	See Submission 46.1.	Nil	2c
		204.5	Local businesses	Notes that the study states declining job opportunities in Neutral Bay, and highlights that losing multiple shopfronts and offices will further limit employment and slow recovery.	See Submission 144.2.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		204.6	Public domain - landscaping	Opposes the planting of more Plane trees due to respiratory issues. Recommends replacing Plane trees with native species.	Feedback collected during throughout the community engagement process highlighted significant dissatisfaction with the limited greenery in the centre, with a notable desire for more trees and public open space. Consequently, the draft study recommends retaining mature canopy trees in Grosvenor Plaza where feasible and adding more trees at the appropriate locations (subject to detailed design). It also proposes retaining existing trees along Waters Lane and investigating the opportunity for additional street trees along Military Road. For more information, see Section 4.1.2 of the Council Report.	Nil	2b
205	Michael Randall		Grosvenor Plaza	Supports all parking to be underground to maximise green space. Stresses the importance of maximum tree planting for shade and cooling, suggesting active transport hubs for easier cycling/walking access, thereby reducing car dependency.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza with 10 at-grade disability and loading car parking spaces.	Nil	2b
206	Marianne Birch		Grosvenor Plaza – surface level carparking	Prefers a plaza with parking to support the survival of local businesses.	See Submission 64.	Nil	2e
207	Sue Miller		Grosvenor Plaza – surface level carparking	Expresses concern about the loss of parking adjacent to the new Coles development, supporting local businesses' request for retaining 50% of on-grade parking.	See Submission 64.	Nil	2e
208	Janine Haefeli		Grosvenor Plaza – surface level carparking	Appreciates the redevelopment of Neutral Bay but advises that the design should reflect the community's small-scale nature, preferring 'Option 2' of Grosvenor Plaza.	See Submission 59.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
209	Robyn Lilienthal	209.1	Grosvenor Plaza	Supports creating a landscaped Grosvenor Plaza with integrated underground public parking with Coles Carpark.	Noted.	Nil	2d
		209.2	Excessive height and density / local businesses	Opposes allowing extra height for development between Grosvenor Plaza and Military Road, which might result in the loss of small businesses.	Proposed building heights have been carefully balanced to support of the needs of the Neutral Bay area. The draft study proposes a 6-storey height limit for most of the mixed-use zone to ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity. Key sites have been identified for a proposed height increase of up to 8 storeys to facilitate the delivery of public benefits that support the placemaking objectives for Neutral Bay. Council acknowledges the significant role that small businesses play in contributing to the village atmosphere of the centre. The draft study considers staged delivery of the proposed Grosvenor Plaza basement car park to minimise disruption and allow small businesses facing Grosvenor Lane car park to continue trading during the construction phase. The study emphasises the importance of access to the underground carpark to support surrounding local retailers and local businesses. The new Grosvenor Plaza will retain the existing number of public car parking spaces underground and provide surface-level parking spaces for loading services and disability parking. For more information, see Sections 4.4.1 and 4.3.2 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
210	Brett Cameron		Community engagement	Believes public consultation is unnecessary as the elected council members should make decisions. If their actions are unsatisfactory, they can be voted out in the next election.	Community engagement, or public consultation is a fundamental aspect of local government. Councils are legally obligated to keep the community informed about issues that may impact their lifestyle. North Sydney Council is dedicated, both theoretically and practically, to engaging with the community on relevant matters, such as the draft Neutral Bay Village Planning Study. This engagement enhances understanding of stakeholders' needs and priorities, ensuring that council initiatives, policies, and programs lead to improved results for all involved parties.	Nil	2g
211	Kerri Lam		Excessive height and density / local businesses	Strongly opposes giving developers land between Grosvenor Lane carpark and Military Road for 8 storey buildings, fearing loss of retail space and village atmosphere.	See Submissions 95.2 and 216.2. For more information see Section 4.3.2 of the Council Report.	Nil	2e
212	Lynette Dowd	212.1	Grosvenor Plaza	Supports creating a landscaped Grosvenor Lane Plaza with underground parking integrated with Coles car park.	Noted.	Nil	2d
		212.2	Excessive height and density / local businesses	Opposes extra height for development between the Plaza and Military Road as it may result in the loss of small businesses.	See Submission 209.2.	Nil	2e
213	Liz		Grosvenor Plaza	Suggests having most parking underground with only a few spots above ground for disabled and short-term parking. Believes pedestrian-only areas would enhance the space.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza with 10 at-grade disability and loading car parking spaces	Nil	2d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
214	Olga Gonchar		Excessive height and density	Opposes the height of proposed buildings in the area as not fitting with the surroundings and believes the retail space in the development is insufficient.	See Submission 95.2. Additionally, built form controls are proposed in the study to ensure that new developments address the relationship and response to its surrounding context, foster human-scaled streetscape and maximises solar access to the public domain. For more information, see Section 4.4.1 of the Council Report.	Nil	2e
215	Alex Kennedy		Loss of retail space	Raises concerns about the proposed development at Sites 2A and 2B that would significantly reduce retail floor space from 3,670m2 to 1,717m2. Highlights that this reduction could damage the area's vibrant community atmosphere and disproportionately benefit the developer. Emphasises the need to maintain ample ground-floor retail space to preserve the community's character, despite the need for other non-retail facilities.	The study is focused on preserving, not reducing, retail space in the Neutral Bay local centre. It aims to preserve the current non-residential floor space at Sites 2A and 2B. The study does not specify how retail and commercial floor areas will be distributed within the overall non-residential gross floor area (GFA). The 1,717m2 mentioned pertains only to the non-residential GFA on the ground floor and is not indicative of the total non-residential GFA planned for the sites. For more information see Section 4.3.2 of the Council Report.	Nil	2f
216	Catherine MacPherson	216.1	Local businesses	Concerns raised regarding the loss of local businesses that have been integral to the community for decades.	Council acknowledges the significant role that small businesses play in contributing to the village atmosphere of the centre. The proposed Grosvenor Plaza retains the existing number of public car parking spaces underground and provides surface-level parking spaces for loading services and disability parking. The study emphasises the importance of access to the underground carpark to support surrounding local retailers and local businesses. For more information, see Section 4.2.1 of the Council Report.	Nil	2c

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		216.2	Loss of retail space	Highlights that the study should not reduce retail space, arguing that Neutral Bay should aim to become a more vibrant community with more, not fewer, shops and cafes at its core.	The study focuses on maintaining and enhancing the retail space in the Neutral Bay local centre. It aims to protect the current non-residential uses in the centre. Proposed mixed-use developments will introduce diverse retail, commercial, and outdoor dining options to foster a vibrant atmosphere. Further, a principal strategy involves establishing active retail frontages along main pedestrian streetscapes, plazas and through-site links. For more information see Section 4.3.2 of the Council Report.	Nil	2f
		216.3	Planning process	Questions why council isn't implementing strict building height limits for all landowners, pointing out that the lack of clear regulations could result in future planning ambiguities, leading to overcapitalisation and excessive population density.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Councils plan for the area also sets out clear restrictions on building height (refer to figure 7-2 in the planning study report). For more information see Section 4.4.1 of the Council Report.	Nil	2b
		216.4	Community centre	Outlines the significance of the Neutral Bay Community Centre to the community. Raises concerns on private/developer administration and operation of the centre.	The study proposes to upgrade the existing community centre and deliver an additional new community facility. It is intended that both community centres will remain under Council ownership and operation for public use.	Nil	2f

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		216.5	Loading dock	Suggests an alternative loading dock location, away from the Neutral Bay Coffee Roasters, at 214 Military Road.	The proposed plaza design highlights overall objectives and principles. However, the designs are conceptual in nature at this stage and will be refined having regard to the key directions. Detailed design outcomes, including loading dock locations, will be further resolved in next phases including Planning Proposals and Development Applications and in consultation with stakeholders. For more information see Section 4.1.1 of the Council Report.	Nil	2b
217	Timothy Stone		Grosvenor Plaza	Strongly advocates for a car-free plaza, emphasising the need for more public spaces and less car-oriented development. Supports building a community-focused future.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza with 10 at-grade disability and loading car parking spaces	Nil	2d
218	Evelyn Koppel	218.1	Loss of retail space / Local character and heritage	Opposes any development affecting the current retail area in Neutral Bay, insisting on retaining the local vibrancy and character against the vision of developers.	See Submissions 216.1 and 216.2.	Nil	2e
		218.2	Excessive height and density	Opposes increased building heights of 8 storeys to incentivise redevelopment of the existing Grosvenor Lane carpark.	See Submission 95.2.	Nil	2e
219	Barbara Patterson	219.1	Loss of retail space	Urges against the proposal to incentivise developers by allowing further development in Neutral Bay Village, focusing on maintaining retail diversity.	See Submissions 216.1 and 216.2.	Nil	2e
		219.2	Excessive height and density	Opposes increased building height and population density.	See Submission 95.2.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
220	Margaret Szalay	220.1	Grosvenor Plaza – surface level carparking	Expresses preference for 'Option 2' of Grosvenor Plaza, emphasising the importance of open space, playgrounds, and development that blends with local character and heritage.	See Submission 59.	Nil	2e
		220.2	Public domain - landscaping	Requests retaining and adding trees.	See Submission 49.2.	Nil	2b
221	Dominika Knox	221.1	Loss of retail space	Opposes allowing additional height to one landowner, as it may result in loss of shops in the heart of the village. Prefers a vibrant mix of shops in Neutral Bay's centre.	See Submission 216.2.	Nil	2b, 2e
		221.2	Excessive height and density	Opposes an increased building height of 8 storeys to encourage redevelopment of Grosvenor Lane carpark.	See Submission 95.2.	Nil	2e
		221.3	Community centre	Suggests seeking better options to improve the community centre's facilities rather than negotiating an agreement with a property developer.	See Submission 295. Further, the delivery of the new community centre is identified as a recommended public benefit within the study. It is intended that both community centres will remain under Council ownership and operation for public use.	Nil	2e
222	Jennifer Cains		Grosvenor Plaza – surface level carparking	Supports 'option 2' of Grosvenor Plaza, favouring part parking block and part plaza with on-grade parking.	See Submission 59.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
223	Andrew McIntosh	223.1	Traffic – Military Road	Highlights that without a state plan to reduce commuter traffic on Military Road, proposed developments risk increasing congestion. Transitioning from through to local traffic could enhance redevelopment and access for residents and businesses. The focus on car ownership misses key local dynamics, and without effective traffic reduction, worsening conditions on Military Rd and Belgrave St are anticipated, prompting concerns about handling population growth.	Military Road is a state road, and as such, any proposed modifications require approval from TfNSW. Given that TfNSW recognises Military Road as strategically important for vehicle traffic, changes affecting its function may be challenging. The study recognises the traffic conditions on Military Road. The analysis of car ownership compares the current car ownership rates in Neutral Bay with those in Greater Sydney, without suggesting that these rates are the cause of the traffic conditions on Military Road. Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor and manageable within the local road network. Additionally, Council aims to further investigate and co-ordinate with Transport for NSW to identify opportunities for gradual performance improvements to accommodate future traffic demands. For more information, see Section 4.2.3 of the Council Report.	Nil	2g

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		223.2	Cycleways and infrastructure	Emphases high commuter traffic as a barrier to enhancing local cycling infrastructure. Suggests establishing dedicated cycling parking to support anticipated usage. Concerns are raised about the feasibility of sharing spaces between cyclists and pedestrians, especially the elderly.	A key access strategy proposed in the draft study is to improve cycling infrastructure. Recently, Council proposed a separated cycle path on Young Street between Grosvenor Street and Sutherland Street. This initiative aims to provide a safe cycleway connection between the town centre and the Sutherland Street cycleway to the north. To support this and encourage cycling in and around the town centre, the draft study also proposes future investigation for the establishment of a dedicated cycleway along Young Street, connecting Grosvenor Street cycleway to Belgrave Street, with a potential extension to May Gibbs Place and Barry Street. Additionally, the proposed Grosvenor Plaza and Rangers Road Plaza includes the provision of designated, secured commuter bicycle parking spaces.	Nil	2b
		223.3	Excessive height and density	Concerns regarding increased building heights to 6 and 8 storeys. Outlines that it will turn the area into a canyon with heavy commuter traffic on Military Road and Belgrave Street, increase local and commuter traffic and diminish the character of the area.	See Submission 95.2. Additionally, built form controls are proposed in the study to ensure that new developments address the relationship and response to its surrounding context, foster human-scaled streetscape and maximises solar access to the public domain. For more information, see Section 4.4.1 of the Council Report.	Nil	2e
		223.4	Coles DA	Expresses concerns regarding the Coles development and its scale that will alter the local character.	The current Coles Development Application is being assessed and will be determined independently of Council taking into account all the statutory and current planning controls.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
224	Jodie Hanson	224.1	Public domain – open space management	Emphasises the importance of preventing open spaces from being overwhelmed by children, as seen at the Lane Cove shopping complex, where extensive child-friendly zones have caused significant noise and disruption. Acknowledges the appropriateness of separate play areas for children but cautions against allowing children to dominate entire outdoor spaces, which detracts from adults' enjoyment. Also notes that the lack of parental supervision often exacerbates the issue.	The study aims to provide high quality green spaces that support active and passive recreation. The proposed plaza concept designs feature designated areas for flexible lawn spaces, and children play areas. Detailed design will be further explored in the next phases and in consultation with community. For more information, see Section 4.1.1 of the Council Report.	Nil	2a, 2b
		224.2	Excessive height and density	Opposes increased building heights of 8 storeys, suggesting a maximum building heights of 6 storeys due to concerns such as views, street activation, and overshadowing of the public domain.	See Submission 95.2. Additionally, built form controls are proposed in the study to ensure that new developments address the relationship and response to surrounding residential areas, foster human-scaled streetscape and maximises solar access to the public domain. For more information, see Section 4.4.1 of the Council Report.	Nil	2e
		224.3	Parking	Emphasises the importance of sufficient disabled parking, given the disproportionate number of family spaces and the expected traffic increase from a new retirement village in Cremorne. Recommends "fast access" parking near exits for quick errands and expresses concern over traffic congestion from limited above-ground parking, suggesting it be reserved for disabled and short-term use.	The proposed Grosvenor Plaza concept retains the existing number of public car parking spaces underground and provides surface-level parking spaces for loading services and disability parking. The proposed Grosvenor Plaza design and the at-grade car park layout is conceptual. Detailed design will be further explored in the next phases and in consultation with community.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
225	Fred Adam	225.1	Loss of open space	Objects to any reduction in open space.	The intention of the study is to provide much needed public open space for the community. It proposes to deliver two new plazas, Grosvenor Plaza and Rangers Road Plaza. Grosvenor Plaza will provide a new 3,000m2 landscaped plaza in the heart of the centre, and Rangers Road Plaza will feature a new 1,000m2 public plaza on the southern side of Military Road.	Nil	2f
		225.2	Excessive height and density	Opposes 8-storey towers due to concerns that it will impact the village atmosphere, reduce the number of small businesses, create a 'canyon-like' environment and lessen the open space.	See Submission 95.2. Additionally, built form controls are proposed in the study to ensure that new developments address the relationship and response to surrounding residential areas, foster human-scaled streetscape and maximises solar access to the public domain. For more information, see Section 4.4.1 of the Council Report.	Nil	2e
226	Maureen Ayre	226.1	Grosvenor Plaza	Proposes pedestrian-only access for Grosvenor Lane, suggesting a playground for children and more restaurants and cafes.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza. The new Grosvenor Plaza will provide active and passive recreation spaces and children play areas. It will also include active retail edges with new alfresco dining opportunities. Detailed design will be further explored in the next phases and in consultation with community.	Nil	2d
		226.2	Young Street Plaza	Requests making Young Street Plaza permanently pedestrian-only, extending this access to the new plaza, with car access limited to the new car park. This would likely attract more visitors and boost local business.	See Submission 8.2.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
227	Lesley Sommerville,	227.1	Grosvenor Plaza	Supports the following:- - Undergrounding the Grosvenor Lane carpark and the creation of a fully pedestrianised Grosvenor Plaza. - Provision of through-site links to Grosvenor Lane Plaza from Military Rd and Grosvenor St via Waters Lane. - A new community centre. - Rangers Road Plaza with an open-to-sky link through-site link.	Noted.	Nil	2d
		227.2	Planning process	Opposes granting the developer increased building height of 8 storeys for the land between Grosvenor Lane carpark and Military Road to facilitate redevelopment. Outlines that offering developers extra height in exchange for "public benefits" like community centres or plazas rarely benefits the community, as control shifts when the State Government handles PPs and VPAs are non-mandatory.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are a significant tool to deliver new public benefits at important locations. Most opportunities in the Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. Further, it's important to note that the intent of the draft study is for Grosvenor Plaza and the community facilities to remain under the ownership of Council. For more information, see Sections 4.4.1 and 4.7 of the Council Report.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		227.3	Loss of retail space	Raises concerns that allowing 8-storey buildings, which require ground-floor amenities such as lift lobbies and loading docks, could impact small businesses at Sites 2A & 2B, which are known for their diverse small businesses. Highlights the community's value for Neutral Bay's "village-atmosphere" and independent retailers. However, implementing this plan might reduce retail and commercial space, potentially leaving only enough room for additional coffee shops on the ground floor.	See Submission 202.5.	Nil	2e
		227.4	Public ownership	Raises concerns regarding the transfer of a stratum of Council's land to developers (eg. Arkadia). Questions the study's valuation of the site of $2.87 compared to the Blue & White Dry Cleaners' site of $8.85 million.	The Council has a longstanding policy objective to relocate the Grosvenor Lane Car Park underground and create a public plaza at ground level. Owner's consent has been granted to both Coles and Arkadia to lodge a development application. However, owner's consent does not imply final support for any proposed basement car park and plaza designs by developers or commitment by Council to pursue its construction. A consultative and collaborative design process will be required for any future plaza and the basement public car park on the Grosvenor Lane car park site, involving formal negotiation for any agreements. For more information see Section 4.2.2 of the Council Report. A detailed explanation of the valuation of Council's asset at 190-192 Military Road, see Section 4.8.2 and Attachment 4 of the Council Report.	Nil	2f

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		227.5	Young Street Plaza	Requests that Young Street is reopened. Outlines that the closure of Young Street has created many traffic problems for residents and raised pedestrian safety issues.	See Submission 8.2.	Nil	2a
228	Fiona Denton	228.1	Excessive height and density	Opposes the proposed 8 storey building heights, outlining that it is excessive for the Neutral Bay/Cremorne area. Recommends a reduction to six storeys to better align with the local character.	See Submission 95.2. Built form controls are proposed in the study to ensure that new developments address the relationship and response to its surrounding context, foster human-scaled streetscape and maximises solar access to the public domain. For more information see Section 4.4.1 of the Council Report.	Nil	2e
		228.2	Public domain – open space management	Concerns related to the management of public spaces, specifically regarding a children's play area in the centre. Proposes setting time restrictions on play equipment use to balance the needs of families with those seeking quieter environments. Also suggests restricting bikes, scooters, and similar items to ensure safety, particularly for the elderly. Questions whether the local centre will accommodate pets, suggesting amenities like designated areas where dogs can be securely tied up with access to water.	The study aims to provide high quality green spaces that support active and passive recreation. The proposed plazas feature designated areas for flexible lawn spaces, bicycle parking and children play areas. Further detailed design outcomes and management issues will be addressed in subsequent phases of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2a, 2b

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		228.3	Traffic – Military Road	Expresses concerns about traffic management and road safety due to the proposed underground car park and limited changes to local road infrastructure. Stresses the importance of easy access and exit for local residents and enquires about potential modifications to traffic patterns, particularly regarding parking on Military Road.	Military Road is a state road, and as such, any proposed modifications require approval from TfNSW. Given that TfNSW recognises Military Road as strategically important for vehicle traffic, changes affecting its function may be challenging. Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor and manageable within the local road network. Additionally, Council aims to further investigate and co-ordinate with Transport for NSW to identify opportunities for gradual performance improvements to accommodate future traffic demands. For more information, see Section 4.2.3 of the Council Report.	Nil	2e
		228.4	Noise impact	Raises concerns regarding noise increase from the new town centre and its impact on local residents.	Noted. Detailed design outcomes, including noise impact and mitigation, will be further resolved in next phases of the project, through Development Applications and in consultation with stakeholders.	Nil	2a
		228.5	Parking	Queries if the study has considered issuing parking permits to local residents to mitigate potential new parking restrictions.	See Submission 74.	Nil	2a
229	Robyne Gray	229.1	Coles DA	Opposes the Coles supermarket design, as it is unsuitable for the village's character. Suggests for a more village-appropriate design, resisting the "Toaster style" as overly aggressive.	See Submission 23.4.	Nil	2a

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		229.2	Grosvenor Plaza	Concerns regarding the multi-level plaza's accessibility issues, with a strong preference among residents for a more inclusive, one-level plaza that doesn't primarily cater to the supermarket's needs.	The proposed Grosvenor Plaza is designed on a single level, maintaining the natural terrain's slope to prevent the creation of a split level. This design facilitates smooth integration with both existing and future developments (refer to chapter 3.2 of the planning study report). The proposed plaza design highlights overall objectives and principles. However, the designs are conceptual in nature at this stage and will be refined having regard to the key directions. Further detailed design work will be undertaken to refine the concept design, and community engagement will be conducted during this phase.	Nil	2b
		229.3	Grosvenor Plaza – surface level carparking	Emphasises importance of retaining current retailers and at least half of the existing at-grade parking. This preservation is seen as crucial for the survival of these businesses, urging the council to focus on resident interests rather than large corporations in planning decisions.	Council acknowledges the significant role that small businesses play in contributing to the village atmosphere of the centre. The proposed Grosvenor Plaza retains the existing number of public car parking spaces underground and provides surface-level parking spaces for loading services and disability parking. The study emphasises the importance of access to the underground carpark to support surrounding local retailers and local businesses.	Nil	2f
230	Judith Chapple		Grosvenor Plaza – surface level carparking	Raises concerns that the proposed Grosvenor Plaza, with its lack of convenient surface level carparking will reduce foot traffic and impact the viability of small standalone shops and that shifting parking underground could redirect traffic predominantly towards Coles, disadvantaging other local businesses	See Submission 229.3.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
231	Julie Cottrell-Dormer	231.1	Bicycle safety	Expresses concerns about bicycle safety on footpaths, lack of enforcement, and the absence of cyclist identification or insurance.	Noted, Council places a high priority on improving pedestrian safety and will continue to advocate for appropriate use of footpaths. The study identifies a lack of dedicated cycleways in the Neutral Bay local centre. It highlights the future investigation of establishing a separated cycleway on the north side of Young Street, between Grosvenor Street and Sutherland Street.	Nil	2a
		231.2	Excessive height and density	Objects to the increase in building height that will obstruct resident's view of Sailor's Bay. Suggests a height limit of 5 storeys along Grosvenor Street.	See Submission 95.2. For more information see Section 4.4.1 of the Council Report.	Nil	2e
		231.3	Retail diversity	Raises concerns about the domination of major supermarkets affecting local business diversity and potentially leading to vacancy of retail spaces.	See Submission 216.2.	Nil	2e
		231.4	Local character and heritage	Questions the plan's impact on local character and heritage, comparing it unfavourably to St Leonards and Crows Nest.	A key principle of the draft study is to preserve and enhance the heritage character and identity of the Neutral Bay village centre. The study recommends that all heritage listed items and heritage valued facades are retained. Built form controls are proposed to ensure that new developments respond appropriately to its surrounding context, reinforce a human scale to the street and enhance the 'village feel' of the centre.	Nil	2e
232	Laurence Kennedy		Construction impact	Highlights negative impact on Neutral Bay's retail during construction, fearing hardship for existing retailers.	See Submission 56.	Nil	2b
233	Anonymous		Grosvenor Plaza – surface level carparking	Prefers 'Option 1' of Grosvenor Plaza, for car park design in the study, emphasising the need for fair parking solutions for business owners.	See Submission 59.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
234	Ian Hill		Grosvenor Plaza – surface level carparking	Indicates a preference for 'Option 1' of Grosvenor Plaza, focusing on parking and seeking a fair deal for local businesses and customers.	See Submission 59.	Nil	2e
235	Fiona Moody		Grosvenor Plaza – surface level carparking	Indicates a preference for 'Option 1' of Grosvenor Plaza, focusing on parking and seeking a fair deal for local businesses and customers.	See Submission 59.	Nil	2e
236	Peter Zehnder	236.1	Grosvenor Plaza – surface level carparking and one level	Recommends maintaining the plaza at one level and retaining convenient parking.	See Submission 64 and 83.3.	Nil	2b
		236.2	Coles DA	Objects to the design of the Coles building as too imposing for the area.	See Submission 23.4.	Nil	2a
237	Gayle Smyth	237.1	Local character and heritage / Local businesses	Concerns regarding proposed overdevelopment, fearing the loss of Neutral Bay's "village" atmosphere. Concerned about the impact on residents and businesses, citing previous negative experiences with nearby developments.	See Submission 95.2.	Nil	2e
		237.2	Grosvenor Plaza – surface level carparking	Prefers 'Option 1' of Grosvenor Plaza, to cater to existing businesses and residents.	See Submission 59.	Nil	2e
238	Anna Orgill		Grosvenor Plaza – surface level carparking	Prefers 'Option 1' of Grosvenor Plaza, for its street-level parking, landscaping, and seating arrangements. Concerned about excess traffic and safety issues on Grosvenor Street.	See Submission 59.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
239	Anonymous		General opposition	General opposition to proposed changes.	Noted.	Nil	2c
240	Maria Guthrie	240.1	Grosvenor Plaza – surface level carparking	Objects to the study's lack of support for local shoppers and retailers. Urges for a plan that enables public parking and maintains local businesses to preserve the village atmosphere.	See Submission 64.	Nil	2e
		240.2	Coles DA	Opposes the proposed building design as too large and blocky.	See Submission 23.4.	Nil	2a
241	Giselle Stollznow		Local businesses	Expresses concern for local businesses and the height and complexity of proposed changes, believing there is insufficient consideration for these businesses.	See Submission 23.2	Nil	2e
242	Brad Fuller		Coles DA	Advocates for considering the impact of the Coles redevelopment on residents of 19 Young Street, suggesting a reduction in building height or increased setback.	See Submission 23.4.	Nil	2a
243	N E Chen	243.1	Grosvenor Plaza – surface level carparking	Opposes the development for limiting access to local retailers due to restricted parking.	See Submission 64.	Nil	2e
		243.2	Grosvenor Plaza – one level	Emphasises the need for Grosvenor Plaza to be on one level to link to existing retailers	See Submission 83.3.	Nil	2b
244	Janet Winn		Grosvenor Plaza – surface level carparking	Supports 'Option 1' of Grosvenor Plaza .	See Submission 59.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
245	Sue Randle		Grosvenor Plaza	Believes the development should offer greater public access and safety for pedestrians, with landscaping including native plants, and assurance for local shops during construction.	See Submissions 56 and 83.3.	Nil	2b, 2e
246	Peter Young	246.1	Community centre – valuation	Highlights that the Coles proposal includes a community plaza and essential access facilities at no cost to the Council, whereas the Arkadia proposal seems to receive preferential treatment. Raises questions about Arkadia's permissions for an 8-storey building (potentially up to 12 storeys) and the significant valuation disparity between Arkadia's land ($31,162/m2) and the adjacent Council-owned land ($9,258/m2). If Arkadia builds to the boundary, it could devalue Council's land and restrict its development, in stark contrast to Coles' proposal for private parking under Council land. Arkadia's plan also replaces only about half of the existing retail space.	Please see Section 4.8.2 of the Council Report.	Nil	2e
		246.2	General support	Supports the following:- - Retention of retail shops - Fixed heights for zones not determined by a Planning Proposal - Neutral Bay Community Centre under Council ownership for public use	Noted.	Nil	2d
247	Peter Hing		Grosvenor Plaza	Supports the proposed landscaping and underground parking for Woolworths, highlighting the benefits for the local community and residents.	Noted.	Nil	2d

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
248	Sarah Wardrop		Grosvenor Plaza – surface level carparking	Prefers alternative 'Option 1' of Grosvenor Plaza for plaza parking.	See Submission 59.	Nil	2e
249	Ann Young	249.1	Loss of retail space	Advocates for no reduction in retail shops, an increase in leisure areas like plazas.	See Submission 216.2.	Nil	2b
		249.2	Community centre	Suggests retaining Council control over community centre land.	The study proposes to upgrade the existing community centre and deliver an additional new community facility. Both community centres are intended for public use and will remain under Council ownership and operation.	Nil	2b
250	Mick Crosbie		General vision	States that Neutral Bay needs a modern, fresh, and green outlook.	Noted.	Nil	2c
251	Kerry Bedwany		General non-support	Opposes the proposals of the draft Neutral Bay Village Centre Study.	Noted.	Nil	2c
252	Marianne De Souza		Grosvenor Plaza – surface level carparking	Support for 'Option 2' of Grosvenor Plaza.	See Submission 59.	Nil	2e
253	Dr Angelo Economos	253.1	Grosvenor Plaza – surface level carparking	Opposes the limited on-grade parking in the draft study as restricting retailer access, advocates for retaining at least half of the existing parking spaces.	See Submission 64.	Nil	2e
		253.2	Coles DA	Highlights that the proposed Coles building design is too dominant.	See Submission 23.4.	Nil	2a

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
254	George Bursle		Grosvenor Plaza – surface level carparking	Concerned that the removal of all currently available parking in the draft study will greatly inconvenience many, especially older residents, and prefers retaining about one-third of the parking.	See Submission 64.	Nil	2e
255	Adrian Cruttenden		Grosvenor Plaza – surface level carparking	Strongly supports retaining half of the existing on-grade parking spaces in the draft study, aligning with the Neutral Bay Village Retailers' submission.	See Submission 64.	Nil	2e
256	John Weeks		Excessive height and density	Expresses concern about building height proposals in the draft study for the Coles Redevelopment and Arkadia planning proposal, fearing adverse effects on Neutral Bay's liveability and character.	See Submission 95.2. Additionally, built form controls are proposed in the study to ensure that new developments address the relationship and response to its surrounding context, foster human-scaled streetscape and maximises solar access to the public domain.	Nil	2e
257	Lindy Adam		Grosvenor Plaza – surface level carparking	Emphasises the importance of parking in the development plan in the draft study, noting challenges for convenience retailers and potential decline in foot traffic without sufficient parking.	See Submission 64.	Nil	2e
258	Anonymous		Grosvenor Plaza – surface level carparking	Concerned that the absence of surface or on-grade parking is likely to inconvenience elderly or less mobile customers and challenges convenience retailers. Limited parking may deter customers from quick visits to Neutral Bay Village shops, potentially leading to decreased foot traffic and impacting the survival of local retailers. Preference for 'Option 1' of Grosvenor Plaza.	See Submission 59.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
259	Claire Galt		Grosvenor Plaza – surface level carparking	Argues against removing existing parking as per the draft study, noting the difficulty it already poses for visiting retailers and the risk of creating a dead retail area.	See Submission 64.	Nil	2e
260	Stephen Bourhill	260.1	General support	Appreciates the draft study's additional open/community spaces and improved pedestrian/traffic aspects.	Noted.	Nil	2d
		260.2	Cycleways	Requests greater emphasis to prioritise separated bicycle lanes to improve safety and convenience for commuters traveling between the North Shore/Northern Beaches and North Sydney/City, promoting cycling over driving.	See Submission 26.	Nil	2b
		260.3	Insufficient height and density	Advocates for Increase building density to address the housing crisis. Highlights to balance heritage and open spaces while accommodating larger populations. Notes to align density with NSW government policy for town centres and transport hubs.	See Submission 5.	Nil	2a
261	Carol Lewis		Grosvenor Plaza – surface level carparking	Concerned about the impact of underground parking on small businesses and accessibility.	See Submission 64.	Nil	2e
262	Sandra Trowbridge		Grosvenor Plaza – surface level carparking	Prefers 'option 1' for Grosvenor Plaza.	See Submission 59.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
263	Christina Clark		Access and safety – loading dock	Acknowledges the need for area development while suggesting changes to the open parking and loading dock to Woolworths.	Detailed design outcomes, including loading configurations, for the proposed Coles development will take place during the assessment of the Development Application. For more information see Section 4.1.1 of the Council Report.	Nil	2b
264	Elizabeth Dixon	264.1	Built form	Opposes "Toaster" style structures and suggests keeping small businesses happy.	See Submission 23.2 Further, the study proposes detailed built form controls to ensure that new developments reinforce a human scale to the street, enhance the 'village feel' of the centre and maximise solar access to the public domain.	Nil	2b, 2c
		264.2	Grosvenor Plaza	Suggests putting parking underground and creating more people-friendly spaces.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza.	Nil	2b
265	Sissi Stewart		Excessive height and density	Objects to the increased building height to 8 storeys, concerned about the living quality and constant traffic, and affordability of new units.	See Submissions 95.2 and 38.1.	Nil	2e
266	Anzac Park Precinct Cammeray	266.1	Public domain - open spaces, landscaping	General support for the study's proposal of additional open spaces in Neutral Bay.	Noted.	Nil	2d
		266.2	Local businesses	Objects to planning provisions that could harm small retailers around Grosvenor Lane Plaza. Believes the current plan overly favours office space at the expense of retail, which is crucial for vibrant street-level activity and the success of a town centre.	See Submissions 23.2 and 216.2.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		266.3	Grosvenor Plaza	Supports underground parking, however, opposes completely removing surface-level traffic from Grosvenor Lane Plaza. Suggests retaining half of the Plaza for short-term parking to support local shops and deliveries, with the other half landscaped.	See Submission 64.	Nil	2e
		266.4	Access and safety – loading dock	Supports relocating loading docks for the new supermarket to Grosvenor Street.	Detailed design outcomes, including loading dock locations and carpark configurations, will be further resolved in the next phases of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2b
		266.5	Excessive height/density	Opposes the proposed 12-storey buildings along the Military Road corridor. Highlights that it is excessive for a 'village' environment, advocating for strict and appropriate height limits.	See Submission 95.2. Further, the study proposes detailed built form controls to ensure that new developments reinforce a human scale to the street, enhance the 'village feel' of the centre and maximises solar access to the public domain. For more information see Section 4.4.1 of the Council Report.	Nil	2e
		266.6	Rangers Road Plaza	Supports the new Rangers Road Plaza but with similar concerns about building heights and support for small retail businesses.	Noted. Current planning controls allow buildings up to five storeys in Neutral Bay village centre. Increasing the maximum building height throughout the mixed-use zone of the centre will preserve existing retail and commercial offerings, encourage renewal of older sites and fund public domain and social infrastructure improvements.	Nil	2e
267	Craig Beaglehole	267.1	Public domain – landscaping	Supports additional trees and hedging along Military Road.	Noted.	Nil	2d

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		267.2	Grosvenor Plaza – surface level carparking	Urges consideration of 'Option 1' Grosvenor Plaza, to save businesses in Grosvenor Lane, emphasises the need for parking.	See Submission 59.	Nil	2e
268	Grenville Delfs		General support	Supports overall outcomes of the study but objects to specific elements regarding building heights and the impact on retail area.	See Submission 95.2. Additionally, built form controls are proposed in the study to ensure that new developments address the relationship and response to surrounding residential areas, foster human-scaled streetscape and maximises solar access to the public domain. For more information see Section 4.4.1 of the Council Report.	Nil	2d, 2e
269	Andre Tammes	269.1	Grosvenor Plaza	Concerns regarding underground car park impacting the village character of the area. Highlights that a traditional village high street provides convenient access to shops, cafes and small businesses. At-grade parking could be effectively integrated with some landscaping, negating the need for a 'village green' in the area.	See Submission 64.	Nil	2e
		269.2	Excessive height and density	Opposes oversized, semi high-rise buildings. Requests for a pleasant, human-scale skyline.	See Submission 95.2. Additionally, built form controls are proposed in the study to ensure that new developments address the relationship and response to surrounding residential areas, foster human-scaled streetscape and maximises solar access to the public domain. For more information see Section 4.4.1 of the Council Report.	Nil	2e

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270	Dorothy Bennett		Grosvenor Plaza – surface level carparking	Advocates for keeping at-grade parking in Grosvenor Street Plaza to support existing retailers and accommodate elderly and disabled visitors.	See Submission 64.	Nil	2e
271	Megan Thomson		Excessive height and density	Opposes giving the developer of the land between the Grosvenor Lane carpark and Military Road an increased building height of 8 storeys to incentivise redevelopment. Expresses wanting to maintain the vibrant retail area at the heart of Neutral Bay.	See Submissions 95.2 and 216.2.	Nil	2e
272	J. Howarth	272.1	Construction impact	Raises concerns with ongoing construction in the area causing dust and dislocation.	Noted. The draft study outlines a principles-based approach for the development of Grosvenor Plaza, incorporating staged construction to reduce community disruption and enable local retailers to maintain operations.	Nil	2b
		272.2	Young Street Plaza	Opposes Young Street Plaza.	See Submission 8.2.	Nil	2a
		272.3	Public domain – open space	Opposes additional open space at Grosvenor Lane carpark and Rangers Road.	Acknowledging the community's desire for a healthy and safe environment, the study highlights the importance of additional public spaces and increased landscaping in shaping Neutral Bay's future. A key placemaking strategy outlined in the study is to offer high-quality green spaces that facilitate both active and passive recreation, including designated areas for children's play.	Nil	2e
		272.4	Footpath widening	Raises concerns regarding footpath widening at Military Road bus stops given the existing narrow width of Military Road. Notes that there is sufficient space for bus commuters on the footpath.	The proposed widening of the footpath on Military Road will be facilitated by 2.5m whole-building setbacks and a 1.5m setback at ground level, without impacting street parking. This expansion will create space for new street trees and kerbside plantings, enhancing the pedestrian experience and improving overall pedestrian amenities.	Nil	2f

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		272.5	Excessive building height and density / traffic / local character	Outlines concerns regarding building height limits as it will lead to closures of specialty shops and increased traffic congestion without the Middle Harbour Tunnel. Highlights that proceeding with the draft study will irreversibly alter Neutral Bay's village character.	See Submission 95.2 and 216.2. Further, Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor and manageable within the local road network. Additionally, Council aims to further investigate and co-ordinate with Transport for NSW to identify opportunities for gradual performance improvements at key intersections to accommodate future traffic demands.	Nil	2e
273	Christina Caruana		Excessive height and density	Opposes the increase in building height to 8 storeys, concerned it will change Neutral Bay's character by impacting small businesses and reducing retail space.	See Submissions 95.2 and 216.2.	Nil	2e
274	Rob		General opposition	General opposition to council's plans for Neutral Bay.	See Submission 95.2.	Nil	2c
275	Guy Pahor	275.1	Grosvenor Plaza	Supports a car-free Grosvenor Plaza, with all parking in a new basement car park. Highlights that public plaza and parking are not compatible, and the plaza should be a multi-functional public space.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground for the creation of a fully pedestrianised public plaza. The proposed Grosvenor Plaza design and the at-grade car park layout is conceptual. Detailed design will be further explored in the next phases and in consultation with community.	Nil	2d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		275.2	Grosvenor Plaza – usage and management	Recommends maximising Grosvenor Plaza's use for community events like markets, exhibitions, and music performances, emphasising the importance of active management to ensure its success. Proposes that Coles, contribute to the Plaza's management costs through an annual Precinct Event Management Levy. Additionally, emphasises consideration to for both passive and active uses. Further, suggests relocating the children's playground to the eastern side of the plaza to create a more flexible open space in the western end. Highlights that this will improve the playground's functionality, providing better supervision for parents enjoying the nearby café and establishing a closer relationship with the proposed community centre and facilities.	The study envisages Grosvenor Plaza to be a flexible, landscaped public area suitable for hosting markets and events. It will feature amenities like a community lawn, play equipment, landscaping, artworks, bicycle parking, quality paving, and street furniture to cater to various passive and active recreational activities. The suggestion to relocate the children's playground is noted. However, detailed design outcomes and management considerations will be further resolved in next phases of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2b
276	Amy J		Grosvenor Plaza – lack of surface level carparking	Concerns about parking problems, suggesting retaining free 2-hour parking; supports green spaces but not at the cost of vital infrastructure.	See Submission 64.	Nil	2e
277	Brent Williams	277.1	Built form and placemaking – sight lines	Suggests a cohesive town centre design across developments, with visibility and direct sight lines between Coles and Woolworths sites. This would enhance pedestrian access and movement.	The study aims to establish a network of public open spaces that enhances access and connection between the local centre. It is proposed that an open-air laneway from Rangers Road Plaza to Yeo Street would provide better visibility and accessibility between the northern and southern parts of the centre.	Nil	2b
		277.2	Pedestrian overpass	Suggests a pedestrian underpass across Military Road to improve accessibility.	See Submission 13.3.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
278	Rohan Grant-Dawes		Traffic noise	Concerns about increased car noise after the development.	See Submission 38.1.	Nil	2c
279	Belinda Pring	279.1	General support	Supports Grosvenor Lane and Rangers Road Plazas. Expresses for Neutral Bay to remain vibrant and retail-focused.	Noted. Also, see Submission 216.2.	Nil	2d
		279.2	Excessive height and density	Opposes giving the developer of the land between the Grosvenor Lane carpark and Military Road an increased building height of 8 storeys to incentivise redevelopment.	See Submissions 95.2 and 216.2.	Nil	2e
280	Jeny Nicholls	280.1	Excessive height and density	Supports the redevelopment of the Woolworths site but opposes the proposed building height. Requests a maximum building height of 5 storeys to preserve the village atmosphere and avoid overshadowing of public space.	See Submission 95.2. Additionally, the study proposes detailed built form controls to ensure that new developments reinforce a human scale to the street, enhance the 'village feel' of the centre and maximises solar access to the public domain, particularly open spaces.	Nil	2e
		280.2	Public domain – landscaping	Opposes the removal of existing trees in Grosvenor Lane carpark. Highlights that they provide shade, shelter for wildlife and improve air quality.	Feedback collected during throughout the community engagement process highlighted significant dissatisfaction with the limited greenery in the centre, with a notable desire for more trees and public open space. Consequently, the draft study recommends retaining mature canopy trees in Grosvenor Plaza where feasible. It also proposes retaining existing trees along Waters Lane and investigating the opportunity for additional street trees along Military Road. For more information, see Section 4.1.2 of the Council Report.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		280.3	Construction impact / local businesses	Raises concerns regarding the construction impact of large-scale developments on the adjacent local shops. Requests sufficient compensation for these businesses.	See Submission 56.	Nil	2b
281	Tony Lewis		Grosvenor Plaza – surface level carparking	Highlights the challenge for elderly or less mobile customers due to the lack of surface or on-grade parking. Warns this could lead to a decline in foot traffic and impact retailer survival. Advocates preserving 50% of current parking.	See Submission 64.	Nil	2e
282	Greg Blake	282.1	General support / Rangers Road Plaza	Supports Neutral Bay renewal, and suggests for the inclusion of a new public plaza fronting Rangers Road connected by an open-to sky link to Yeo Street.	The study proposes a new 1,000m2 public plaza fronting Rangers Road, Rangers Road Plaza. It recommends the provision of an open-air laneway from Rangers Road Plaza to Yeo Street.	Nil	2b
		282.2	Built form – solar access Yeo Street	Requests building setbacks to reduce overshadowing of Yeo Street residences.	Detailed built form controls in the study include a 3m above podium setback for building frontages on Yeo Street and additional solar access requirements to Site 3 to minimise overshadowing to the residential area. The study demonstrates that the proposed height increase, with upper-level setbacks, will not create a net increase in shadow impact on Yeo Street's residential buildings compared to existing planning controls. The shadow analysis in Chapter 6.3 of the study illustrates limited shadow impact and compliance with ADG and DCP solar amenity requirements.	Nil	2b
		282.3	Grosvenor Plaza	Recommends a new Grosvenor Plaza with underground carpark integrated with the Coles carpark and good pedestrian connectivity to Military Road.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground for the creation of a fully pedestrianised public plaza.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		282.4	Grosvenor Plaza – loading dock	Opposes locating new loading docks and carparks off Grosvenor Plaza. In particular, the proposed loading dock for Arkadia East where Neutral Bay Coffee Roasters is currently located.	Detailed design outcomes, including loading dock locations and carpark configurations, will be further resolved in the next phases of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2b
		282.5	Loss of retail space	Emphasises for the study to prioritise maintaining a vibrant retail ecosystem and not incentivise loss of retail space in the heart of the village.	See Submission 216.2.	Nil	2b
		282.6	Planning process (VPAs & PPs)	Highlights the importance of ensuring clear building height regulations for all landowners, rather than proposing Planning Proposals (PPs) and Voluntary Planning Agreements (VPAs) for specific owners. These processes often lack transparency and yield unpredictable outcomes.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. Further, it's important to note that the intent of the draft study is for Grosvenor Plaza and the community facilities to remain under the ownership of Council. For more information see Section 4.7 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		282.7	Community centre – value	Recommends protecting the value of the Neutral Bay Community Centre site and prevent its value transfer to developers.	The study proposes to upgrade the existing community centre and deliver an additional new community facility. Both community centres are intended for public use and to remain under Council ownership. For more information, see Section 4.8.2 of the Council Report.	Nil	2f
283	Robert	283.1	Coles DA	Opposes the Coles development for its height and form. Suggests for the development footprint to be reduced and for Coles to provide the space for the plaza.	See Submission 23.4.	Nil	2a
		283.2	Grosvenor Plaza – surface level carparking	Raises concerns regarding the removal of parking spaces at Grosvenor Lane car park, citing existing difficulties in finding parking.	See Submission 64.	Nil	2e
		283.3	Grosvenor Plaza	Recommends for the plaza to remain at one level.	See Submission 83.3.	Nil	2b
284	J. Smailes		Grosvenor Plaza – surface level carparking	Concerned that reduced parking will negatively impact local shops, stating they will avoid the area due to parking difficulties. Emphasises the village nature of the area, contrasting it with large shopping malls.	See Submission 64.	Nil	2e
285	Judith Barclay		Grosvenor Plaza – surface level carparking	Supports 'Option 2' Grosvenor Plaza, which includes parking and a plaza opposite the new Coles supermarket, to benefit existing shop owners and provide open space for socialising.	See Submission 59.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
286	Tony Stanley	286.1	General support	Supports the active transport proposals outlined, particularly reducing speed limits in Yeo Street, Grosvenor Street and Young Street. Also supports the further investigation of realigning the crossing Young Street/May Gibbs Place. Further support for Stantec's suggestion for additional bicycle parking in Grosvenor Lane and south side of Military Road.	Noted.	Nil	2d
		286.2	Cycling infrastructure	Recommends implementing bicycle parking infrastructure that can be used with larger cargo bikes too as many of the existing bike parking is too small to use with cargo bikes.	Noted. Detailed design outcomes, including bicycle parking infrastructure, will be further resolved in the next phases of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2b
287	Rebecca Leacock		Local businesses	Concerned about the loss of space for small businesses, which are integral to the shopping area's character. Believes insufficient ground-level space is allocated for these businesses.	See Submission 216.2. For more information see Section 4.3.2 of the Council Report.	Nil	2e
288	David Hall		Excessive height and density / local character	Objects to increasing building height limits to 8 storeys as it will diminish the village ambiance. Suggests scaling down residential development and adding more retail space.	See Submissions 95.2 and 216.2. Further, the study proposes detailed built form controls to ensure that new developments reinforce a human scale to the street, enhance the 'village feel' of the centre and maximises solar access to the public domain. For more information see Section 4.4.1 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
289	Alison Ziller	289.1	Community centre	Concerns are raised about the lack of clarity regarding the basis for the proposals, particularly in terms of negotiation processes and the absence of accompanying studies to support decision-making. Identifies several specific information gaps, including economic justification, the lack of a community centre strategic plan, uncertainties surrounding a proposed childcare centre, and insufficient consideration of the existing community centre's repurposing. Emphasises that the proposed community centre space may not align with traditional expectations of what constitutes a community centre, leading to unsubstantiated claims about its size and function. Recommends conducting studies on existing community centres, developing a community centre strategic plan, and exploring new income sources to support community centre management.	Council acknowledges and appreciates the concerns raised, noting the highlighted information gaps. Further investigations are being carried out, which will include a review of the existing community centre, economic analysis, and consideration of future use. The study proposal for the community centre, its services and activities are currently conceptual. As such, it is subject to refinement and modification based on ongoing research and community feedback. Council will further consult with the community in the development of any subordinate plan for the community centre. For more information, see Section 4.1.4 of the Council Report.	Nil	2b
		289.2	Public facilities - toilets	Highlights that the study lacks a public toilet plan for the town centre, necessary to serve various locations like car parks and shops. Suggests that the community centre includes toilets on level one but separate from the lobby to maintain its functionality. No-touch entry should be implemented in the toilet areas.	Noted. The proposed Grosvenor Plaza design is conceptual. Detailed design will be further explored in the next phases and in consultation with community.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		289.3	Climate change considerations	Highlights that the study inadequately addresses climate change factors such as urban warming and storm events. The proposed community centre lacks provisions for shelter from adverse weather conditions. Recommends a design and management response to ensure adequate protection for users.	Noted. Detailed design outcomes, including weather protection, will be further developed in subsequent phases of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2b
290	Rob and Erika Remnant	290.1	Coles DA	Strongly oppose the Coles site development, citing concerns about loss of Neutral Bay Village's unique character.	See Submission 23.4.	Nil	2a
		290.2	Planning process (PPs & VPAs)	Highlights that the proposal to increase building heights in the area will not result in any public benefits. Concerns regarding the efficacy of achieving public benefits through VPAs, given their voluntary nature, associated time, costs, uncertainties, and lack of transparency.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. Further, it's important to note that the intent of the draft study is for Grosvenor Plaza and the community facilities to remain under the ownership of Council. For more information see Section 4.7 of the Council Report.	Nil	2e
		290.3	Construction impact	Concerns relating to construction impacts on additional traffic congestion, noise, pollution, and environmental degradation.	See Submissions 2.2 and 38.1.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
291	George Patterson		Excessive height and density	Opposes to increased height and density, citing increased traffic congestion and loss of village atmosphere.	See Submissions 95.2. Further, the study proposes detailed built form controls to ensure that new developments reinforce a human scale to the street and enhance the 'village feel' of the centre. Additionally, Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor and manageable within the local road network. Additionally, Council aims to further investigate and co-ordinate with Transport for NSW to identify opportunities for gradual performance improvements at key intersections to accommodate future traffic demands. For more information see Section 4.4.1 of the Council Report.	Nil	2e
292	Brian Woodward		Excessive height and density	Opposes giving extra height to one landowner for redevelopment, leading to loss of shops and village atmosphere. Emphasises the need for a vibrant mix of shops at the centre of Neutral Bay.	See Submissions 95.2 and 216.2.	Nil	2e
293	Maggie Drummond	293.1	Excess retail facilities	Opposes the expansion of retail facilities as it will threaten Neutral Bay's village identity, risking its transformation into a soulless strip mall with few parking options.	See Submission 216.2. For more information see Section 4.3.2 of the Council Report.	Nil	2e
		293.2	Local businesses	Raises concerns regarding the sustainability of existing shop owners given the lack of convenient parking access.	See Submission 56.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		293.3	Grosvenor Plaza – one level / local character and heritage	Highlights that a multi-storey plaza with no convenient parking will diminish the heritage character of the area.	The proposed Grosvenor Plaza concept design includes a single level, maintaining the natural terrain/slope to prevent the creation of a split level. This design facilitates smooth integration with both existing and future developments. A key principle of the draft study is to preserve and enhance the heritage character and identity of the Neutral Bay village centre. The study recommends that all heritage listed items and heritage valued facades be retained. Built form controls are proposed to ensure that new developments reinforce a human scale to the street and enhance the 'village feel' of the centre. For more information, see Section 4.2.1 of the Council Report.	Nil	2e, 2f
294	Ben Hall	294.1	General support	Advocates for maintaining Neutral Bay's convenience and community appeal through retail diversity, enhanced open spaces including Grosvenor Plaza and Rangers Road Plaza. Notes for the plazas to be on a flat gradient.	Noted. The study focuses on maintaining and enhancing the retail space in the Neutral Bay local centre. It envisages Neutral Bay evolving into a vibrant hub that aligns with the community's needs and aspirations. Additionally, the proposed Grosvenor Plaza is designed on a single level, maintaining the natural terrain/slope to prevent the creation of a split level.	Nil	2d
		294.2	Access and safety – loading docks	Requests for supermarket loading docks and carpark entry/exit points to be located away from public plazas.	Detailed design outcomes, including loading dock locations, will be further resolved in next phases including Planning Proposals and Development Applications and in consultation with stakeholders. For more information see Section 4.1.1 of the Council Report.	Nil	2b
		294.3	General support	Supports retaining existing trees and additional landscaping. Also supports promoting more walking and cycling.	Noted.	Nil	2d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		294.4	Built form	Supports higher buildings with appropriate setbacks but oppose additional height allowances that compromise existing retail and community spaces. Opposes developments that alter Neutral Bay's character, advocating for pedestrian-friendly spaces and resisting transformation into a high-rise area.	See Submission 95.2. The study proposes detailed built form controls to ensure that new developments reinforce a human scale to the street, enhance the 'village feel' of the centre and maximises solar access to the public domain. For more information see Section 4.4.1 of the Council Report.	Nil	2e
		294.5	Planning process (PPs & VPAs)	Emphasises the need for transparency in planning decisions and oppose untransparent outcomes like voluntary agreements with developers	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures a level of transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. Further, it's important to note that the intent of the draft study is for Grosvenor Plaza and the community facilities to remain under the ownership of Council. For more information see Section 4.7 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		294.6	Grosvenor Plaza – surface level carparking	Supports underground parking while opposing total loss of convenient parking at plaza level. Suggests limiting on-grade parking and improving public transport facilities.	The study acknowledges the need for accessible parking within Grosvenor Plaza to support the community members, including those with mobility challenges, and to facilitate the operations of existing and future small businesses. Consequently, the study proposes in addition to the public parking provided underground, allocating 10 at-grade car parking spaces for disabled parking, and loading east of the proposed Grosvenor Plaza. This arrangement can enable the creation of a large, fully pedestrianised plaza while minimising impact on pedestrian circulation. For more information, see Section 4.2.1 of the Council Report.	Nil	2b
295	Cathy Peters	295.1	General support	Supports the following:- - Proposed Grosvenor Plaza, including undergrounding the existing carpark to create a fully pedestrianised plaza. - New Rangers Road Plaza and the through site link to Yeo Street. - Provision of additional and improved through site links. - Realignment, light phasing and timing of pedestrian crossings at Military Road - Increased building height of 21m (6 storeys). - 2.5m setback at bus stops. - The study's principle to protect heritage buildings and facades. - New community centre.	Noted.	Nil	2d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		295.2	Access and safety – pedestrian crossing	Opposes the creation of an additional pedestrian crossing at Rangers Road to Waters Road due to concerns that it would impact traffic flow.	The additional pedestrian crossing on Military Road, located on the western side of the Rangers Road/Waters Road intersection was identified in the draft study for further investigation. While it aims to enhance north-south pedestrian connectivity within the local centre and establish a direct pedestrian link between the new Rangers Road Plaza and Grosvenor Plaza, concerns about the potential impact on traffic flow is noted. Additional modelling and assessment is required to evaluate the feasibility of this additional signalised crossing.	Nil	2e
		295.3	Pedestrian overpass	Requests for Council to negotiate with TfNSW and landowners, to provide a pedestrian overpass at Military Road. Outlines that it would improve connections between Neutral Bay and pedestrian safety.	See Submission 13.3.	Nil	2e
		295.4	Excessive height and density Loss of retail	Expresses concerns about the proposed 28m (8-storey) building heights on key Military Road sites, noting that changes in FSRs aimed at encouraging commercial development might reduce retail space. Requirements for mixed-use buildings, such as ground-level vehicle access and various lobbies, could further reduce retail areas, impacting the vibrancy provided by small shops in Neutral Bay's centre.	See Submissions 202.4 and 202.5.	Nil	2e
		295.5	Local character and heritage	Requests that the terraces at 27-37 Bydown Street is identified to be retained as part of the heritage and identity of Neutral Bay.	See Submission 202.7	Nil	2a

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		295.6	Planning process (PPs & VPAs)	Raises concerns about the effectiveness of VPAs in delivering community benefits such as the Grosvenor Lane Plaza and a new community centre. Outlines that since Council does not have ultimate authority over VPAs and developers typically push for much higher building heights than proposed, there is uncertainty about securing the intended community benefits.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. Further, it's important to note that the intent of the draft study is for Grosvenor Plaza and the community facilities to remain under the ownership of Council. For more information see Section 4.7 of the Council Report.	Nil	2e
296	Julia and John Anderson		Excessive height and density	Expresses concerns about the height of proposed buildings and the pressure on infrastructure and ambience. Suggests public amenities like green spaces and swimming pools for the increased population.	See Submission 95.2. Further, the study proposes detailed built form controls to ensure that new developments reinforce a human scale to the street, enhance the 'village feel' of the centre and maximises solar access to the public domain. For more information see Section 4.4.1 of the Council Report.	Nil	2e
297	Marcus Flynn	297.1	General support	Supports the proposed study's proposal of additional public space, community facilities and the reduction in height from the rescinded MRCPS.	Noted.	Nil	2d

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		297.2	Grosvenor Plaza	Highlights concerns regarding impact of removing on-grade parking on smaller retailers. Requests retaining at least 25 car parking spaces for service deliveries, short duration public parking, disabled parking and potentially car-share or EV charging. Preference for a linear plaza with at-grade parking at the western/eastern end as per 'Option 2' Grosvenor Plaza.	See Submission 59.	Nil	2e
		297.3	Loss of retail space	Outlines that redevelopment of Sites 2A and 2B risks the loss of existing local retailers and diverse retail offerings. The existing retail shops occupy an area of ~3,700m2 and would be reduced to ~1,700m2. Requests retaining similar retail space in the redevelopment.	The study is focused on preserving, not reducing, retail space in the Neutral Bay local centre. It aims to preserve the current non-residential floor space at Sites 2A and 2B. However, the study does not specify how retail and commercial floor areas will be distributed within the overall non-residential gross floor area (GFA). The 1,717m2 mentioned pertains only to the non-residential GFA on the ground floor and is not indicative of the total non-residential GFA planned for the sites. For more information see Section 4.3.2 of the Council Report.	Nil	2f

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		297.4	Planning process (PP & VPAs)	Highlights that the planning study should provide a clear framework for landowners and avoid encouraging Planning Proposals and VPAs for specific owners. These processes have poor transparency and uncertain public benefit outcomes as the decision markers involve parties external to Council.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. Further, it's important to note that the intent of the draft study is for Grosvenor Plaza and the community facilities to remain under the ownership of Council. For more information see Section 4.7 of the Council Report.	Nil	2e
		297.5	Access and safety – loading dock	Requests for existing supermarket loading dock to be relocated so that access is not off Grosvenor Plaza.	Detailed design outcomes, including loading dock locations and carpark configurations, will be further resolved in the next phases of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2b
		297.6	General support	Supports the open to sky approach for Rangers Road Plaza and retaining existing plane trees in Waters Lane and Grosvenor Plaza.	Noted.	Nil	2d

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
298	Des Sheehan		Local character and heritage	Advocates for preserving the character and heritage of Neutral Bay. Concerned about the impact of new developments on local shops and community sentiment.	A key principle of the draft study is to preserve and enhance the heritage character and identity of the Neutral Bay village centre. The study recommends that all heritage listed items and heritage valued facades are retained. Detailed built form controls are proposed to ensure that new developments reinforce a human scale to the street, enhance the 'village feel' of the centre and maximises solar access to the public domain. For more information, see Section 4.3.2 of the Council Report.	Nil	2e
299	Sally Kennard	299.1	Coles DA	Raises concerns about the proposed Coles building and its impact on the character and atmosphere of the village. Emphasises the need for voids and breaks in the building design.	See Submission 23.4.	Nil	2a
		299.2	Lack of at-grade car parking	Outlines the need for at-grade car parking at Grosvenor Plaza to enable access to existing local retailers.	See Submission 64.	Nil	2e
		299.3	Grosvenor Plaza	Supports 'Option 1' of Grosvenor Plaza.	See Submission 59.	Nil	2e
		299.4	Public domain – landscaping	Requests retaining all the mature plane trees, particularly in the Grosvenor Lane car park as they provide shade and aesthetic appeal.	Feedback collected during throughout the community engagement process highlighted significant dissatisfaction with the limited greenery in the centre, with a notable desire for more trees and public open space. Consequently, the draft study recommends retaining mature canopy trees in Grosvenor Plaza where feasible. It also proposes retaining existing trees along Waters Lane and investigating the opportunity for additional street trees along Military Road. For more information, see Section 4.1.2 of the Council Report.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
300	Peter Moor	300.1	Employment-commercial tenancy	Notes ample employment-generating floor space in Neutral Bay, much of it underutilised or catering to low-end businesses.	See Submission 144.2.	Nil	2e
		300.2	Traffic – Military Road	Highlights traffic congestion issues, particularly on Military Road, stressing that without a rail link, increasing housing density or commercial space will worsen traffic and affect suburb liveability.	Stantec's Traffic and Transport Study indicates that traffic volumes generated from the proposed growth scenario under the draft study are relatively minor and manageable within the local road network. Additionally, Council aims to further investigate and co-ordinate with Transport for NSW to identify opportunities for gradual performance improvements at key intersections to accommodate future traffic demands. It is also important to highlight that current planning controls allow building up to five storeys in Neutral Bay village centre. The proposed modest increases in building heights are designed to protect future needs for employment space and deliver much needed public domain upgrades and community facilities. For more information see Section 4.2.3 of the Council Report.	Nil	2g
		300.3	Excessive height and density	Opposes to developments exceeding 6 storeys but supports the additional proposed public spaces.	See Submission 95.2.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		300.4	Traffic Report	Notes that recent immigration trends and government policies indicate a population increase exceeding what the draft study anticipated. Further highlights that the study's Traffic Report, prepared by Stantec, based its projections on TfNSW's population data, but these predictions may not accurately reflect the actual population growth.	Noted. The population and job growth projections used in Stantec's Traffic Report are based on Transport for NSW Travel Zone forecasts and supported by 2021 ABS statistics. Notwithstanding, Council appreciates the insights provided and remains committed to updating our data as new information becomes available to ensure our projections remain accurate.	Nil	2e
		300.5	Planning process (PP & VPAs)	Opposes the use of any planning proposals or VPAs which allow developers to seek excessive heights.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. For more information see Section 4.7 of the Council Report.	Nil	2e
		300.6	State Government housing reforms	Urges Council to oppose the Minns Labor intentions to substantially increase housing density in the area.	Concern regarding the State Government's intentions to increase housing density is noted and understood. Council acknowledges the importance of a balanced approach and is committed to advocating for the community's best interests in this matter. For more information, see Section 4.4.1 of the Council Report.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
301	Pamela Newton		Grosvenor Plaza – surface level carparking	Strongly supports 'Option 1' Grosvenor Plaza, highlighting the need for easy access to parking for elderly shoppers.	See Submission 59.	Nil	2e
302	Alison Carmine	302.1	Loss of retail space	Concerned about the loss of high-quality retailers and retail space in the proposed redevelopment.	See Submission 216.2.	Nil	2e
		302.2	Planning proposal (PP & VPAs)	Objects to specific planning proposals and planning agreements, citing a lack of transparency.	See Submission 295.6 For more information see Section 4.7 of the Council Report.	Nil	2e
		302.3	Grosvenor Plaza – loading dock	Opposes loading docks in Grosvenor Lane Plaza.	Noted. Detailed design outcomes, including loading dock locations, will be further resolved in next phases of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2b
		302.4	Grosvenor Plaza – surface level carparking	Requests retaining some surface level carparking to Grosvenor Plaza to ensure convenience for shopping.	See Submission 64.	Nil	2e
303	Georgina Reddin	303.1	Rangers Road Plaza	Opposes the creation of a plaza on Rangers Road, and its provision of an underground supermarket.	Extensive consultation revealed that the community identified improvements to the public domain, including new open spaces, as the most important issue for the Neutral Bay local centre. Acknowledging the clear demand for additional public open space, the study proposes two new plazas, including Rangers Road Plaza.	Nil	2e
		303.2	Young Street Plaza	Suggests removing Young Street Plaza. Emphasises that it is unused, and it has caused more traffic congestion on Ben Boyd Road and Grosvenor Lane.	See Submission 8.2.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		303.3	Community centre	Questions the proposed size of the new community centre.	The study proposal for the community centre, its services and activities are currently conceptual. As such, it is subject to refinement and modification based on ongoing research and community feedback. Council will further consult with the community in the development of any subordinate plan for the community centre. For more information, see Section 4.1.4 of the Council Report.	Nil	2b
		303.4	Access and safety – speed limits	Opposes the reduction of any speed limits to 30km/hr. Notes that 40km/hr in high pedestrian zones is acceptable.	Future investigation for implementing speed reduction (30km/h or 40km/h HPAA) along Grosvenor Street will address safety concerns raised by the community regarding rat-running traffic.	Nil	2e
		303.5	Excessive height and density	Objects to increasing building heights to 4-5 or 8 storeys, citing a loss of village feel and local character.	Current planning controls allow building up to 16m (or 4 to 5 storeys) in Neutral Bay local centre. Proposed building heights have been carefully balanced to support of the needs of the Neutral Bay area. The draft study proposes a 6-storey height limit for most of the mixed-use zone to ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity. Key sites have been identified for a proposed height increase of up to 8 storeys to facilitate the delivery of public benefits that support the placemaking objectives for Neutral Bay. For more information see Section 4.4.1 of the Council Report.	Nil	2e
304	Kathy Bisits	304.1	General support	Supports the study for revitalising the Neutral Bay shopping precinct, providing quality open space, and attractive pedestrian connections.	Noted.	Nil	2d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		304.2	Excessive height and density	Opposes the 8-storey building height due to its impact on the character of Neutral Bay and increased overshadowing on Military Road.	See Submission 95.2. The study proposes detailed built form controls to ensure that new developments reinforce a human scale to the street and enhance the 'village feel' of the centre. Further, it includes solar protection controls to ensure solar access is achieved to residential properties along Yeo Street, and public open spaces including Grosvenor Plaza, Rangers Road Plaza and May Gibbs Place. For more information, see Section 4.4.1 of the Council Report.	Nil	2e
		304.3	Community centre – valuation	Notes discrepancies in property valuations, possibly resulting in substantial gains for some, like Blue and White Drycleaners, and risks for others, notably the Neutral Bay Community Centre, unless there's a commitment from the Council to redevelop the Centre.	Please refer to Section 4.8.2 of the Council Report.	Nil	2c
		304.4	Construction impact	Highlights that the construction phase could lead to a reduction in foot traffic to Neutral Bay if it is not staged.	See Submission 58.	Nil	2b
305	Pam King	305.1	Grosvenor Plaza – surface level carparking	Advocates for retaining at least half of the on-grade parking spaces at Grosvenor Plaza.	See Submission 64.	Nil	2e
		305.2	Grosvenor Plaza – one level	Recommends maintaining the plaza on one level to link to existing small retailers.	See Submission 83.3.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
306	Peter Downie	306.1	Excessive commercial space	Shares experience as a director/shareholder of a retail premises in Young Street. Discusses challenges in leasing office space, highlighting that demand for office space in Neutral Bay is low and planning for increased office/commercial space would result in high vacancy rates. Emphasises Neutral Bay's success as a retail and dining hub instead of a commercial office precinct.	A key objective of the study is to ensure the employment function of the Neutral Bay village centre continues to grow and remain competitive over time. Notwithstanding, the study does not seek to expand office/commercial spaces, rather it aims to preserve the overall existing quantum of retail/commercial spaces. Protecting commercial and retail spaces in a local centre will maintain Neutral Bay's economic vitality and provide local employment opportunities. Further, the study focuses on maintaining and enhancing the retail space in the Neutral Bay local centre. It envisages Neutral Bay evolving into a vibrant hub that aligns with the community's needs and aspirations. Proposed mixed-use developments will introduce diverse retail, commercial, and outdoor dining options, fostering a dynamic atmosphere. For more information see Section 4.3.1 of the Council Report.	Nil	2e
		306.2	Grosvenor Plaza – surface level carparking	Supports the creation of a plaza area with good solar access. Emphasises the importance of sufficient on-grade carparking (30-40 spaces) adjacent to the plaza to ensure convenience.	See Submission 64. Additionally, solar protection controls are included in the study to ensure solar access is achieved to the new plazas, Grosvenor Plaza and Rangers Road Plaza.	Nil	2e
307	Graham Shaw	307.1	Grosvenor Plaza – surface level carparking	Concerned about the removal of accessible short-stay parking, affecting local retail businesses.	See Submission 64.	Nil	2e
		307.2	Coles DA	Requests less dominant and bulky Coles building. Concerned that the proposed built form could set a precedent for the area.	See Submission 23.4.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
308	Equitibuild Pty Limited (Site 3A)	308.1	Reduction in height	Highlights a lack of analysis on the environmental benefits of reducing permissible heights from 12 storeys (rescinded MRCPS) to 8 storeys.	Noted. On 23 May 2022 Council resolved to prepare a revised planning study with an additional objective introduced which is to ensure that the scale of growth proposed, has a better balance between development height and the provision of additional public open space compared with the rescinded planning study.	Nil	2e
		308.2	Height reduction impact	The proposed reduction in height limits is seen as discouraging redevelopment.	The financial feasibility test conducted by HillPDA indicates that the development of Site 3A is viable with the proposed planning controls and associated public benefits.	Nil	2e
		308.3	Impact on housing supply	The reduction in capacity to provide housing, especially in a key location like Military Road, is highlighted. This area is deemed valuable due to its transport infrastructure and proximity to Sydney's business districts.	The State Government's planning reform for Low and Mid Rise Housing suggests implementing 6-storey building heights in locations with high accessibility levels along with mixed-use development.	Nil	2a
		308.4	Financial viability	Highlights the impact of increasing minimum non-residential floor space controls on reducing gross value of the building and limiting the quantity of residential housing.	The planning study proposes an increase in the non-residential FSR to maintain and protect the existing retail and commercial functions, while aiming to deliver a similar residential capacity as specified in the LEP. Specifically for Site 3A, the study indicates an increase in both residential and non-residential floor spaces. See Section 4.3.2 of the Council report	Minor adjustment made to non-residential FSR.	1c
		308.5	Public benefit	The study increases Site 3A public benefit while maintaining both statutory and voluntary monetary contributions.	The draft study removes the community centre from Site 3A. According to the VPA figures in the proposal, this removal decreases the requested public benefit and increases feasibility of the proposal. Note the study identifies a larger area for the plaza than what the lodged planning proposal identifies.	Nil	2f

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
309	Penelope Hall	309.1	Grosvenor Plaza	Objects to both proposals, advocating for planting trees and maintaining parking.	See Submissions 64 and 49.2.	Nil	2e
		309.2	Coles DA	Opposes Coles' proposed building height.	See Submission 23.4.	Nil	2a
310	Martin Choy	310.1	General support	Supports the proposals in the study, noting that it will be beneficial for the overall community.	Noted.	Nil	2d
		310.2	Terminology	Challenges the classification of Neutral Bay as a 'village,' citing that the term references small, planned communities with a population ranging from a few hundred to a few thousand.	At its meeting on 12 February 2024, Council resolved that the study be renamed to Neutral Bay 'Village' Planning Study.	Nil	2e
311	Jane Holt		Grosvenor Plaza – surface level carparking	Advocates for retaining half of the parking off Grosvenor Lane with additional longer-term parking under adjacent buildings, supporting 'Option 1' Grosvenor Plaza. Emphasises the needs of elderly residents requiring convenient parking near shopping areas.	See Submission 64.	Nil	2e
312	Ivars Osis		Grosvenor Plaza – surface level carparking	Concerned about the lack of surface or on-grade parking impacting elderly or less mobile customers and convenience retailers. Warns that this could lead to a decline in foot traffic and affect the survival of local retailers.	See Submission 64.	Nil	2e
313	Leigh Fincke	313.1	Excessive height and density	Objects to a six-storey development on Rangers Road, advocating for a five-storey limit similar to the building at 5 Rangers Road. This height is considered appropriate with the existing neighbourhood character.	See Submission 95.2. For more information see Section 4.4.1 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		313.2	Grosvenor Plaza – surface level carparking	Supports 'Option 2' for Grosvenor Lane, believing it maintains the village feel, and disapproves of 'Option 1' due to the number of empty shops in Neutral Bay.	See Submission 59.	Nil	2e
314	Willoughby Bay Precinct Committee	314.1	Grosvenor Plaza	Supports the following: - - Pedestrianised public plaza in place of Grosvenor Lane carpark and underground parking. - Location of Site 1 (Coles) loading dock away from Grosvenor Plaza. - Retaining the existing number of through site-links to Military Road. - Improving pedestrian crossings across Military Rd with realignment of crossing and improved light phasing and timing. - Rangers Road Plaza, including contribution from 183-185 Military Road and open-to-sky link to Yeo Street - Human-scale podiums and upper-level setbacks - Increased building height of 21 metres.	Noted.	Nil	2d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		314.2	Planning process (VPAs)	Opposes using VPAs due to their uncertain nature and non-transparent negotiation process. Highlights that the decision-making authority lies with the Department and Minister, not the Council. This process is slower and costlier for landowners, and often results in requests for substantially higher building heights above 8 storeys, while securing fewer benefits.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. For more information see Section 4.7 of the Council Report.	Nil	2e
		314.3	Planning controls – commercial space	Opposes increased non-residential FSR requirements without planning controls to ensure that high quality aboveground commercial space is provided (as opposed to underground retail space).	Detailed design outcomes, including planning controls for aboveground commercial spaces, will be further resolved in next phases of the project.	Nil	2e
		314.4	Through-site links – universal access	Opposes through-site links that do not provide access for the disabled with dignity (maximum grade steeper than 1:20, reliance on a lift which can break down);	The proposed through-site links will provide universal access for people with limited mobility, in accordance with current standards and best practice. All ramps with gradients steeper than 1:20 will incorporate compliant runs, landings and handrails. It also is worth noting that the design for Grosvenor Plaza and the through-site links are currently conceptual. As such, it is subject to design refinement and modification.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		314.5	Through-site links – covered	Opposes all three through-site links to Military Road being open-to-sky.	Noted. Upon further evaluation of the through-site links to Military Road, it has been decided to incorporate a covered through-site link on the western side. This change will provide a distinct type of site link compared to the other two and will offer weather protection to Grosvenor Plaza.	Western Military Road through-site link to be covered.	1d
		314.6	Grosvenor Plaza – café	Opposes the proposed café pavilion in Grosvenor Plaza.	Noted. The design of Grosvenor Plaza is conceptual at this stage. Future developments in the design will involve community consultation to ensure that it meets the needs and preferences of the community and businesses.	Nil	2b
		314.7	Grosvenor Plaza – surface level carparking	Opposes the provision of more than four on-grade disabled parking/drop-off spaces in Grosvenor Plaza, as it reduces landscaped areas and promotes unnecessary searching for parking.	The study acknowledges the need for accessible parking to support the community members, including those with mobility challenges, and to facilitate the operations of existing and future small businesses. Consequently, the study proposes, in addition to the public parking provided underground, allocating 10 at-grade car parking spaces east within Grosvenor Plaza. Four spaces will be allocated for disabled parking, and 6 spaces for loading and delivery. This arrangement represents a balanced approach to meet the interests and needs of the broader community.	Nil	2e
		314.8	Loss of retail space	Opposes the loss of fine-grain retail space near Grosvenor Plaza due to mixed-use development, which leads to the loss of ground-level space for vehicle access, residential and commercial lobbies, and service areas.	The study focuses on maintaining and enhancing the retail space in the Neutral Bay local centre. It aims to preserve the current non-residential floor space in the centre. Proposed mixed-use developments will introduce diverse retail, commercial, and outdoor dining options to foster a vibrant atmosphere. Further, a principal strategy involves establishing active retail frontages along main pedestrian streetscapes, plazas and through-site links. For more information see Section 4.3.2 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		314.9	Public domain - landscaping	Opposes the line of London plane trees through the middle of the Grosvenor Plaza. Advocates for a more natural landscape design with local trees and plants.	Noted. Detailed design considerations, including tree and plant selections, are subject to further refinement. For more information see Section 4.1.2 of the Council Report.	Nil	2b
		314.10	Community centre	Opposes a new community centre without development of a brief justifying space needs.	See Submission 289.1.	Nil	2b
		314.11	Community centre – feasibility	Opposes the graphic on page 19 of 559 in the draft report that depicts an 8-storey development including the Neutral Bay Community Centre, as the feasibility study indicates a ten-storey development is necessary to achieve this. The graphic inaccurately shows windows and balconies adjacent to the Community Centre site.	Table 37 in the HillPDA feasibility study under 'Option B-(Var1)' demonstrates that a 1,000m2 community centre is feasible within an 8-storey development. Additionally, the graphic referenced is an artist's impression meant for illustrative purposes only. The sketch depicts conceptual architectural details of the building and is not meant to represent balconies.	Nil	2f
		314.12	Community centre	Opposes the scenario where the existing Neutral Bay Community Centre is left as a stranded asset that the Council must finance for renovation or redevelopment, as projected in the feasibility study for an 8-storey Arkadia West development.	Refer to Section 4.1.4 of the Council Report.	Nil	2b
		314.13	Building controls – site isolation	Opposes lack of controls to ensure that development sites are of a reasonable size and small sites cannot be left as isolated sites.	Refer to Section 4.5 of the Council Report.	Recommended development parcels included in study	1a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		314.14	Building controls – driveway entrances	Opposes the lack of controls to prevent the placement of driveway entrances in areas where active frontages, such as fine-grain retail, are intended.	The study shows the recommended vehicular access points for Grosvenor Lane underground carpark. However, detailed design outcomes, including vehicular entrances, will be further resolved in the Development Application stage. For more information see Section 4.1.1 of the Council Report.	Nil	2b
		314.15	Building controls – whole of building setbacks	Opposes increased whole of building setbacks to Site 1 as this will result in a smaller supermarket or loss of active frontages.	The whole of building setbacks proposed to Site 1 are designed to improve pedestrian circulation, safety and amenity. Additionally, the study suggests implementing active frontage controls for the site.	Nil	2e
315	Robert Bozek	315.1	Public domain – open space and landscaping	Proposes relocating the children's playground from Grosvenor Plaza to Young Street Plaza, retaining all existing mature trees, and planting additional ones to enhance canopy and mitigate the visual impact of the new Coles Building. Also notes that the preservation of mature trees in Waters Lane remains unresolved.	The design for Grosvenor Plaza aims to support active and passive recreation. It proposed design features designated areas for flexible lawn spaces and children's play areas to balance the needs of the broader community. Further, the study recommends retention of existing mature trees located within Grosvenor Lane car park where feasible and along Waters Lane and Military Road. It also seeks to expand tree canopy and landscaping within the new Grosvenor Plaza, Rangers Road Plaza and Waters Lane. Additionally, the study proposes investigating the opportunity for additional street trees along Military Road. For more information on Young Street Plaza, see Submission 8.2.	Nil	2b, 2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		315.2	Access and safety	Concerns regarding traffic flow adjustments in Waters, Martens and Cooper Lanes, including whether traffic calming measures will be implemented.	The study proposes making Cooper Lane and both the east and west sides of Grosvenor Lane shared streets. It plans to connect the proposed shared street on the western side of Grosvenor Lane with the existing shared street on Waters Lane. Additionally, to address community concerns regarding rat-running traffic on Grosvenor Street and Yeo Street, the study recommends future investigation of traffic calming measures, including reducing speeds on these streets. These measures are expected to alleviate traffic safety issues in the local centre.	Nil	2b
		315.3	Coles DA	Highlights that the height and bulk of the Coles residential development exceed those of surrounding buildings, potentially leading to increased traffic, more shadowing, and higher population density. Raises concerns regarding how Coles delivery and residential access will be managed to prevent congestion.	See Submission 23.4.	Nil	2a
		315.4	Social housing	Raises concerns regarding the study's lack of social housing considerations, despite the proximity to major hospitals. Highlights that it is a missed opportunities to support local healthcare workers with nearby housing options.	See Submission 5.	Nil	2a
316	Jan Taljaard	316.1	General support	General support for the proposals in the study, but notes the need to replace and relocate existing on-grade carparking at Grosvenor Lane carpark underground.	Noted. The new Grosvenor Plaza will retain the existing number of public car parking spaces underground and provide surface-level parking spaces for loading services and disability parking.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		316.2	Excessive height / built form	Concerns regarding building heights exceeding 3 storeys dominating the plaza and creating overshadowing.	See Submission 95.2. Further, built form controls are proposed in the study to ensure that new developments respond to its surrounding context and foster human-scaled streetscape. Solar protection controls are also included to maximise solar access to Grosvenor Plaza. For more information, see Section 4.4.1 of the Council Report.	Nil	2e
317	John Heathers	317.1	Coles DA	Does not support the current Coles redevelopment proposal.	See Submission 23.4.	Nil	2a
		317.2	Grosvenor Plaza – surface level carparking	Advocates for a plaza that retains parking on one level to support small businesses.	See Submission 83.3.	Nil	2b
		317.3	Coles DA	Opposes the Coles DA, noting that it is large and will dominate the space in the plaza.	See Submission 23.4.	Nil	2a
318	Robert Murray	318.1	Grosvenor Plaza	Expressed preference for the current carpark to be converted to a green space as opposed to half a carpark.	Noted. The study proposes the relocation of the existing Grosvenor Lane car park underground and the creation of a fully pedestrianised public plaza.	Nil	2d
		318.2	Coles DA – access	Emphasises the need for careful consideration for access to the Coles carpark to avoid traffic congestion around the precinct.	See Submission 23.4.	Nil	2a
		318.3	Traffic	Highlights for consideration to be given to how the new cross city tunnel road works will affect traffic congestion in Neutral Bay.	See Submission 38.1. For more information see Section 4.2.3 of the Council Report.	Nil	2b

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		318.4	Young Street Plaza	Requests reopening Young Street.	See Submission 8.2.	Nil	2a
319	Andrew MacPhail		Grosvenor Plaza – surface level carparking	Supports a plaza in Grosvenor Lane car park but insists on maintaining vehicular access, loading zones, and on-grade parking. Warns against the area becoming like Leichhardt Forum without these facilities.	See Submission 64.	Nil	2e
320	Chris Comino	320.1	Coles DA	Supports the height of the Coles development.	See Submission 23.4.	Nil	2a
		320.2	Grosvenor Plaza – surface level carparking	Requests additional parking and keeping some on-grade parking for small retailers.	See Submission 64.	Nil	2e
		320.3	Young Street Plaza	Suggests reopening Young Street to help traffic flow and access to commercial properties.	See Submission 8.2.	Nil	2a
321	Harrison Precinct Committee	321.1	General support	Supports the following: - - Grosvenor Plaza with underground carpark integrated with the future Coles carpark and pedestrian connectivity with Military Road. - Rangers Road Plaza and its open-to-sky link to Yeo Street - Building setbacks to reduce overshadowing of Yeo Street residences. - Relocation of the existing supermarket loading dock away from Grosvenor Plaza.	Noted	Nil	2d

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		321.2	Grosvenor Plaza – loading docks	Opposes building new loading docks and carparks accessed off the Grosvenor Lane plaza in particular the proposal for a new loading dock for the Arkadia East development where Neutral Bay Roasters is currently located	Detailed design outcomes, including loading dock locations, will be further resolved in next phases including Planning Proposals and Development Applications and in consultation with stakeholders. For more information see Section 4.1.1 of the Council Report.	Nil	2b
		321.3	Excessive height and density	Concerns regarding the proposed increase in building height limits to 8 storeys, preferring a maximum of 6 storeys with setbacks due to financial viability concerns and potential negative impacts on public space development.	Proposed building heights have been carefully balanced to support of the needs of the Neutral Bay area. The draft study proposes a 6-storey height limit for most of the mixed-use zone to ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity. Key sites have been identified for a proposed height increase of up to 8 storeys to facilitate the delivery of public benefits that support the placemaking objectives for Neutral Bay. For more information see Section 4.4.1 of the Council Report.	Nil	2e
		321.4	Planning process (PPs & VPAs)	Requests that the study ensure clear height guidelines and prevent exceptions for specific developers through additional Planning Proposals and Voluntary Planning Agreements.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. For more information see Section 4.7 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		321.5	Excessive commercial space / local businesses	Proposed 8-storey developments along Military Road will include commercial space, but there is currently low demand due to the prevalence of working from home. Redeveloping key sites threatens to reduce retail space significantly, potentially displacing established local businesses and degrading the area's shopping appeal.	A primary objective of the study is to ensure the continued growth and competitiveness of the Neutral Bay village centre's employment function, particularly in the context of post-pandemic recovery and the increasing demand for local services and co-working spaces, given its proximity to the city. Further, the study aims to maintain the current quantum of retail space within the Neutral Bay Village. It aims to protect the current overall non-residential (ie retail and commercial) floor space in the centre. Proposed planning controls include active frontage requirements and encourage through site- links and plaza activation. These controls aim to ensure that future mixed-use developments introduce diverse retail, commercial, and outdoor dining options, in conjunction with the proposed public domain upgrades, to foster a vibrant atmosphere in the local centre. For more information see Sections 4.3.1 and 4.3.2 of the Council Report.	Nil	2e
		321.6	Pedestrian overpass	Improvements in town centre walkability do not extend across Military Road, which could split the village into two disconnected parts. Recommends to enhance pedestrian links across Military Road to maintain its village atmosphere, suggesting the investigation of a green overpass with commercial spaces below.	See Submission 13.3.	Nil	2e
		321.7	Heritage item – graphics	Notes that the heritage references on p63 of the Study are not correct – the diagram does not include 228 Military Road, Neutral Bay.	Figure 6-2 on page 63 of the study only presents an aerial view of the indicative local centre built form and is not intended to reference any local heritage items. Heritage items are referenced in figures on pages 17, and 78-81, where 228 Military Road is identified as a heritage item.	Nil	2f

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		321.8	Community centre	Emphasises that the value of the Neutral Bay Community Centre should not be reduced by the Study or involve the transfer of the site to a developer.	The study proposes to upgrade the existing community centre and deliver an additional new community facility. Both community centres are intended for public use and to remain under Council ownership and operation. For more information, see Section 4.8.2 of the Council Report.	Nil	2f
322	Mike Salter		Grosvenor Plaza – surface level carparking	Preference for 'Option 2' for Grosvenor Plaza.	See Submission 59.	Nil	2e
323	Debra Cox	323.1	Grosvenor Plaza – surface level carparking	Supports Option 2, emphasising the need to retain existing trees and parking to protect small businesses. Opposes a multi-level plaza.	See Submission 59.	Nil	2e
		323.2	Coles DA	Opposes high-rise Coles, concerned about infrastructure and community impact.	See Submission 23.4.	Nil	2a
324	Susanne Maher	324.1	Grosvenor Plaza – surface level carparking	Raises issues with the plan including loss of free parking in Grosvenor Plaza.	See Submission 64.	Nil	2e
		324.2	Coles DA	Concerns about the large width and height of the proposed Coles building. Suggests including breaks in the building.	See Submission 23.4.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
325	Rob McKay	325.1	General support	Supports the following:- - Pedestrianising and undergrounding the Grosvenor Lane car park to create a public plaza. - Rangers Road Plaza and improving site links between Rangers Road and Yeo Street. - Enhancing the quality and functionality of Military Road pedestrian crossings. - Removing loading docks from Grosvenor Lane Plaza. - Widening footpaths on Military Road, particularly around bus stops - Implementing upper-level building setbacks.	Noted.	Nil	2d
		325.2	Community centre	Questions the strategy for community centres, highlighting that it requires further investigation.	See Submission 289.1.	Nil	2b
		325.3	Excessive height and density	Concerns regarding proposed building heights, with fears that developers might exceed the suggested 8 storeys by exploiting loopholes.	Proposed building heights have been carefully balanced to support of the needs of the Neutral Bay area. The draft study proposes a 6-storey height limit for most of the mixed-use zone to ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity. Key sites have been identified for a proposed height increase of up to 8 storeys to facilitate the delivery of public benefits that support the placemaking objectives for Neutral Bay. The study also sets out clear restrictions on building height. For more information see Section 4.4.1 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		325.4	Employment - Proposed FSR	Concerns raised about the proposed FSR ratios, as they might not achieve the desired outcomes and could lead to an imbalance between residential and non-residential spaces. Also notes that the potential reduction in small retail floor space is viewed as counterproductive.	A key objective of the study is to ensure the employment function of the Neutral Bay village centre continues to grow and remain competitive over time. This is achieved by increasing the non-residential FSR ratio throughout the mixed-use zone of the centre to preserve the current retail and commercial spaces. Protecting commercial and retail spaces in a local centre will to serve the existing and future demand for local employment opportunities in the centre.	Nil	2e
		325.5	Through-site links – covered	Requests ensuring at least one weather-protected link to the Grosvenor Lane Plaza.	Noted. Further design testing was conducted upon reviewing submission comments. Given there are three proposed through-site links along the northern side of Military Road between Young Street and Waters Road, there are benefits to enabling a link with weather protection near the B-Line bus stop. A covered arcade link may therefore be appropriate at Site 2A. For more information, see Section 4.1.3 of the Council Report.	Amend the control for the Site 2A through-site-link to enable a covered arcade link at this site.	1d
		325.6	Through-site links – universal access	Recommends ensuring accessibility for disabled individuals at all site links, including the provision of a lift.	The proposed through-site links will provide universal access for people with limited mobility, in accordance with current standards and best practice. All ramps with gradients steeper than 1:20 will incorporate compliant runs, landings and handrails. It also is worth noting that the design for Grosvenor Plaza and the through-site links are currently conceptual. As such, it is subject to design refinement and modification.	Nil	2b
		325.7	Public domain - landscaping	Emphasises prioritising native vegetation in new developments.	Noted. Detailed design considerations, including tree and plant selections, is subject to further refinement. For more information see Section 4.1.2 of the Council Report.	Nil	2b

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		325.8	Pedestrian overpass	Proposes further investigation into an elevated pedestrian crossing and improvements for disabled access.	See Submission 13.3.	Nil	2e
		325.9	Planning process (VPAs)	Opposes the use of VPAs as they may not reliably deliver desired outcomes. A more robust mechanism is needed to ensure developers provide public benefits commensurate with the significant rewards they stand to gain.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. For more information see Section 4.7 of the Council Report.	Nil	2e
326	P Burne	326.1	Excessive height and density	Objects to proposed heights of 8-storeys. Suggests maximum of 6-storeys to avoid canyon effect and potential reduction in solar access.	See Submission 95.2. Further, built form controls are proposed in the study to ensure that new developments address the relationship and response to surrounding residential areas, foster human-scaled streetscape and maximises solar access to the public domain.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		326.2	Employment and local businesses - local employment	Suggests that all proposed mixed-use zones should include a mandatory component for commercial, retail, and employment spaces to address current shortfalls and prevent an overemphasis on residential development in town centres.	A key objective of the study is to ensure the employment and business activity function of the Neutral Bay village centre continues to grow and remain competitive over time. This is achieved by increasing the non-residential FSR ratio throughout the mixed-use zone of the centre to preserve the current retail and commercial spaces. Protecting commercial and retail spaces in a local centre will to serve the existing and future demand for local employment opportunities in the centre. For more information, see Section 4.3.1 of the Council Report.	Nil	2b
		326.3	Access and safety – loading docks	Recommends that developments provide adequate facilities for delivery vehicles to minimise traffic and pedestrian disruption.	Noted. Detailed design outcomes, including delivery facilities, will be further resolved during the Development Application stage. For more information see Section 4.1.1 of the Council Report.	Nil	2a
		326.4	Planning process – public benefits	Supports the inclusion of community benefits, such as open space or financial contributions for acquisition of open space, in cases where development potential is increased.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. For more information see Section 4.7 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		326.5	Local character and heritage	Emphasises the need for new developments to be designed in a way that preserves the significance of heritage items in the area.	A key principle of the draft study is to preserve and enhance the heritage character and identity of the Neutral Bay village centre. The study recommends that all heritage listed items and heritage valued facades are retained. Built form controls are proposed to ensure appropriate scale, façade treatment and separation provide a respectful response to the heritage listed items and other iconic facades within the study area.	Nil	2b
		326.6	Detailed design considerations	Outlines the importance of ensuring adequate drainage infrastructure for proposed developments.	Noted. Detailed design outcomes, including drainage infrastructure, will be further resolved during the Development Application stage. For more information see Section 4.1.1 of the Council Report.	Nil	2a
		326.7	Grosvenor Plaza – surface level carparking	Highlights the importance of retaining the maximum possible number of at-grade parking spaces, citing the high usage of the current Grosvenor Lane Car Park.	See Submission 64.	Nil	2e
327	Kimbrel Thomson		Grosvenor Plaza – surface level carparking	Prefers 'Option 1' of Grosvenor Plaza, for parking in the Neutral Bay Plaza development.	See Submission 59.	Nil	2e
328	Donna Harrington	328.1	Grosvenor Plaza – carparking	Requests retaining as much parking as possible.	See Submission 64.	Nil	2e
		328.2	Excessive height and density	Requests keeping the area at the same building height.	See Submission 95.2.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
329	GoGet		Carshare parking	Suggests concrete steps to fully harvest the benefits of carshare. Recommends establishing a mandatory carshare rate in developments and creating dedicated carshare parking spaces to promote sustainable transport and alleviate parking demand.	Noted. Council appreciates the recommendations regarding carshare parking spaces. The Neutral Bay local centre presently offers up to four on-street car-sharing bays located at Grosvenor Lane and Yeo Street. To support sustainable transportation options and potentially reduce parking demand, Council will further investigate the demand for car-sharing and explore opportunities for additional on-street car-share spaces.	Nil	2b
330	Suzanne Bessell	330.1	Grosvenor Plaza – one level and surface level carparking	Suggests for more parking spaces to be retained and should provide level access to existing retailers.	See Submission 56. Further, the proposed Grosvenor Plaza is designed on a single level, maintaining the natural terrain's slope to prevent the creation of a split level. This design facilitates smooth integration with both existing and future developments.	Nil	2b, 2e
		330.2	Coles DA	Recommends that the Coles development should be scaled down to fit with the village, open spaces, and nearby retailers. The underground car park should facilitate access to surrounding areas. Moreover, Coles must meet high sustainability standards, including adding more public EV charging stations, equipping residential parking for easy EV charger installation, and significantly increasing solar panel coverage to maximise site solar power.	See Submission 23.4.	Nil	2a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
331	Tom Glascott	331.1	Commercial tenancy	Criticises the study for prioritising non-residential floor space despite high vacancies in existing commercial spaces in Neutral Bay.	A primary objective of the study is to ensure the continued growth and competitiveness of the Neutral Bay village centre's employment function, particularly in the context of post-pandemic recovery and the increasing demand for local services and co-working spaces, given its proximity to the city. For more information, see Section 4.3.1 of the Council Report.	Nil	2e
		331.2	Housing availability and affordability	Expresses concern that the study does not address the significant housing supply and affordability crisis, despite evident needs and commercial vacancies.	State Government's Low and Mid-rise Housing Reforms will introduce more housing to the broader residential area. The town centre's purpose is to protect employment capacity. The proposed building heights and density reflect community feedback and aims to achieve a better balance between height and public benefit.	Nil	2a
		331.3	Development feasibility and insufficient height/density	Argues that proposed planning controls reduce redevelopment feasibility, as the required non-residential floor space and height limits make new developments economically unviable.	Please refer to Section 4.3.1 of the Council Report.	Minor adjustment to non-residential FSR	1a
		331.4		Suggests removing the non-residential FSR requirement and increasing building heights to at least 8 levels to encourage viable redevelopment.	Proposed building heights have been carefully balanced to support of the needs of the Neutral Bay area. The draft study proposes a 6-storey height limit for most of the mixed-use zone to ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity. Key sites have been identified for a proposed height increase of up to 8 storeys to facilitate the delivery of public benefits that support the placemaking objectives for Neutral Bay. For more information, see Section 4.4.1 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
332	EPM Projects on behalf of Redlands School	332.1	Approved building height	The current building control sets a maximum height of 12m for the site and does not propose any height increases for the Redlands site. However, under SSD-6454, Redlands already has approval for several buildings that will significantly exceed this height limit.	The study details permissible heights under the existing LEP and proposed increases in building heights within the study area. As such, the heights indicated for the Redlands site reflect the current LEP limits, as no height increase is proposed for the site in the study. Notwithstanding, the study does not undermine the existing approval under SSD-6454 and it stands independent of the study's proposals.	Nil	2a
		332.2	Review height controls	Recommends to review height controls for the Redlands campus and nearby areas to align with SSD-6454, enhancing the growth of Neutral Bay local centre. This involves increasing height limits along Military Road, where the school has significant frontage. Outlines that the changes, affecting the Redlands site and adjacent R4 zones bounded by Belgrave and Winnie Streets, will minimally impact areas outside the study zone. This adjustment will support the education sector and increase high-density housing opportunities near services and transport, in line with the North District Plan's priorities.	A key objective of the study is to ensure the employment function of the Neutral Bay local centre continues to grow and remain competitive over time. The proposed increase in building heights throughout much of the centre is intended to preserve the existing commercial capacity. Specifically, the increase from 5 to 6 storeys at certain sites aims to accommodate additional commercial space within the podium levels, facilitated by an increase in the non-residential FSR. These sites are therefore capable of achieving this aim, aligning with the study's objectives. It's important to note that increasing high-density housing opportunities is beyond the scope of this study, as the town centre is focused on preserving employment capacity. The State Government's Low and Mid-rise Housing Reforms will introduce more housing to the broader residential area.	Nil	2a, 2e
333	Addisons	333.1	Feasibility and development potential	Expresses concern that the Planning Study's proposals could negatively impact the development potential of their sites and the surrounding area. They highlight the need for flexibility in the plan to allow landowners to develop their sites in alignment with the broader vision of the study.	Please refer to Sections 4.3.1 and 4.5 of the Council Report.	Minor adjustment to non-residential FSR and identification of preferred development parcels	1a

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		333.2	Critique of study's assumptions and controls	Questions the feasibility of the study, particularly its reliance on lot amalgamation for development. Argues that the assumptions made in the study about lot amalgamation are not practical and lack adequate governance arrangements, posing risks to development timing and delivery.	Please refer to Section 4.5 of the Council Report.	Identification of preferred development parcels	1a
		333.3	Alternative development scheme proposal	Alternate development scheme that aims to provide better development viability. This scheme is intended to enable the delivery of community floorspace and public benefit more effectively than the current study's proposals.	Noted. The proposed building heights and density reflect community feedback and Council's objective to achieve a better balance between height and public benefit. For more information see Section 4.4 of the Council Report. Note also comments on submission 334 below	Nil	2e
		333.4	Site 2A	Requests that the draft study needs to allow independent delivery of site 2A with independent access from Grosvenor Plaza.	Please refer to Section 4.5 of the Council Report.	Identification of preferred development parcels	1a
		333.5	Insufficient height and density	Challenges the study's limitations on building heights/density, especially in relation to Arkadia's sites. Emphasises the need to balance employment and housing outcomes and stress that the current study's controls could stifle the delivery of public benefits and local contributions.	The proposed building heights and density reflect community feedback and Council's objective to achieve a better balance between buildings heights and public benefit. For more information see Section 4.4 of the Council Report. Note also comments on submission 334 below	Nil	2e
		333.6	Maintaining on-grade parking	Objects to no on-grade car parking and closure of Grosvenor Lane. Requests min 30 spaces with 15-20 min time limit.	Please refer to Section 4.2.1 of the Council Report	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		333.7	Maintaining on-grade parking, shared traffic lanes and construction staging	Emphasises the importance of maintaining on-grade parking, shared traffic lanes, and appropriate staging for plaza development. Proposes modifications to the study's approach to ensure the plaza's functionality and vibrancy.	Please refer to Section 4.2.1 of the Council Report	Nil	2e
334	Gyde Consulting on behalf of Coles	334.1	Non-residential FSR	Suggests that the proposed minimum non-residential FSR of 1.5:1 could negatively impact the site's redevelopment feasibility. Recommends a non-residential FSR of 0.8:1.	Please refer to Section 4.3.1 of the Council Report The draft planning study proposes an increase in the non-residential FSR to maintain and protect the existing retail and commercial functions, while aiming to deliver a similar residential capacity as contained in the existing LEP. Specifically for Site 1, the draft planning study indicates an increase in both residential and non-residential floor spaces. HillPDA's feasibility test indicates that Site 1 is feasible with 1.5:1 non-residential FSR, the proposed 8 storey built form, and the related public benefits.	Minor adjustment to non-residential FSR	1a
		334.2	Active street frontages	The proposed active frontage requirements of the study will restrict the ability of the site to accommodate a full-line supermarket, including adequate delivery and service back-of-house.	The recommended active street frontages are intended to guide future development and achieve optimal urban design outcomes. It's important to note that active frontages are encouraged to be maximised wherever feasible, noting essential functions of vehicular entries and services are accommodated as effectively as possible.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		334.3	Building setbacks	Recommends a reduction of building setbacks at Grosvenor Lane and Coopers Lane from 1.5m to 0m, and Waters Lane from 4m to 3m.	The existing Development Control Plan (NSDCP2013) requires a 1.5m setback along laneways in the Neutral Bay local centre, including Cooper Lane and Grosvenor Lane. Preferred vehicle access for Site 1 is located at Cooper Lane and Grosvenor Street. Therefore, maintaining a 1.5m setback at Cooper Lane will enhance pedestrian safety and vehicle access efficiency. The study also suggests closing Grosvenor Lane between Cooper Lane and Waters Lane to create a pedestrianised Grosvenor Plaza. A 1.5m setback at the future Grosvenor Plaza would minimise shadow impacts, provide a more human scale and improve pedestrian access to the basement car park. Waters Lane is intended to be a shared zone with active frontages on both sides, forming a key north-south pedestrian thoroughfare. Mature trees along the western side of the lane enhances the pedestrian environment and are suitable for outdoor dining and seating. These existing trees are healthy and valuable, as noted in the Arborist Report accompanying the DA, which recommends preserving them. The report also notes that these trees necessitate a tree protection zone (TPZ) of 3.6m-5.7m. The proposed 4m setback accommodates these considerations, ensuring space for the trees to be appropriately retained and protected.	Nil	2e
		334.4	Above Podium Setbacks	Suggests reducing the above-podium setback to Grosvenor Lane from 10m to 3m to optimise solar access to Grosvenor Plaza.	This 10m above podium setback control aligns with the proposed building height map (2 storeys for the 10m setback zone). This control promotes an organised and unified built form while preserving solar access to the future Grosvenor Plaza. Moreover, it allows for the development of a versatile green space on the podium top that overlooks the proposed plaza.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		334.5	Grosvenor Plaza – surface level carparking	Suggests for the proposed car park on the eastern portion of the proposed plaza to be relocated to enable its use for additional deep soil soft landscaped area and tree canopy. Also recommends for the proposed at-grade car parking area to be integrated along Grosvenor Lane between Cooper Lane and Waters Lane.	Council has a longstanding policy objective to relocate Grosvenor Lane car park underground and create a public plaza at ground level. The planning study aligns with this objective. Ultimately, Grosvenor Plaza is intended to be a fully pedestrianised open space, with surface-level parking for loading and disabled access on the eastern side, and general public parking underground.	Nil	2e
		334.6	Traffic	Raises concerns of the impact on the existing street network from the potential closure of Grosvenor Lane.	Stantec's Traffic and Transport Study evaluated the impact of closing Grosvenor Lane to traffic between Cooper Lane and Waters Lane. The assessment shows that the traffic increase from the proposed changes is minor and manageable within the existing local road network. Furthermore, Council plans to collaborate with Transport for NSW to explore opportunities for incremental performance enhancements at key intersections to accommodate future traffic demands. For more information see Section 4.2.3 of the Council Report.	Nil	2e
		334.7	Grosvenor Plaza – existing trees	Specialist arborist advice obtained by Coles has concluded that the trees in car park are not in good health and are of low retention value. The retention of these trees will affect the ability to construct basement parking levels. Suggests replacing the existing tree canopy by planting alternative tree species.	Feedback collected during throughout the community engagement process highlighted significant dissatisfaction with the limited greenery in the centre, with a notable desire for more trees and public open space. Consequently, the study recommends retaining mature canopy trees in Grosvenor Plaza where feasible. For more information, see Section 4.1.2 of the Council Report.		

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		334.8	Planning process - clause 4.6	The study suggests that owner-initiated Planning Proposals (PPs) are necessary for key sites to enact the recommended built form changes. Argues that this requirement should not preclude the use of Clause 4.6 of the LEP, which permits developments to exceed current height standards. It is recommended that the Planning Study be revised to explicitly recognise Clause 4.6 as a valid and effective mechanism for achieving the study's objectives.	Please refer to Section 4.7 of the Council Report.	Nil	2e
335	Anonymous	335.1	Excessive commercial space	Expresses concerns that the study is promoting future commercialisation of Neutral Bay centre.	See Submission 2.4.	Nil	2c
		335.2	Traffic – Military Road	Concerns raised regarding increased traffic congestion on Military Road.	See Submission 38.1.	Nil	2c
		335.3	Excessive height and density	Highlights that the study does not promote benefits for residents of Neutral Bay, and it will promote overdevelopment.	See Submission 95.2.	Nil	2f, 2e
336	Brightmore Precinct Committee	336.1	Local character and heritage	Highlights the need to preserve the village character of Neutral Bay Village with retail space opening onto the Grosvenor Lane Plaza. Also, emphasises the importance of maximum sunlight in the proposed Grosvenor Plaza.	The study focuses on maintaining and enhancing the retail space in the Neutral Bay local centre. It aims to protect the current non-residential uses in the centre. Proposed mixed-use developments will introduce diverse retail, commercial, and outdoor dining options to foster a vibrant atmosphere. A principal strategy involves establishing active retail frontages along Grosvenor Plaza and Rangers Road Plaza, main pedestrian streetscapes and through-site links Detailed built form controls are included in the study to ensure that new developments reinforce a human scale to the street, enhance the 'village feel' of the centre and maximises solar access to the public domain.	Nil	2b

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		336.2	General support	Supports underground parking at Grosvenor Lane with minimal surface parking and traffic through the plaza. Also expresses support for accessible pedestrian links from Military Road to the Grosvenor Lane Plaza	Noted.	Nil	2d
		336.3	Access and safety – loading dock	Requests removal of large vehicle loading docks accessed from Grosvenor Lane	Detailed design outcomes, including loading dock locations, will be further resolved in the next phases of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2b
		336.4	Local businesses	Emphasises retaining car spaces which supports small, independent local retailers.	Noted. The draft study outlines a principles-based approach for Grosvenor Plaza's development, incorporating staged relocation of the existing car park. This strategy allows businesses to maintain their existing parking and loading access while part of the basement parking is under construction. Upon completion, the plan proposes transforming Grosvenor Plaza into a completely pedestrianised area, with surface-level parking reserved for loading and disabled access situated on the plaza's eastern side. For more information see Section 4.2.1 of the Council Report.	Nil	2b

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		336.5	Excessive height and density	Highlights a balance between increased heights and community amenity. Recommends a moderate increase in housing density and building height to 5-6 storeys.	Current planning controls allow building up to 16m, or 4 to 5 storeys, in Neutral Bay village centre. Proposed building heights have been carefully balanced to support of the needs of the Neutral Bay area. The draft study proposes a 6-storey height limit for most of the mixed-use zone to ensure new infill development supports the existing fine-grained character of Neutral Bay whilst protecting local retail and commercial capacity. Key sites have been identified for a proposed height increase of up to 8 storeys to facilitate the delivery of public benefits that support the placemaking objectives for Neutral Bay. For more information see Section 4.4.1 of the Council Report.	Nil	2e
		336.6	Community centre	Recommends a new community centre with accessible amenities.	The study proposal for the community centre, its services and activities are currently conceptual. As such, it is subject to refinement and modification based on ongoing research and community feedback. Council will further consult with the community in the development of any subordinate plan for the community centre. For more information see Section 4.1.4 of the Council Report.	Nil	2b

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
337	Meredith Trevallyn-Jones	337.1	Community engagement	Attendees at the consultation workshop, including various stakeholders, felt pressured by Council officers to agree to increased building heights in Neutral Bay. Also expresses concern, as a member of the Neutral Bay Alive consultation group, that the opinions of the group were not being genuinely considered by Council officers. Particularly discussions about building height and changes to the LEP.	Council acknowledges and values the concerns and feedback raised. Council emphasises the importance of community engagement and are committed to a thorough and inclusive consultation process. The objective of the extensive consultation conducted for the Neutral Bay Village Planning Study is to foster a collaborative environment where community input plays a significant role in shaping the development and outcomes of the study – noting the Council endorsed objectives of the study. The feedback provided is noted for future considerations and improvements in our consultation processes.	Nil	2a
		337.2	Key sites	Concerns were raised about why certain sites, especially those under near single ownership like Site 2 owned by Arkadia, were chosen for extra height and the implications for smaller property owners.	Key sites have been selected for a proposed height increase to 8 storeys, aimed at creating a distinctive and varied urban form in the local centre. The selection of these sites was based on their central location, closeness to major bus stops, links to upcoming plazas, minimal shadow effects on residential zones, and appropriate lot size for potential development.	Nil	2c
		337.3	Traffic study	Queries the study's Traffic Report findings as it suggested a potential reduction in retail space and its impact on the local shopping experience, which is crucial for the community.	The planning study aims to maintain and enhance retail space within the Neutral Bay local centre. It aims to preserve the current non-residential floor space in the centre. The Traffic and Transport Report, prepared by Stantec, initially included inaccurate information stating that less than half of the existing retail floor space would be replaced by commercial floor space. This information has been corrected in the updated report. The correct figures for existing centre's retail and commercial spaces of the opportunity sites indicate that the proposed growth in the draft planning study would not reduce the existing centre's retail floor spaces. For more information see Section 4.8.1 of the Council Report.	Nil	2f

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		337.4	Loss of retail space	The study fails to address the retention of retail space, instead focusing on replacing beloved retail precincts with luxury apartments and other developments.	The study focuses on maintaining and enhancing the retail space in the Neutral Bay local centre. It aims to protect the existing non-residential floor space in the centre. Proposed mixed-use developments will introduce diverse retail, commercial, and outdoor dining options to foster a vibrant atmosphere. Further, a principal strategy involves establishing active retail frontages along main pedestrian streetscapes, plazas and through-site links For more information see Section 4.3.2 of the Council Report.	Nil	2b
		337.5	Planning process (VPAs & PPs)	Raises concerns about the feasibility and appropriateness of relying on property developers for community benefits like a community centre.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements (VPA) are an available tool to deliver new public benefits at important locations that may otherwise not be available. Most opportunities in the draft Neutral Bay Village Planning Study propose tangible public benefits as in-kind contributions. The VPA process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner. For more information see Section 4.7 of the Council Report.	Nil	2e
338	Barbara Briggs	338.1	Supports Grosvenor Plaza	Supports the proposed Grosvenor Plaza and the basement car park. Emphasises the value of open space over on-grade parking, and the benefit of a continuous plaza at the same level.	Noted.	Nil	2d

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		338.2	Planning process (PP & VPAs)	The study should provide certainty on building height for all landowners and not allow VPAs for particular owners.	See Submission 295.6.	Nil	2e
		338.3	Supports proposed heights	Supports the proposed heights.	Noted.	Nil	2d
		338.4	Community centre – valuation	Recommends protecting the value of the Neutral Bay Community Centre site and prevent its value transfer to developers.	The study proposes to upgrade the existing community centre and deliver an additional new community facility. Both community centres are intended for public use and will remain under Council ownership and operation. For more information see Section 4.8.2 of the Council Report.		
		338.5	Access and safety – loading docks	Agrees with relocating the existing supermarket loading dock away from Grosvenor Plaza to avoid large truck access in that area. Opposes the construction of new loading docks and carparks off the plaza, especially the proposed new loading dock for the Arkadia East development.	Noted. Detailed design outcomes, including delivery facilities, will be further resolved in the next phase of the project. For more information see Section 4.1.1 of the Council Report.	Nil	2b
339	Harrison-Bennett Precinct Committee	339.1	Approved DA building height	Notes that the approval of 8-storey DAs in the immediate area has established a precedent, making it unlikely that future DAs aiming for this height will be rejected.	The study specifically identifies key sites where a height increase of up to 8 storeys is proposed. It also establishes clear guidelines and restrictions concerning building height to ensure that any development aligns with the objectives of the study and maintains the character of the area.	Nil	2a

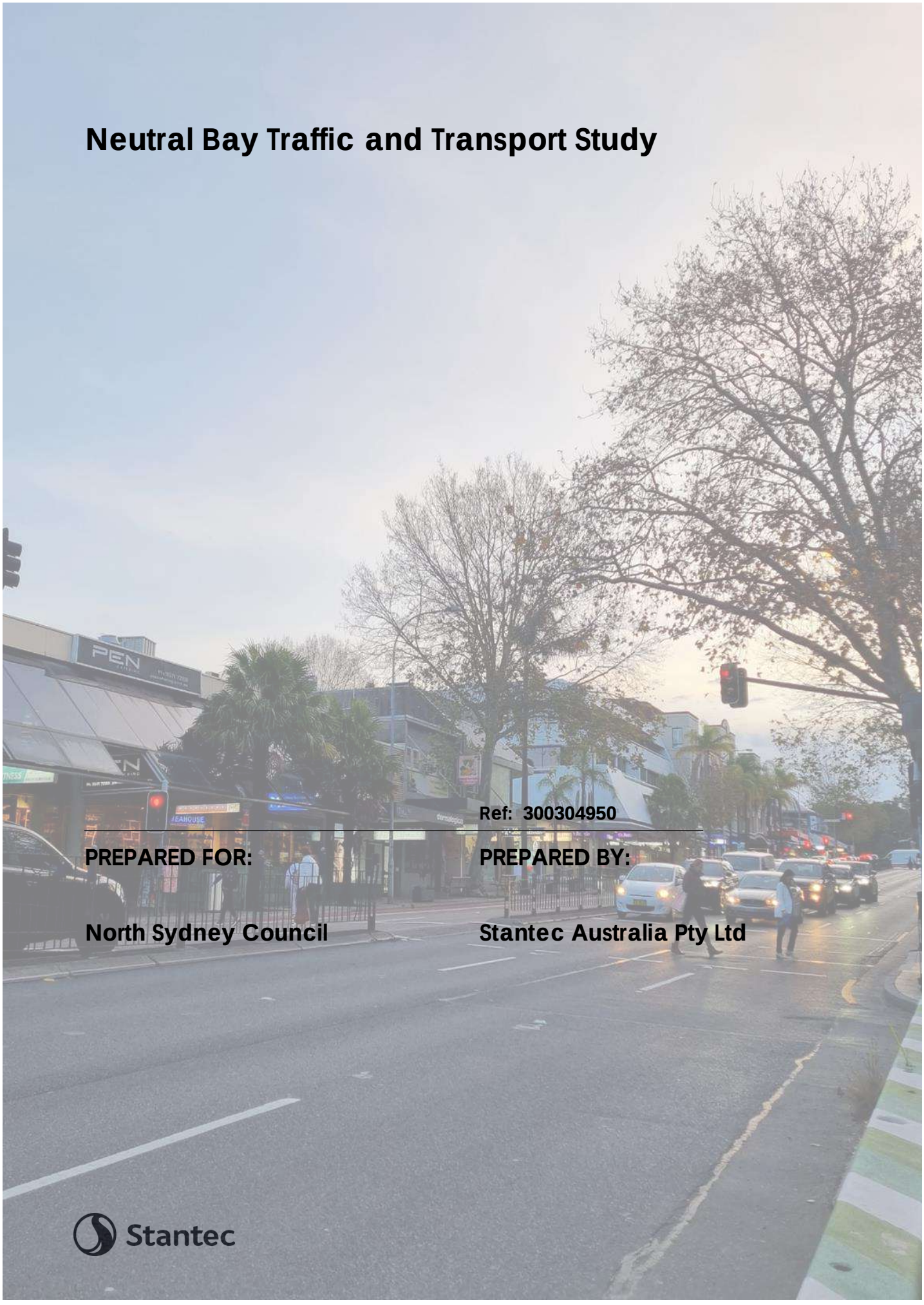
Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		339.2	Commercial space	States that the 8 storey developments proposed for Military Road corridor includes 2 storeys of commercial space.	The draft study aims to protect the current retail and commercial spaces to serve the existing and future demand for local employment opportunities in the centre. This is achieved by increasing the non-residential floor space ratio (FSR) throughout the mixed-use zone of the centre, allowing for retail and commercial space over two storeys. Additionally, following the exhibition, the proposed non-residential FSR for Site 1, 2 and 3A has been reduced to 1.2:1. For more information see Sections 4.3.1 and 4.3.2 of the Council Report.	Nil	2c
		339.3	Pedestrian overpass	Concerns raised that the study lacks initiatives to improve pedestrian crossings over Military Road, to improve pedestrian access for maintaining the area's 'Village' feel. Suggests that a green overpass with a commercial colonnade beneath be considered for new developments on either side of Military Road.	See Submission 13.3.	Nil	2e
		339.4	Heritage item – graphics	Notes that the heritage references on p63 of the Study are not correct – the diagram does not include 228 Military Road, Neutral Bay.	Figure 6-2 on page 63 of the study only presents an aerial view of the indicative local centre built form and is not intended to reference any local heritage items. Heritage items are referenced in figures on pages 17, and 78-81, where 228 Military Road is identified as a heritage item.	Nil	2f
340	Vanessa Janes	340.1	Coles DA	Supports the redevelopment of the Coles site.	See Submission 23.4.	Nil	2c
		340.2	Grosvenor Plaza – surface level carparking	Emphasises the importance that the at-grade carpark is refurbished to provide maximum convenience for the community and businesses.	See Submission 56.	Nil	2e

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		340.3	Parking	Requests to maintain the current number of on-street parking and proposes that all paid parking on Grosvenor Street be free for two hours, using tickets from existing machines, to support local businesses and restaurants.	The study does not intend to reduce the number of on-street parking or alter the operations of parking ticket machines.	Nil	2a
341	Woolworths	341.1	Building height	Recommends to increase the maximum building height to 26m (6 storeys) and 31m (8 storeys) for buildings fronting Yeo Street and Military Road/Rangers Road respectively to align with the existing Planning Proposal that has been supported by the Sydney North District Planning Panel and DPHI.	The Planning Study sets building heights in metres using the state government's Apartment Design Guidelines, resulting in 21m for 6-storeys and 28m for 8-storeys. Buildings that exceed ADG floor to floor heights will result in additional, avoidable overshadowing impacts to residential properties on the southern side of Yeo St	Nil	2e
		341.2	Through-site link	Consideration for the proposed covered through site link connecting Rangers Road and Yeo Street.	Please refer to Section 4.1.3 of the Council Report.	Option for covered link has been included subject to meeting urban design outcomes outlined in the study	1a
		341.3	Military Lane	Requests to preserve Military Lane as the primary service and loading area, directing pedestrian access through the new link between Military Road and Yeo Street. The main pedestrian route to Rangers Road plaza will use this link instead of Military Lane, which has a less direct dog-leg layout, making the benefits of designating Military Lane as a shared pedestrian zone limited.	SMM report had indicated Military Lane as a shared zone however it is recognised as a service lane in the planning study. Please refer to Section 4.4.2 of the Council Report.	Nil	2b

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No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		341.4	Car parking	Highlights the need to include extra public car parking within the site to support the existing businesses and visitors of the Neutral Bay town centre. Outlines that the existing Rangers Road store draws about 1,000 visitors daily. This new subterranean parking will alleviate pressure on residential street parking and improve the viability of local businesses.	The Neutral Bay Traffic and Transport Study (Stantec 2023) indicates the centre has sufficient parking. The study makes no provision for additional parking.	Nil	2e
		341.5	Development potential and feasibility	Requests that the study is updated to reflect Woolworths' Planning Proposal's scheme, including height and non-residential FSR, which has been supported by DPHI.	Please refer to Sections 4.4.2 and 5.1.2 of the Council Report.	Nil	2e
342	Ben Miller	342.1	Retail space	Requests for Neutral Bay to remain a retail area with access to the maximum number of existing street level independent, small retail businesses	See Submission 216.2. For more information see Section 4.3.2 of the Council Report.	Nil	2b
		342.2	Planning process	Objects to giving the developer (Arkadia) an increased building height of 8 storeys for the land between the Grosvenor Lane carpark and Military Road.	See Submission 227.2. For more information see Section 4.7 of the Council Report.	Nil	2e
		342.3	Excessive height and density	Opposes increased building height, citing it will destroy the current amenity. Emphasises the need for breaks in the building design so that these new structures do not dominate the village.	See Submission 95.2. Built form controls are proposed in the study to ensure that new developments address the relationship and response to surrounding residential areas, foster human-scaled streetscape and maximises solar access to the public domain. For more information see Section 4.4.1 of the Council Report.	Nil	2e

Draft Neutral Bay Town Centre Planning Study ('Neutral Bay Village Planning Study' or 'NBVPS') **SUBMISSIONS SUMMARY** (27 February – 2 April 2024)							
No.	**Name and Address**	**Sub No.**	**Issue/Theme**	**Key Points Raised**	**Council Response**	**Recommended Action**	**Criteria**
		342.4	Grosvenor Plaza – surface level carparking	Encourages the retention of a plaza with at least half of the existing on-grade parking spaces. Notes preference for 'Option 1' for the Grosvenor Lane Plaza.	See Submission 59.	Nil	2e
		342.5	Grosvenor Plaza – one level	Recommends for Grosvenor Plaza to be on one level to link to existing small retailers.	See Submission 83.3.	Nil	2b
343	Transport for NSW (late submission)	343	Road network	Late submission. Key issues raised involved: • road network operations (on Military Road), • road network modelling, • road network safety (crash clusters at Military Rd/Murdoch Street and Military Rd/Hampden Ave), • public transport (including landscape planting proposals for Military Road), • active transport, • green travel plans. See Section 3.4.3 of the Council Report for summary	Matters raised by TfNSW will be: • considered as part of future investigation of Military Road streetscape upgrades (see Section 5.2.1 of Council Report). • forwarded to Council's Transport and Traffic team	Nil	2a, 2b, 2c

Neutral Bay Traffic and Transport Study



Ref: 300304950

PREPARED FOR:

North Sydney Council

PREPARED BY:

Stantec Australia Pty Ltd

Stantec

Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	Project Manager Final Approval
1	02/08/2023	Draft (Stage 1: Section 1-3 only)	John Lim / Desmond Ang	Volker Buhl	Volker Buhl	Desmond Ang
2	22/09/2023	Draft Final (Section 1-6 only)	John Lim / Desmond Ang / Chris Coath	Volker Buhl	Volker Buhl	Desmond Ang
3	30/10/2023	Final v1	John Lim / Desmond Ang / Chris Coath	Volker Buhl	Volker Buhl	Desmond Ang
4	10/11/2023	Final v2	John Lim / Desmond Ang	Volker Buhl	Volker Buhl	Desmond Ang
5	12/04/2024	Final v3	John Lim / Desmond Ang	Volker Buhl	Volker Buhl	Desmond Ang
6	24/04/2024	Final v4	John Lim / Desmond Ang	Volker Buhl	Volker Buhl	Desmond Ang

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1. Introduction

1.1 Project context

North Sydney Council (Council) intends to support their community by updating the development planning framework for the Neutral Bay Town Centre through adoption of a Planning Study.

The Military Road Corridor Planning Study (MRCPS) was adopted in early 2021, but later rescinded in early 2022, due to community's concerns relating to building heights and density, parking access and arrangements, traffic impacts, demand for additional non-residential floorspace, maintenance of open public space and heritage. Further community engagement was completed following the MRCPS, and outcomes included to place a higher importance and priority on securing open space for people to enjoy, convenient and accessible parking areas and maintaining the village atmosphere. Additional details of the MRCPS are provided in Section 2.2.

In May 2022, Council endorsed commencing a revising planning study for the Neutral Bay Town Centre, with the intention to capture and address the identified community concerns, and effectively manage and guide development interest within the centre to ensure the continued commercial viability and growth of the centre, and to provide high-quality public spaces for the community.

In June 2023, Council commissioned Stantec to prepare a Traffic and Transport study (Transport Study) for Neutral Bay Town Centre. A key focus of the Transport Study will be identifying and examining key constraints in the Study Area across all modes of transport including walking, cycling, buses and private vehicles for both existing condition and future growth with public domain upgrades scenario. The outcome of the Transport Study will be used to identify infrastructure and policy needed to support the economic and social vitality of the centre, feeding into the Planning Study.

1.2 Objective of the Study

The objectives of this project are as follows:

- To develop Transport Evidence for the study area through the review of existing transport conditions and data collection. (Detailed in Section 3)
- To develop measures to reduce the existing demand for parking and recommend a set of car parking rates for key land use categories within the study area. (Detailed in Section 5)
- To assess proposed Growth Scenarios and Draft Public Domain Options, which includes analysing trip generation data for the AM, PM and weekend peak periods and identifying traffic impacts at key intersections. (Detailed in Section 6)
- To recommend improvements and strategies to support the preferred Growth Scenario and Draft Public Domain option. (Detailed in Section 7)

1.3 Study Area

The study area of this Transport Study has been retained from the MRCPS and is shown in Figure 1-1. It is bounded by Ben Boyd Road to the west, Belgrave Street / Gerard Street to the North, Winnie Street to the East and a block south of Yeo Street. The majority of the study area is located within the Neutral Bay Town Centre. Within the study area, the Neutral Bay town centre is primarily a mixed-use commercial and residential area that currently includes two major supermarkets, retail shops, a school and two Council-owned car parks, and a community centre. Running across the town centre is Military Road, a major state road that runs across the study area in an east-west alignment. It also intersects with the local streets and laneways, providing vehicular and pedestrian access to the town centre.

Figure 1-1 also includes the locations of the three key sites that will be assessed as part of this study. Details of the key sites are outlined further in Section 2.3.

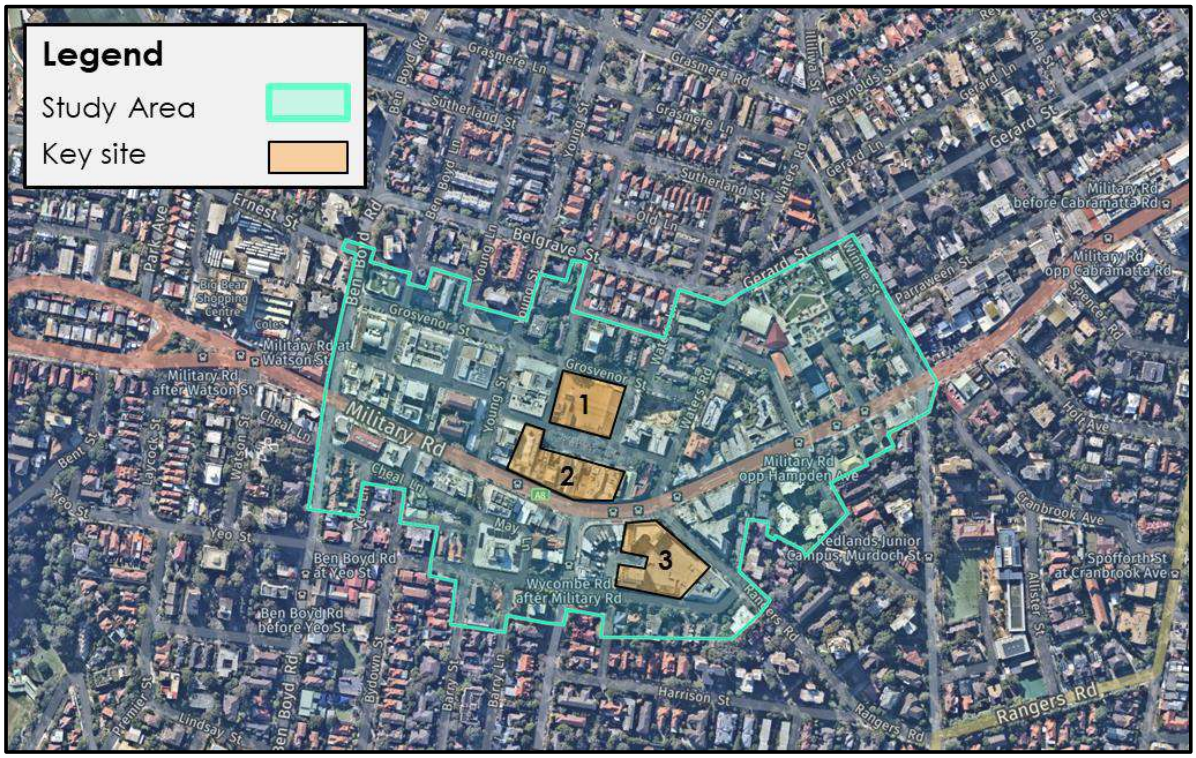


Figure 1-1: Study Area (Base map: Nearmap dated 20 June 2023)

2. Strategic Context

As part of this Transport Study, to understand the previously identified issues and community concerns as well as to understand the strategic direction of North Sydney Council for the study area, the following documents and strategies have been reviewed:

State Planning Strategies and Policies

- Greater Sydney Region Plan – A Metropolis of Three Cities (2018)
- North District Plan (2018)
- Future Transport Strategy 2061 (2022)

Local Planning Strategies and Policies

- North Sydney Integrated Cycling Strategy (2013)
- North Sydney Transport Strategy (2016)
- North Sydney Vision 2040 Community Strategic Plan
- North Sydney Local Area Traffic Management Actions Plan – Zone 5 & 6 (2019)
- MRCPS – Transport Study by Aurecon (2019)
- MRCPS Stage 1 – Exhibition Outcomes and Amended Future Direction Report (2021)
- Draft NSDCP2013 Amendment – Car parking rates and associated final report (April 2023)
- Neutral Bay Town Centre Public Domain Plan by Spackman Mossop Michaels (2023)
- NBTCPS – Consultation Outcomes Report by PlanCom Consulting (2023)

Development Proposals (Key Sites)

- **Site 1** (43 to 51 Grosvenor Street and Grosvenor Lane car park): Coles Site – Pre DA meeting (June 2023)
- **Site 3.1** (183-185 Military Road): Planning proposal by PPD Planning Consultants – Amendments to North Sydney LEP 2013 (March 2023) and Transport Assessment by JMT Consulting
- **Site 3.2** (1-7 Rangers Road and 50 Yeo Street): Planning Proposal Report – Amendments to North Sydney LEP 2013 (Dec 2022) and Transport assessment by JMT Consulting

From the review, plans relevant to this Transport Study are summarised in Section 2.1 and 2.2.

2.1 State Government Policies and Plans

2.1.1 North District Plan

The North District Plan is a 20-year plan developed by Greater Cities Commission (previously Greater Sydney Commission) in 2018 to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The North District covers multiple local government areas (LGA), including North Sydney LGA. The North District Plan focus on identifying the Planning Priorities to achieve a liveable, productive and sustainable future for the district. From the North District Plan, the Planning Priorities relevant to Neutral Bay includes:

Theme	Planning Priorities	
Liveability	N3	Providing services and social infrastructure to meet people's changing needs
	N4	Fostering healthy, creative, culturally rich and socially connected communities
	N5	Providing housing supply, choice and affordability, with access to jobs, services and public transport

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	N6	Creating and renewing great places and local centres, and respecting the District's heritage
Productivity	N12	Delivering integrated land use and transport planning and a 30-minute city – Improving access to local jobs and services
Sustainability	N19	Increasing urban tree canopy cover and delivering Green Grid connections

2.2 Council Policies and Plans

2.2.1 North Sydney Vision 2040 Community Strategic Plan

The North Sydney Vision 2040 – Community Strategic Plan was prepared by North Sydney Council to shape the future of the North Sydney LGA. The plan details the Strategic Directions that the community would like to achieve, as well as the desired outcomes and specific actions from each Strategic Direction. Outcomes relevant to this study includes:

- Our Living Environment: Outcome 1.4 – Well utilised open space and recreational facilities
- Our Built Infrastructure: Outcome 2.1 – Infrastructure and assets meet diverse community needs
- Our Built Infrastructure: Outcome 2.2 – Vibrant public domain and villages
- Our Built Infrastructure: Outcome 2.3 – Prioritise sustainable and active transport
- Our Built Infrastructure: Outcome 2.4 – Efficient traffic mobility and parking
- Our Innovative City: Outcome 3.2 – Distinctive sense of place and design excellence

This plan also identified key issues and challenges for the North Sydney LGA which includes growing population, housing affordability, equitable access to open space and recreation, and transportation related, i.e. traffic congestion, pedestrian safety, increased parking demand.

2.2.2 North Sydney Transport Strategy (NSTS)

The North Sydney Transport Strategy was prepared by Council in 2016 and is Council's guiding document for the delivery of its transport planning and management functions, which includes strategic transport planning, transport advocacy and delivery of local transport projects. The following vision for transport in North Sydney is based on key Community Strategic Plan themes and the community's priorities identified during preliminary consultation: "*In 2030, transport will play a positive role in supporting a happy, healthy and prosperous North Sydney community.*"

From the Transport Vision priorities identified, the impacts of different travel modes were reviewed, resulting in a Modal Hierarchy for North Sydney:

- Priority 1 – Walking
- Priority 2 – Cycling
- Priority 3 – Public Transport
- Priority 4 – Local Deliveries & Freight
- Priority 5 – Private Vehicles

The Strategy also identified guiding principles to help achieve local living and transit-oriented development outcomes that minimise the number and distance of trips generated within a local area, increasing the uptake of walking, cycling and public transport and minimise traffic growth in line with the NSTS Vision and Priorities.

The following Mode Specific Transport Action Plans were developed to meet the objectives of the NSTS Vision:

Objectives	Mode Specific Transport Action Plans
Delivering More Walking, Cycling and Public Transport	• North Sydney Walking Action Plan (Not commenced) • North Sydney Integrated Cycling Strategy (2013) • North Sydney Public Transport and Advocacy Action Plan (Not commenced)
Managing Private Motor Vehicle Transport	• North Sydney Local Deliveries and Freight Action Plan (Not commenced) • North Sydney Parking and Traffic Action Plan (Not commenced)

2.2.3 Military Road Corridor Planning Study – Transport Study

The MRCPS – Transport Study was prepared, for Council by Aurecon in June 2019, to feed into the broader MRCPS undertaken by Council. The study:

- Analysed the existing travel patterns, transport network supply and demand from the various modes of travel,
- Developed a summary of key insights from the analysis.
- Collaborated with stakeholders to identify the Vision and Objectives for MRCPS - Transport Study and setting KPI targets against recommended implementation measures:

Objectives	Implementation	Target Measures (KPI)
Objective 1: Provide high-quality, connected infrastructure that enhances the safety and accessibility of all users and support an increase in the mode share of cycling, walking and public transport	Deliver infrastructure that supports these priority mode groups; reduce the number and severity of injuries by reducing traffic volumes/speeds and increased awareness of vulnerable road users.	Reduced volumes of cars; increased per cent of walking and cycling mode share; ratio of population to crashes; per cent of different injury types.
Objective 2: Consider the transport function against the need for increased and improved public and community spaces by identifying opportunities for reallocating space	Deliver infrastructure that provides publicly accessible space to support community functions.	Improve ratio of population to public domain space; square metre floor space for community amenity.
Objective 3: Support a sustainable future by designing adaptable transport facilities, increasing tree canopy cover, and promoting active travel for local journeys	Maintain and improve current and future per capita public domain and tree ratios through targeted road space allocation.	Improve ratio: population to public domain space; population to number of trees.
Objective 4: Manage the need for loading facilities to support commercial activity and future business growth	Maintain access for critical vehicle journeys	Ratio: businesses to deliveries infrastructure; population to disabled carparking spaces; population to umber of car share spaces; population to number of community bus trips.
Objective 5: Identify opportunities to leverage urban renewal proposals and private investment to provide improved transport outcomes	Utilise private investment to contribute to community and transport improvements	Ratio: dollars spent against floor space area.

- Develop Interventions and recommendations based on the needs identified.

2.2.4 MRCPS – Exhibitions Outcomes and Amended Future Direction Report

Council received significant feedback from the engagement process after the exhibition of the final draft MRCPS in 2020. An internal Councilor briefing was conducted for the Councilors in early 2021 to review the content of the report and discuss various matters. A summary of the transport related recommendations including amendments to the Future Direction Report is outlined in Table 2-1.

Table 2-1: Summary of Transport Related Recommendations

Amendments to the Future Direction Report relating to transport include:	Other exhibited transport recommendations that remain include:
• Staged development of the surrounding landholdings of the Grosvenor Lane car parking. • Traffic, parking and loading/unloading that the shops rely on can be accommodated within the redevelopment. • Detailed transport analysis requirements for a planning proposal. • Retain traffic through Waters Lane. • Retain traffic through Barry Street by turning it into a shared zone. • Requirements for more on-street bicycle parking as suggested by TfNSW.	• Scope for more significant pedestrian space and phase time reallocation along Military Road. • Allow for the delivery of significant public domain, walking, cycling, public transport and local safety and amenity improvements at Neutral Bay centres. • Deliver further traffic reductions on Military Road and other local roads in the town centres in the corridor. • Deliver and enhance LATM. Actions should reflect strategic, community-based solutions. • Slowing down vehicles around the town centre will help enhance the existing village atmosphere and increase pedestrian safety.

2.2.5 Local Area Traffic Management (Action Plans for Zone 5 and 6)

The LATM Action Plan for Zone 5 covers Cremorne and Neutral Bay (northern half of Military Road) while the LATM Action Plan for Zone 6 covers Cremorne, Cremorne Point, Kurraba Point, North Sydney, Neutral Bay (southern half of Military Road). The respective action plan for each zone primarily details the following:

- Issues (based on submissions) and locations of these issues
- Action Categories and Actions
- Priority (Short term / Medium term / Long term)
- Status of action (Completed / In Planning / No status)

Actions within the study area that are either “In planning” or “no status” have been identified and summarised, mainly based on the issue category (i.e., Walking, cycling, traffic and parking) within Table 2-2 and Table 2-3. These identified issues and associated actions will be reviewed further and considered in the development of recommended improvements to support the preferred scenario and public domain options from Section 7.

Table 2-2: Summary of uncompleted actions (Zone 5)

ID	Locations of Issues	Issue Category	Issue	Action Category	Recommended Action (from LATM)	Priority	Status
T.43 T.93 T.106	Grosvenor Street, Neutral Bay shopping area, Winnie Street between Military Road and Gerard Street	**Walking**	• Safety concerns over rat running traffic, as well as high vehicular traffic during dining hours on Grosvenor Street	Traffic Facilities & Investigations	• Implement 40km/h High Pedestrian Activity Area, with traffic calming measures.	Short to Medium	In planning
T.63 T.93	Winnie Street, Military Road bus stop near Winnie Street		• Lack of walking infrastructure identified at Cooper Lane, Martens Lane • Safety concerns over inadequate footpath widths to accommodate pedestrian volumes		• Implement 10km/h Shared Zone treatment. • Reduce footpath clutter around bus stop.	Short to Medium	No update
T.75 T.92	Waters Road near Grosvenor Street, Parraween Street at Winnie Street		• Safety concerns identified with pedestrian crossings at certain locations.		• Raise height of pedestrian crossing threshold to reduce approach speeds. • Install pedestrian crossing or kerb Buildouts.	Medium to Long	No update
T.7	Ben Boyd Lane between Belgrave Street and Grosvenor Street	**Traffic**	• Safety concerns from residents regarding the high vehicular traffic volumes (and long queues observed) along Ben Boyd Lane between Belgrave Street and Grosvenor Street	Traffic Facilities & Investigations		Long	No update
S.1	Redlands Senior Campus		• Traffic and parking issues identified around school site during drop-off / pick-up periods		• Work with Redlands School to develop a Green Travel Plan including Traffic Management Plan to reduce trips by private vehicle and minimise traffic and parking impacts associated with vehicle use.	Short	No update
P.3	Grosvenor Street	**Parking**	• Concerns with existing kerbside parking arrangements	Parking	• Convert 90-degree parking to 45-degree angle parking.	Long	No update

P.1.27a	Parking Area 27 - Neutral Bay Shopping area (between Ben Boyd Road and Waters Road)		• Inadequate parking restrictions		• Undertake area-wide review of parking restrictions.	Short	No update

Table 2-3: Summary of uncompleted Actions (Zone 6)

ID	Locations of Issues	Issue Category	Issue	Action Category	Recommended Action (from LATM)	Priority	Status
Ped.2 Ped.8	Military Road near Watson Street, Wycombe Road, Barry Street - sidewalks and crossing Yeo Street	**Walking**	• Narrow and uneven footpaths along certain areas of the town centre. Lack of traffic calming measures has resulted in an uncomfortable pedestrian experience. • Poor drainage which results in frequent flooding along footpaths, restricting pedestrian movements. • Pedestrian demand for a desire line to cross Yeo Street from Barry Street	PAMP Study	• Prepare Pedestrian Access and Mobility Study for LATM Zone 6.	Short	No update
Sl.10 Sl.12 Sl.18	Rangers Road at Yeo Street, Ben Boyd Road to Yeo Street, Military Road between Rangers Road and Wycombe Road – city bound		• Inadequate lighting at identified locations. Based on feedback provided, the lack of street lighting along certain segments of the town centre has resulted in an unsafe and uncomfortable pedestrian experience.	Street Lighting	• Upgrade street lighting.	Short	No update
T.76	Rangers Road at Yeo Street		• Request for improvements to existing pedestrian crossing	Traffic Facilities & Investigations	• Install zig zag markings on approach to crossing.	Short	No update
C.16 C.17	Military Road	**Cycling**	• Lack of dedicated cycleway infrastructure along Military Road has resulted in increased safety risks for not just cyclists, but pedestrians and motorists as well.	Cycling Strategy	• Lobby RMS for a regional separated cycleway along Military Road between Warringah Freeway and Spofforth Street including appropriate crossing facilities at key intersections.	Long	No update

P.12.29a	Parking Area 29 - business area north of Yeo Street	**Parking**	• Inadequate parking restrictions	Parking	• Undertake area-wide review of parking restrictions.	Short	No update
T.21 T.59	Bydown Street at Military Road May Lane at Yeo Street	**Traffic**	• Improper parking behaviour at certain locations has caused obstruction to visibility near intersections, resulting in increased safety risks for road users	Traffic Facilities & Investigations	• Installation of signs and kerb buildouts	Medium	No update
T.104	Yeo Street at Woolworth car park		• Traffic queues at Woolworths car park entrance/exit affecting through traffic on Yeo Street		• Collaborate with Woolworths to develop Traffic Management Plan to improve traffic flow	Long	No update

2.2.6 Neutral Bay Town Centre Planning Study (NBTCPS) Consultation Outcomes Report

The NBTCPS Consultation Outcomes Report was prepared, for Council by PlanCom in May 2023. The report provides an overview of the preliminary stakeholder engagement undertaken to inform the NBTCPS undertaken by Council. The themes of the community feedback included parking, retention of current height, trees, access, pedestrian safety, space accessible to the community, maintaining viable small shops, Military Road issues and local centre scale.

A summary of the consultation outcomes related to transport is outlined as follows:

- Maintain existing number of public parking spaces through both on-grade and underground parking, ensuring convenience and accessibility.
- Widen footpaths to cater for pedestrian comfort and accessibility.
- Upgrade and introduce through-site links to improve connectivity and wayfinding.
- Implement kerbside planting and additional trees along Military Road to enhance the street environment.
- Minimise additional traffic impact due to increased density.

2.2.7 North Sydney Parking and Traffic Background Report – Parking rates and Public Transport Accessibility

The North Sydney Parking and Traffic Background report was prepared, for Council by SCT Consulting in July 2022, as a key deliverable identified in NSTS. The study focused on the residential parking rates as specified in North Sydney's DCP and considered how locations with high public transport accessibility to minimise traffic generation with increasing population within the LGA and achieve the North Sydney Transport Strategy (NSTS) vision. The study recommended the following changes to the Council DCP:

Recommendation 1: Set residential off-street parking rates for apartments using PTAL category.

The proposed rates, as shown in Table 2-4, are linked to the relative level of public transport accessibility in the LGA, with parking category 3 being the highest PTAL scores, and parking category 1 being the lowest PTAL scores within North Sydney.

Table 2-4: Proposed residential parking rates for apartment buildings

Property Description	Potential DCP (per dwelling)			
	Studio	1 bed	2 beds	3 beds+
Apartment Buildings in category 3 areas	0.3	0.4	0.6	0.7
Apartment Buildings in category 2 areas	0.6	0.7	0.9	1.2
Apartment Buildings in category 1 areas	0.6	0.7	1.0	1.2

Recommendation 2: Reduce visitor parking provision.

It is recommended that visitor parking rates be set similar to that of the City of Sydney Council for high density residential zones, as shown in Table 2-5:

Table 2-5: Proposed residential parking rates for apartment buildings

Property Description	Potential DCP (per dwelling)
	Visitor parking
Apartment Buildings in category 3 areas	Nil
Apartment Buildings in category 2 areas	0.167
Apartment Buildings in category 1 areas	0.2

The analysis undertaken and recommendations put forward as part of this study has further informed the amendments to the Council DCP to include new provisions relating to car parking rates within areas identified as having high public transport accessibility.

2.2.8 Young Street Walking, Cycling and Streetscape Upgrades

Council has proposed walking, cycling and streetscape improvements to Young Street, from Sutherland Street to Grosvenor Street. The works proposed include the following, as shown in Figure 2-1:

- New pedestrian crossing points over Young Street at the intersection with Belgrave Street (1)
- Raised pedestrian crossing over Sutherland Street (2)
- Continuation of the Young Street cycle path and additional landscaping (3)
- Increased clearway distances on Belgrave Street to prevent major congestion at the intersection that would potentially arise as a result of the other changes (4)
- New landscaping along the project corridor



Figure 2-1: Proposed Works Concept Plan

The anticipated improvements and impacts associated with the project are summarised in Table 2-6.

Table 2-6: Summary of Anticipated Improvements and Impacts

Anticipated Improvements	Anticipated Impacts
• reduced vehicle speeds and noise on Young Street • increased safety for people walking and crossing roads • higher amenity pedestrian environment/public space. The cycle path will provide a buffer between footpaths and road areas • people who feel unable to cycle on-road will have the option to cycle to the Neutral Bay village by separated path • reduced congestion on Belgrave Street at the intersection with Young Street	• narrowed lanes on Young Street will reduce the space available to exit parked cars • seven fewer permanent car parking spaces available Young Street • 23 fewer spaces on Belgrave Street during pm peak (3pm to 7pm, weekdays) due to clearway extensions (existing parking restrictions retained at other times) • 13 fewer spaces on Belgrave Street during the am peak (6am to 10am, weekdays) due to clearway extensions (existing parking restrictions retained at other times)

2.2.9 Neutral Bay Town Centre Public Domain Plan (Draft)

The draft Neutral Bay Town Centre Public Domain Plan was prepared for Council by Spackman Mossop Michaels (SMM), with a focus on key future public open spaces at Grosvenor Lane and Rangers Road. The plan provides a long term public domain concept for Neutral Bay town centre that helps to address the decline in local jobs and commercial spaces, insufficient public spaces and facilities, and future development pressure.

It also provides an opportunity to give the community more public space, and an improved public domain with increased amenity – including opportunities for more planting, shade, active transport, public art, play streets and water sensitive urban design (WSUD). These public domain improvements aim to create a more liveable, vibrant and healthy urban fabric for the community and the environment.

The public domain concept includes and expands on the recommendations of the public domain strategy put forward in the MRCPS – Stage 1 Future Directions report. The public domain concept also explores additional interventions to further enhance the public domain experience throughout Neutral Bay Town Centre, including:

- Military Road Streetscape improvements
- Additional pedestrian crossing on Military Road
- Potential opportunity of Young Street Plaza
- Alternative options of Grosvenor Plaza and Rangers Road Plaza

The above mentioned interventions and options will be assessed as part of this Transport Study, with the analysis discussed further in the subsequent sections of this report.

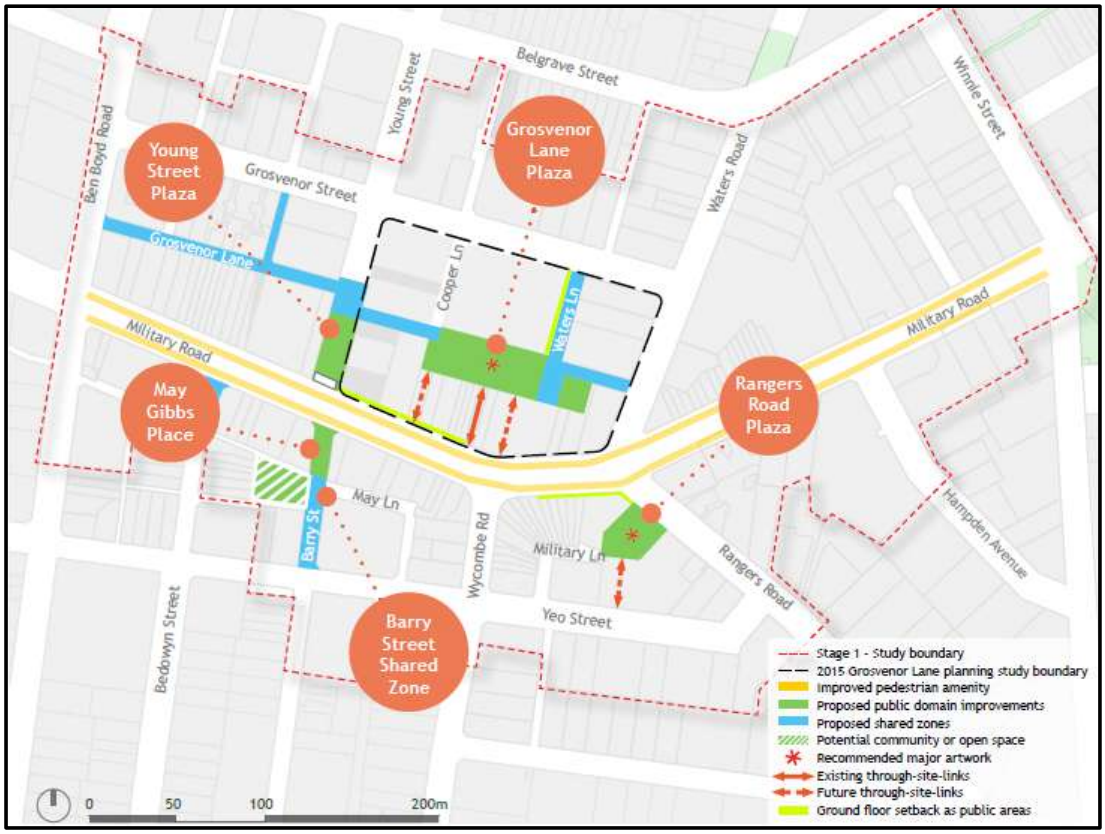


Figure 2-2: Public Domain Strategy (extracted from rescinded MRCPS)

2.3 Development Proposals (Key Sites)

Key redevelopment sites within the study area have been identified and is shown in:

- Site 1: Grosvenor Lane North
- Site 2: Grosvenor Lane South
- Site 3: Rangers Road



Figure 2-3: Key redevelopment sites (Source: Neutral Bay Public Domain Plan)

2.3.1 Site 1

Site 1 is located at 43-51 Grosvenor Street and is currently occupied by Woolworths supermarket. Based on the Pre-DA architectural plans, the redevelopment application is a mixed-use development, Coles Supermarket on the ground floor and six levels of residential units. As part of the redevelopment, the existing on-grade car park at Grosvenor Lane Plaza will also be replaced by an underground carpark and is expected to have over 350 parking spaces (for retail and residential uses) over three levels of basement parking.

Development application for Site 1 has been lodged in August 2023.

2.3.2 Site 2

Site 2 is an amalgamation of multiple lots located at 176 to 214 Military Road. The site currently supports multiple local shops and businesses and includes through site links at the existing Neutral Bay Community Centre, Theo's Arcade and The Grove shopping centre.

It is understood that no development applications have been lodged at the time of preparing this Transport Study.

2.3.3 Site 3A (183-185 Military Road, Neutral Bay)

Site 3 consists of two developments, one of which is the Woolworths Site at 1-7 Rangers Road and the other is a mixed-use development (DA previously approved, planning proposal not determined) at 183-185 Military Road. This section

summarises the transport assessment (of the Planning Proposal) undertaken by JMT Consulting for 183-185 Military Road.

Development Application

- In October 2019, development approval was provided for the construction of a five-storey mixed use building with basement level car parking. Retail and Commercial uses are proposed for the first two levels and about 43 residential units on the remaining three levels.

Planning Proposal

- The Planning Proposal submitted in April 2023 seeks to amend North Sydney's LEP to increase maximum height and density controls on the site, to facilitate future development of a mixed-use site including retail, two levels of commercial and nine levels of residential floor space.
- The Planning Proposal would also provide reduced level of car parking as compared to the maximum allowance under North Sydney Council's parking controls.
- Up to 25 public bicycle spaces would be provided as part of the proposal for the broader community of Neutral Bay.
- In conjunction with North Sydney Council and Transport for New South Wales's assessments, the transport assessment by JMT Consulting concludes that the traffic and transport impacts arising from the Planning Proposal are considered acceptable.

2.3.4 Site 3B (1-7 Rangers Road and 50 Yeo Street)

A transport assessment was carried out to assess the traffic and parking implications from the Planning Proposal for the site at 1-7 Rangers Road and 50 Yeo Street, Neutral Bay.

- The planning proposal submitted in December 2022 seeks to amend the North Sydney LEP 2013 to increase the maximum building height and increase the minimum non-residential floor space, to facilitate the future development of a Woolworths supermarket of approximately 3,300 m^2 GFA, 2,846 m^2 of retail GFA, 2,400 m^2 of commercial GFA and about 91 residential units, 65 public parking spaces and a new 1,000 m^2 public plaza.
- 1-7 Rangers Road is currently occupied by a Woolworths supermarket, an adjoining bottle shop, and some 100 on-site (basement) parking spaces. 50 Yeo Street is currently occupied by a six storey commercial building.
- Excluding the public car parking spaces, a total of 262 car parking spaces (58 spaces for residents, 164 for retail use and 40 for commercial use) has been proposed in accordance with North Sydney's Development Control Plan.
- Noting that the outcome of this assessment has yet to be determined, the transport assessment by JMT Consulting concludes that the traffic and transport impacts from the planning proposal are considered acceptable, with minor traffic impacts to the surrounding road network.

3. Existing Conditions

3.1 Land Use and Transport Context

3.1.1 Land Use

The Neutral Bay Town Centre is a local centre located in the North Sydney LGA and is located approximately 1.2 kilometres north-east of North Sydney City Centre and 3.0 kilometres north of Sydney CBD. The Town Centre provides varying community needs not limiting to retail, commercial, social, as well as local employment opportunities.

The study area is predominately a mixed-use area, with residential areas located towards the fringes. Military Road is the High Street of the Neutral Bay Town Centre, serving as the main commercial thoroughfare for Neutral Bay and comprises of shops and businesses along both sides of the street. The backstreets of both sides of Military Road are primarily supported by additional local shops and restaurants. Figure 3-1 shows the current land use zoning of the study area.

Major features of the Neutral Bay Town Centre include the Woolworths Neutral Bay Shopping Village, Woolworths Neutral Bay, Neutral Bay Junction bus stops, Redlands School, May Gibbs Place open plaza and a variety of restaurants, cafes and pubs along Grosvenor Street, Grosvenor Lane and Military Road.

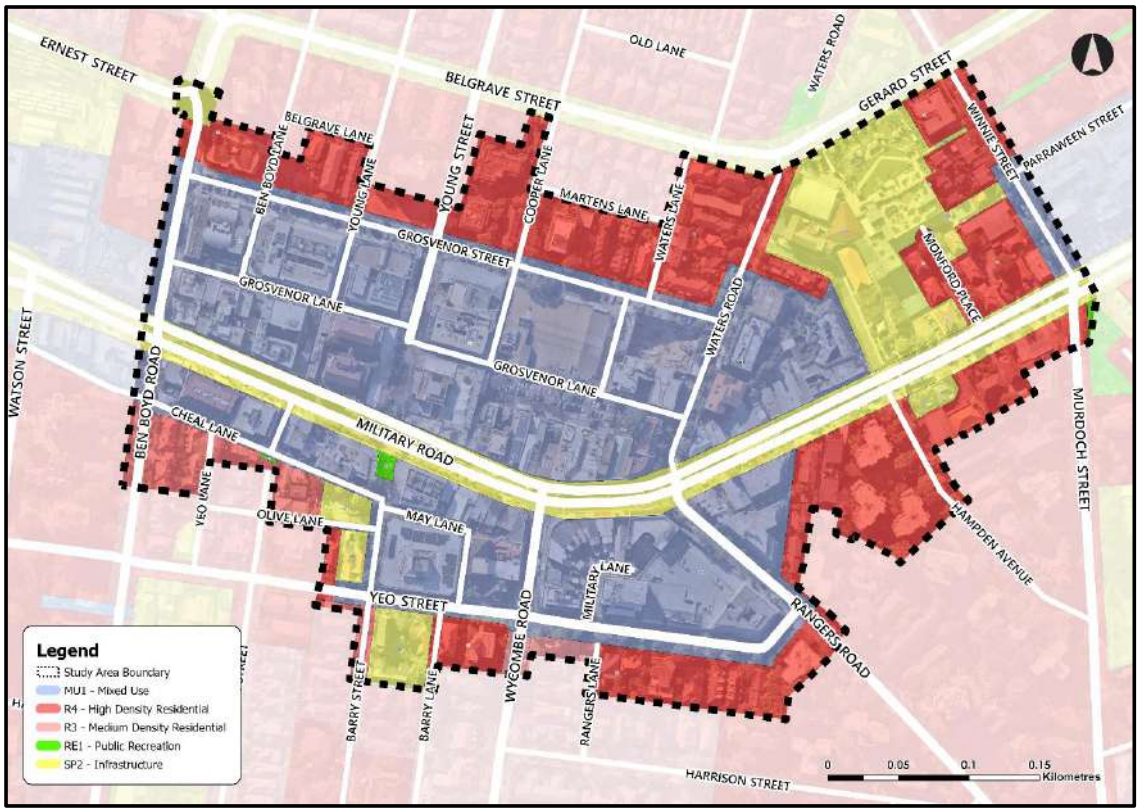


Figure 3-1: Current Land Use Zoning for the Study Area and Surroundings[1]

3.1.2 Demographic Profile

3.1.2.1 Population, Employment and Demographics

Based on 2021 Australian Bureau of Statistics (ABS), the Neutral Bay – Kirribilli SA2 population is approximately 17,186. It is important to note that the SA2 boundary extends much further than the Neutral Bay Town Centre, including the entire suburbs of Neutral Bay and Kurraba Point and Kirribilli, and parts of North Sydney. Here, these statistics reflect both the people living in the Town Centre and nearby residents living west of Warringah Freeway and south of the Town Centre. The employment number within the Neutral Bay – Kirribilli SA2, as of the 2021 Census, is 7,593. Figure 3-2 presents the

[1] Source: Australian Bureau of Statistics (abs.gov.au)

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area of SA2, while Figure 3-3Figure 3-3 provides a summary of the projected growth in population and jobs from 2021 to 2046 based on Transport for NSW Travel Zone projections.

Using Transport for NSW (TfNSW) *Travel Zones 1940, 1941, 1942, 1943, 1944, 1945 and 1946* that sit within the Neutral Bay – Kirribilli SA2, the population is forecast to grow by 2,811 to 19,997 people in year 2046 (approximately 16 percent increase). For the same Travel Zones, the number of jobs is expected to grow by 1,205 to 8,798 jobs in year 2046 (approximately 16 percent increase).



Figure 3-2: Neutral Bay - Kirribilli SA2[2]

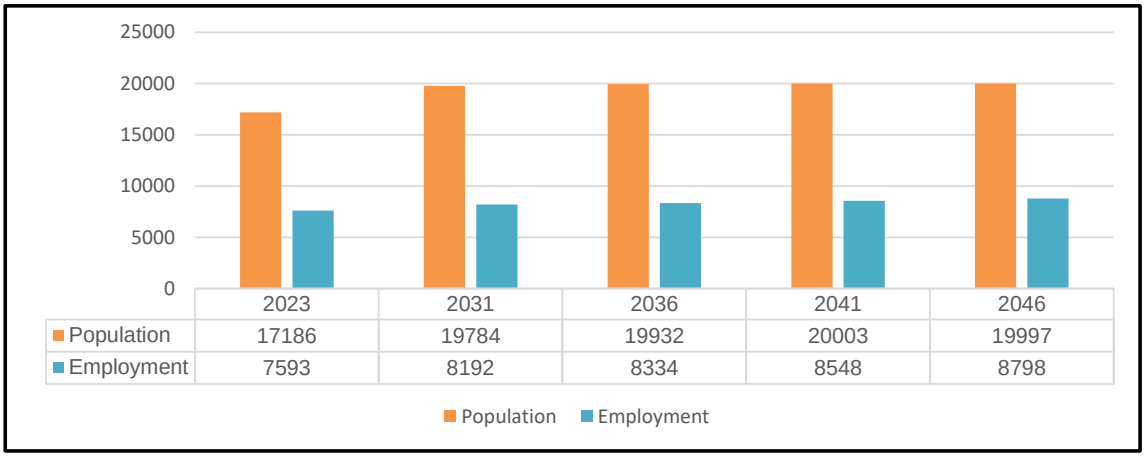


Figure 3-3: Population and Employment Growth (2021-2046)

[2] Source: Australian Bureau of Statistics (abs.gov.au)

3.1.2.2 Socio-economic Conditions

The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) summarises information about the economic and social conditions of people and households within an area. This index includes both relative advantage and disadvantage measures.

A low score indicates relatively greater disadvantage and a lack of advantage in general. For example, an area could have a low score if there are: many households with low incomes, or many people in unskilled occupations, AND a few households with high incomes, or few people in skilled occupations.

A high score indicates a relative lack of disadvantage and greater advantage in general. For example, an area may have a high score if there are: many households with high incomes, or many people in skilled occupations, AND few households with low incomes, or few people in unskilled occupations.

IRSAD can be used:

- as a general measure of advantage and disadvantage
- to understand disadvantage, and advantage
- to offset advantage or disadvantage in their analysis.

Figure 3-4 shows the IRSAD for the Sydney region. Neutral Bay and its surrounding suburbs are given a quintile number of 5 (most advantaged).

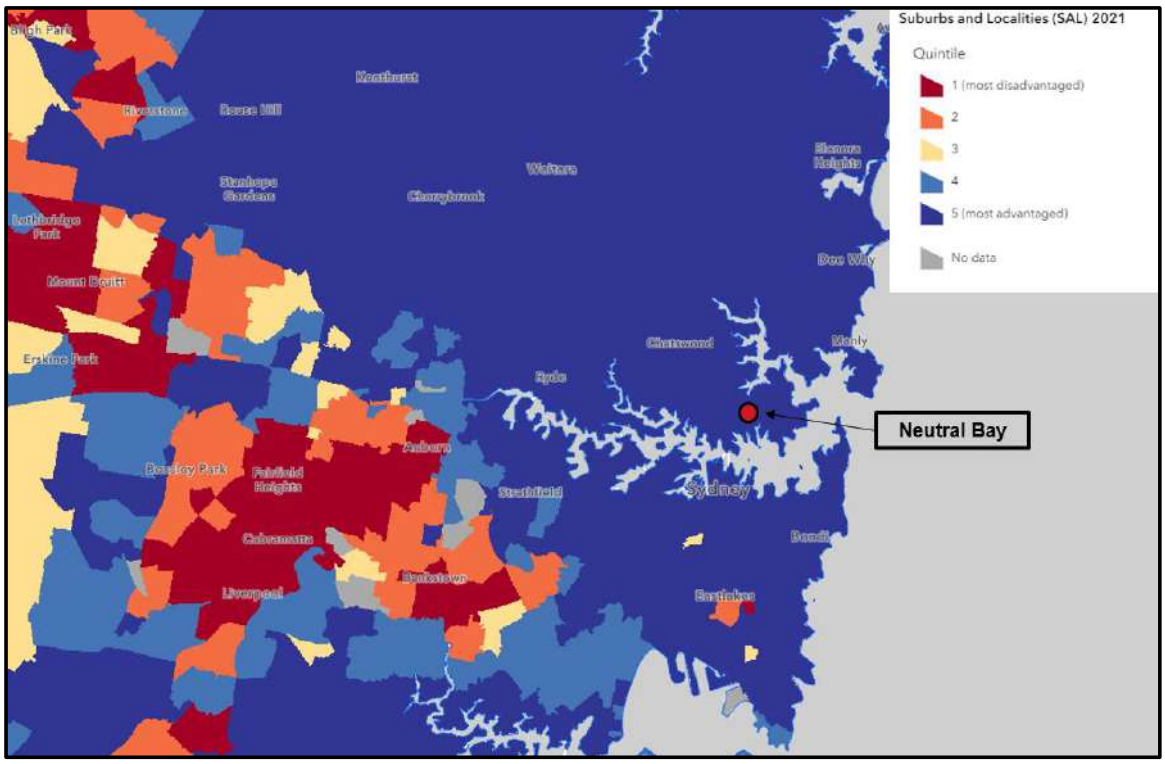


Figure 3-4: Index of Relative Socio-economic Advantage and Disadvantage (IRSAD)[3]

3.1.2.3 Car ownership

Figure 3-5 depicts household car ownership levels in both Neutral Bay and the Greater Sydney average for 2021 Census. Analysis of household car ownership in Neutral Bay compared to Greater Sydney shows that 55 percent of households owned one car, while 17 percent did not own a car, compared with 38 percent and 11 percent respectively in Greater

[3] Source: https://www.abs.gov.au/statistics/people/people-and-communities/socio-economic-indexes-areas-seifa-australia/2021#index-of-relative-socio-economic-advantage-and-disadvantage-irsad-

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Sydney. Furthermore, the analysis shows 25 percent of households had access to two or more vehicles in 2021, compared to the average of 46 percent in Greater Sydney.

An overall car ownership rate in Neutral Bay at 80 percent, compared to Greater Sydney at 84 percent, can be potentially attributed to better accessibility to frequent public transport (buses) and hence a lower reliance on cars. A review of the public transport services for Neutral Bay was undertaken and is detailed in Section 3.3.

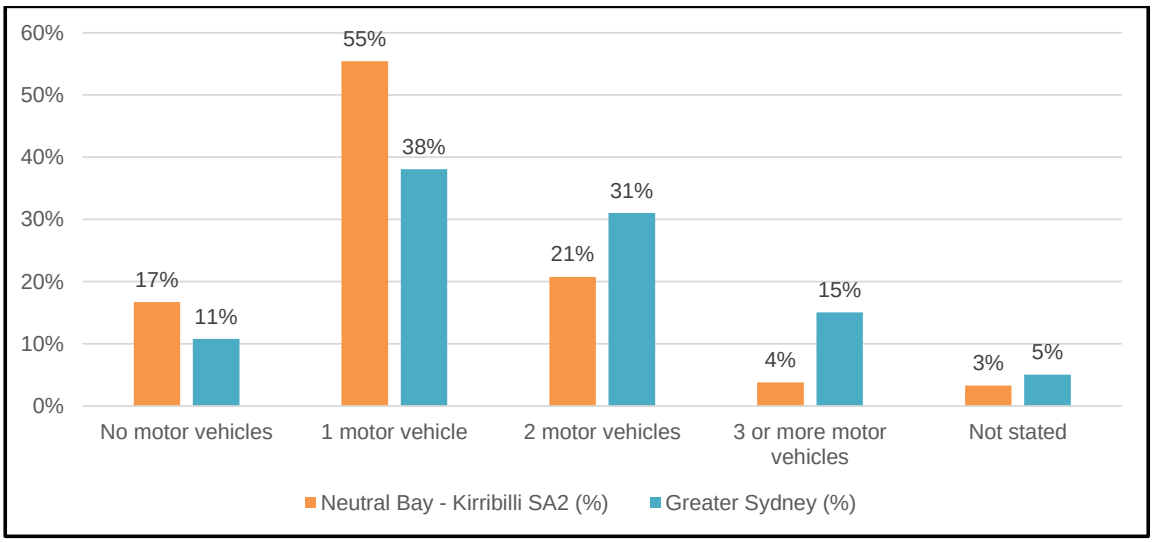


Figure 3-5: Comparison of car ownership between Neutral Bay - Kirribilli SA2 and Greater Sydney

3.1.3 Travel Patterns and Demand

The method of travel to work data collected as part of the 2016 ABS Census has been used to present the travel patterns as this timeframe better reflects normal travel behaviour (in comparison to 2021 COVID-19 travel conditions).

3.1.2.1 Mode split

Figure 3-6 shows the mode share for journey to work trips for residents within the Neutral Bay – Kirribilli SA2 based on census data in 2016. Approximately 34 percent of commute trips were made by private vehicle compared with 42 percent on public transport and 12 percent by active transport (comprising 11 percent walking and one percent cycling to work).

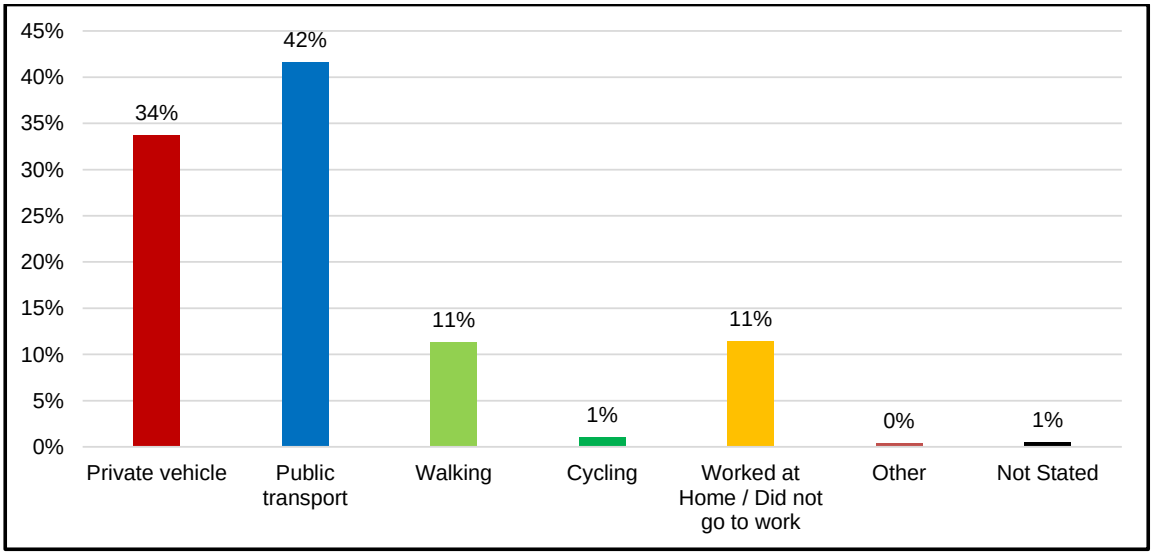


Figure 3-6: Mode Share for Commuting Trips: Employed Residents within Neutral Bay – Kirribilli SA2

Figure 3-7 illustrates the method of travel for those who travel from outside into the Neutral Bay – Kirribilli SA2 for work based on data extracted from the 2016 Census. The breakdown is as follows:

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- About 47 percent travel by private vehicle including car as a driver and car as a passenger.
- About 28 percent of them used a bus or train to travel to work.
- About 9 percent used active transport to travel to work, comprising 9 percent walking and zero percent cycling to work.

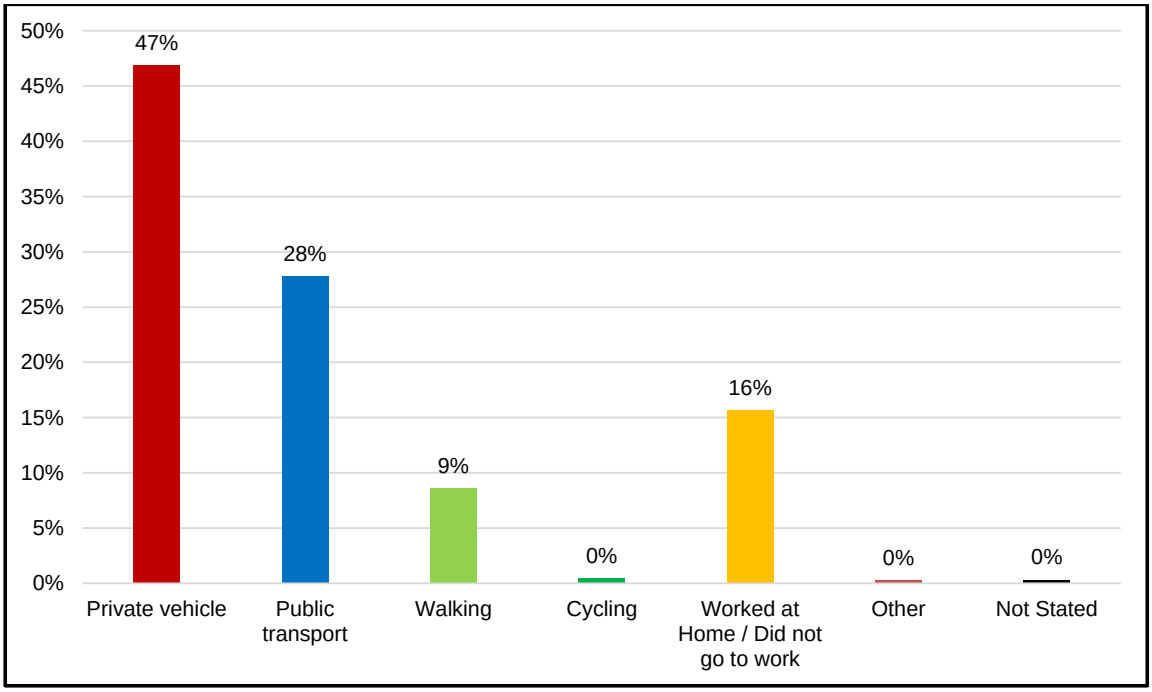


Figure 3-7: Mode Share for Commuting Trips: Employees within Neutral Bay – Kirribilli SA2

The mode split for Greater Sydney is depicted in Figure 3-8. In contrast, 58% of commuter travel within Greater Sydney is by car, while public transport and active travel (walking and cycling) account for only 23 percent and 5 percent of journey to work trips respectively.

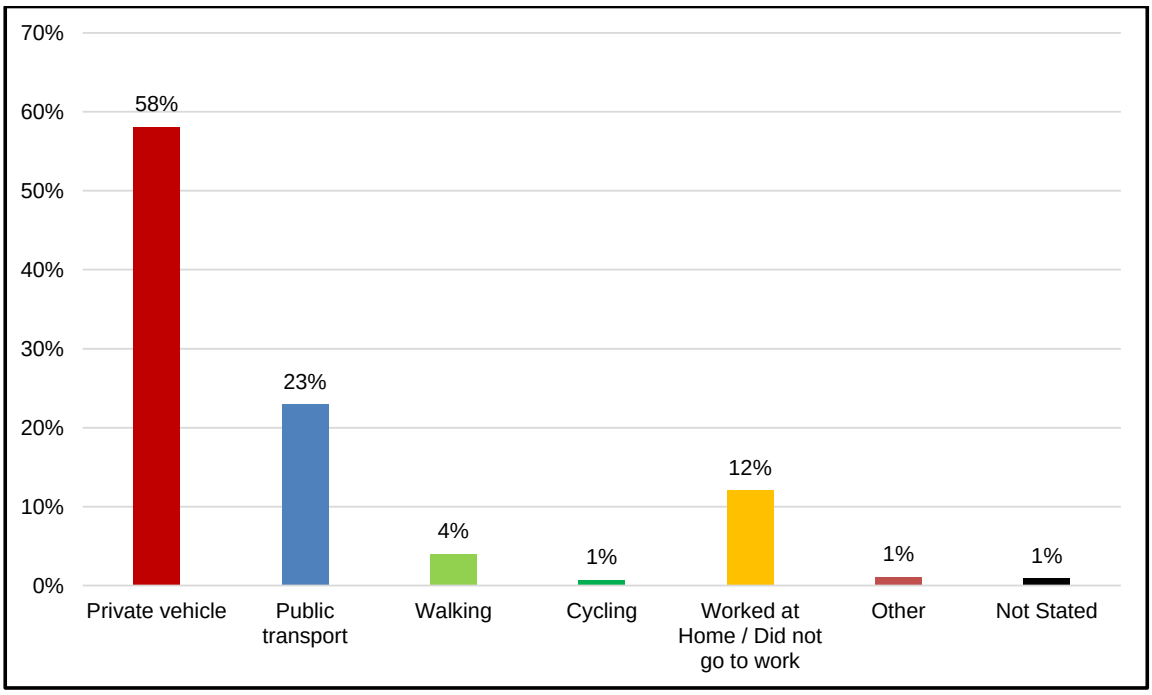


Figure 3-8: Mode Share for Commuter Travel within Greater Sydney

These mode splits results suggest that the travel behaviours for Neutral Bay are less car dependent than the average for Greater Sydney, with a higher proportion of commuters travelling via active and public transport modes.

3.1.2.2 Trip Containment

The proportion of individuals living and working in the same labour market region is referred to as the level of self-containment and is seen as a positive as it reduces the length of trips and can also lead to greater flexibility at what time the trips are undertaken (e.g. outside peak times).

Trip containment has important environmental consequences in its capacity to increase the likelihood of transport to work via methods other than private cars, given distances between home and work are probably shorter. Despite the shorter distances, car use may be the only viable commuting option unless appropriate public transport and safe active transport facilities is available between nearby areas.

At a SA2 level, Figure 3-9 shows that 19 percent of workers live and work in the Neutral Bay – Kirribilli SA2 while approximately 81 percent of workers live outside the area.

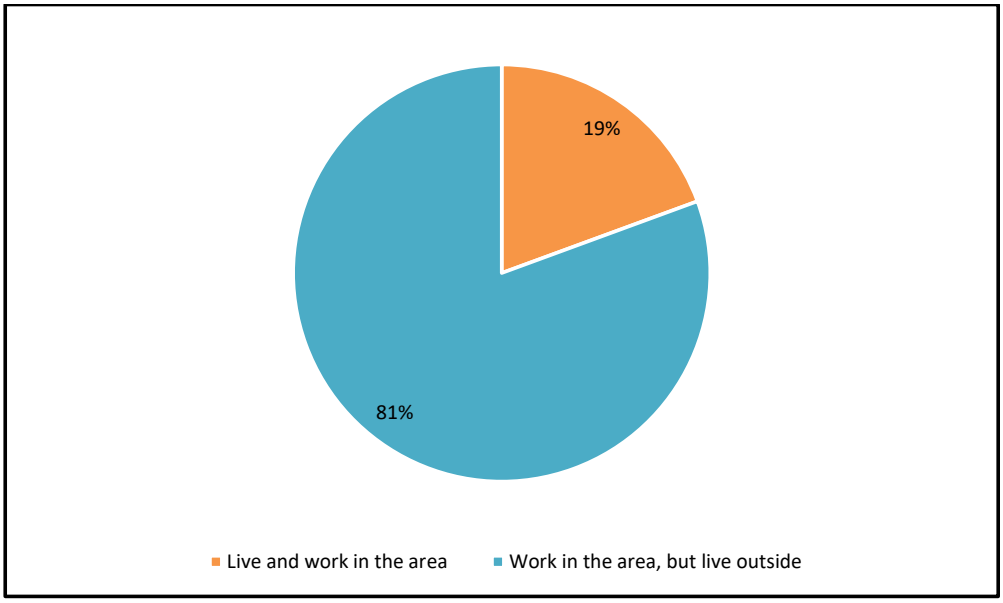


Figure 3-9: Percentage of Residential Location of Local Workers, 2016[4]

In comparison, Figure 3-10 shows the employment location of local residents who live and work in the Neutral Bay – Kirribilli SA2. As evident in this figure, 12 percent of residents work in the area, while 88 percent of residents work outside the area, which makes having good transport connections to major employment centres outside the local area an ongoing priority.

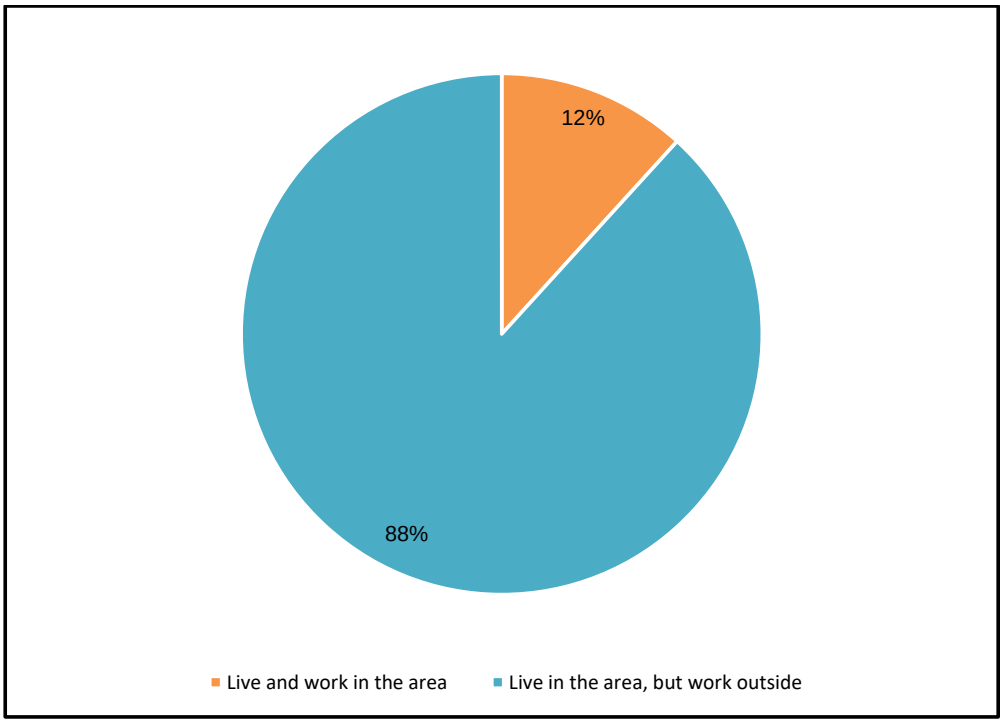


Figure 3-10: Percentage of Employment Location of Local Employed Residents, 2016

[4] Source: Australian Bureau of Statistics (abs.gov.au)

3.2 Existing Transport Networks

3.2.1 Walking Network

Figure 3-11 shows the extent of pedestrian infrastructure within the Neutral Bay Town Centre. The walking network within the Town Centre mainly consists of footpaths along street corridors and shared zones through a number of laneways, aided by pedestrian links through street closures at Young Street and May Gibbs Place, a through-site link and two enclosed arcade links between Grosvenor Lane car park and Military Road. In general, pedestrian access to key destinations within the study area is relatively easy and logical.

There are footpaths along certain streets are narrow or disjointed at some laneways. Locations of this issue are captured in the LATM actions plans and are detailed in Section 2.2.5 of this report. Additionally, LATM action plan for Zone 5 noted pedestrian safety concerns associated with the inadequate footpath space around existing bus stop on Military Road near the Redlands School to cater for the number of students that congregate at the bus stop while facilitating pedestrian through movement. This correlates with site observation whereby footpath space can be limited at bus stops along the Military Road bus corridor during peak travel hours.

Signalised intersections within the study area provide safe crossing facilities at all approaches. However, busy arterial roads such as Military Road can act as barrier to easy and safe walking in the study area rather than providing activation and amenity, particularly with extended wait times and restricted crossing times at intersections. A number of crossing points are located across the extent of Military Road and are more frequent towards the western end. The largest gap between pedestrian crossings is 260m, located between the signalised crossing at Wycombe Road and the footbridge at Hampden Avenue. Large distances between crossings limit the north-south permeability through the Town Centre. Given the availability of walking infrastructure within the study area (where footpaths are available throughout the town centre and surrounding local streets and crossing opportunities are available on the western half of the study area), the overall walking infrastructure is relatively well-formed.

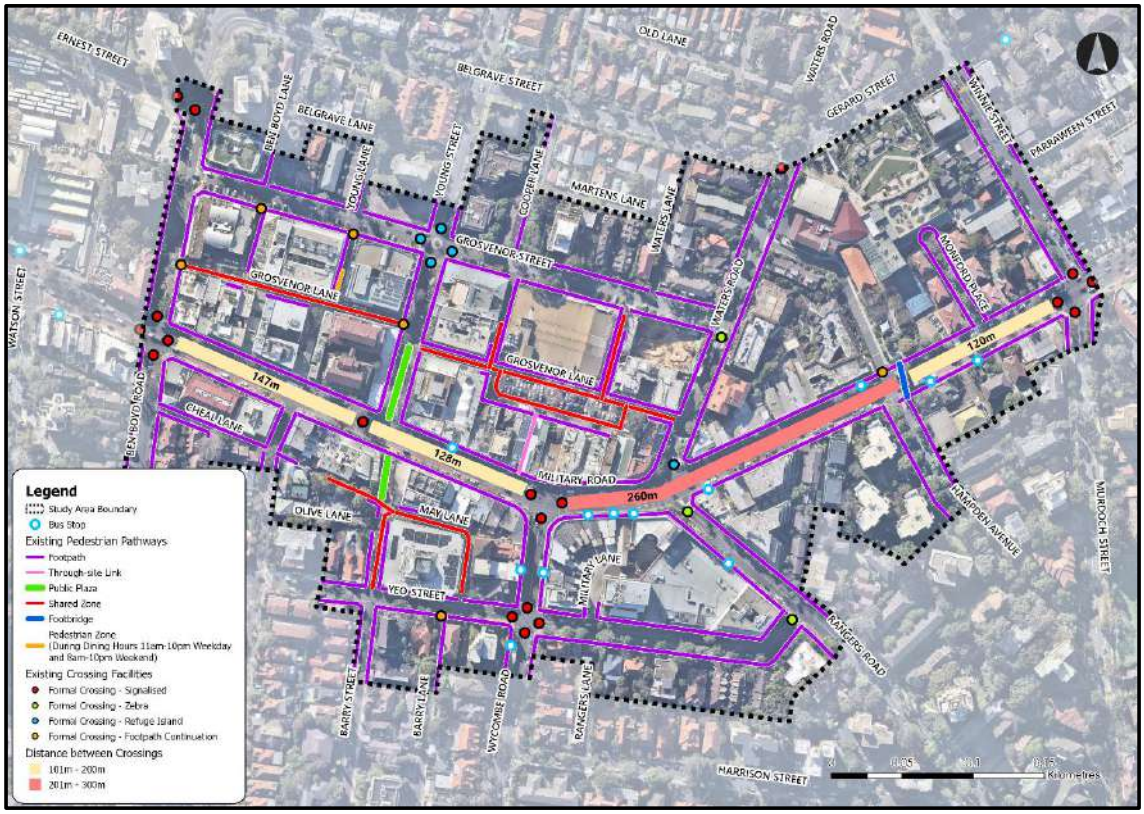


Figure 3-11: Existing Pedestrian Infrastructure within the Study Area (Base map: Nearmap)

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3.2.2 Cycling Network

Figure 3-12 shows the extent of the cycleway network through and surrounding the Neutral Bay Town Centre. There are currently no dedicated separated cycleways or off-road shared paths provided within the extent of the study area.

The existing cycleway network in the area are formed of "*General Roads*" that are aligned in a north-south direction along a number of local roads including Young Street, Waters Road, Wycombe Road and Rangers Road, and in an east-west direction along Yeo Street. The TfNSW cycleway finder classifies these "*General Roads"* as roads where bicycle are approved to share space with motor vehicles. These cycleways function as local access routes connecting the Town Centre to the broader formalised cycleways at Sutherland Street to the north and Winter Avenue to the south as shown in Figure 3-13.

Figure 3-13 also shows that surrounding the Neutral Bay Town Centre, other than the separated bicycle path along Sutherland Street (to the north), there are no dedicated cycleways that connects the surrounding suburbs to the town centre. Cyclists will be required to share the road with motorists via the approved "*General Roads*". However, it is worth noting that Council is proposing a separated cycle path on Young Street between Grosvenor Street and Sutherland Street. This will provide a safe cycleway connection between the town centre and the Sutherland Street cycleway to the north.

It is evident that there is a lack of safe crossing facilities connecting the cycleways north and south of the Military Road Corridor with no bike phase provided at designated crossing point(s) at Military Road. The bike phase provides additional time for cyclists to cross the road safely, and thus reduce the risk of collisions with motor vehicles. It has also been identified in the LATM action plans (Table 2-3) that there is a lack of dedicated cycleway infrastructure along Military Road, which not only impacted cyclists, but pedestrians and motorists as well.

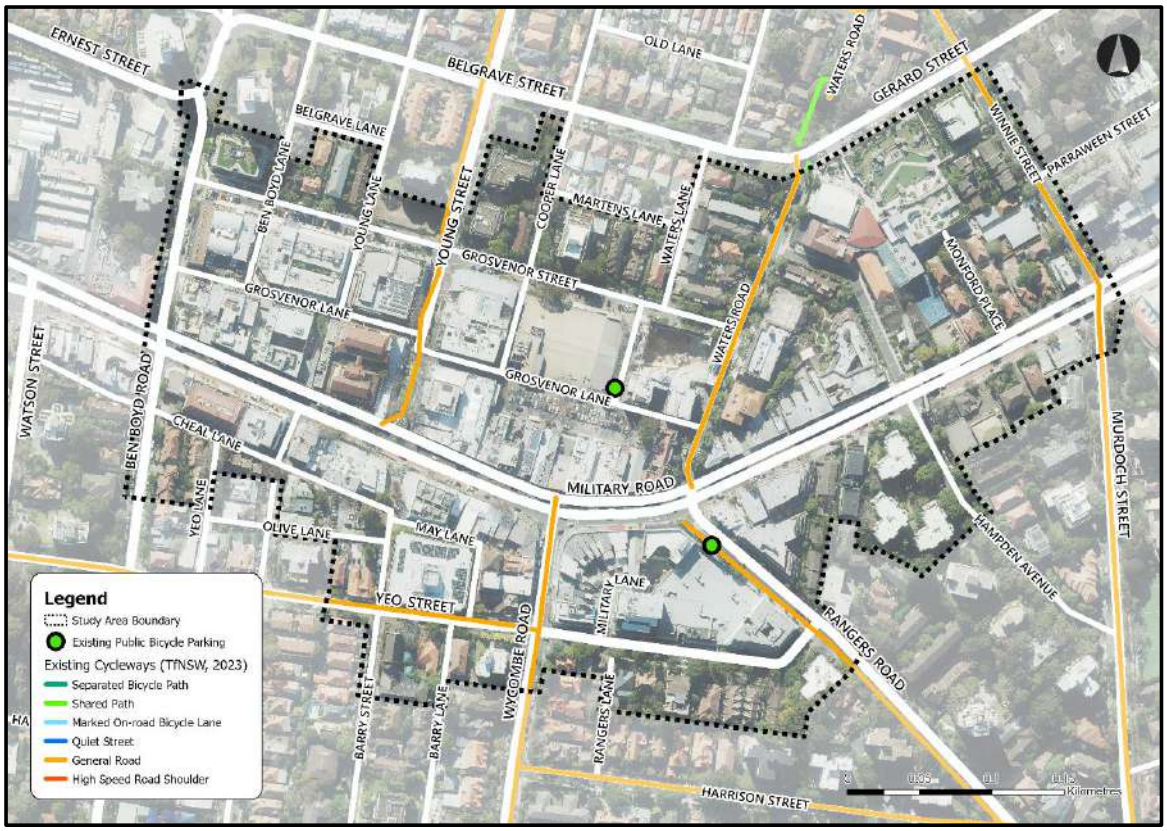


Figure 3-12: Existing Cycling Infrastructure within the Study Area[5]

[5] Source: https://roads-waterways.transport.nsw.gov.au/maps/cycleway_finder

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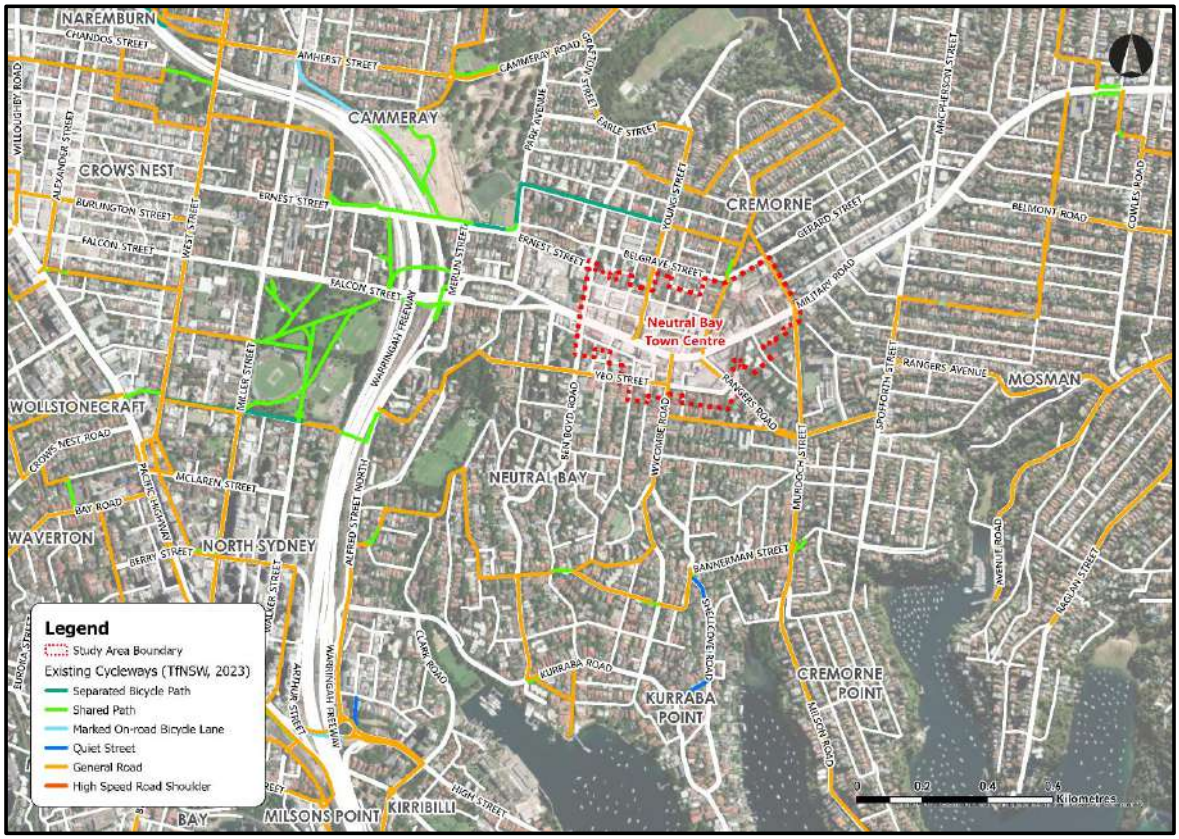


Figure 3-13: Neutral Bay Town Centre in relation to the broader Cycling Network[6]

3.3 Public Transport Network

3.3.1 Bus

Neutral Bay Town Centre is relatively well-served by a bus network with routes running east-west along Military Road as the primary connection between Northern Beaches and North Sydney and as a major road corridor through Neutral Bay. A considerable number of express and limited stop buses service the study area, including the B-Line services and other express bus routes that operate between Wynyard and the Northern Beaches area.

The existing bus network that operates through the study area is shown in Figure 3-14. A bus network map for the study area and the surrounding suburbs is shown in Figure 3-15, with the summary of the bus route destinations and service frequency provided in Table 3-1.

[6] Source: https://roads-waterways.transport.nsw.gov.au/maps/cycleway_finder



Figure 3-14: Existing Bus Network through the Study Area

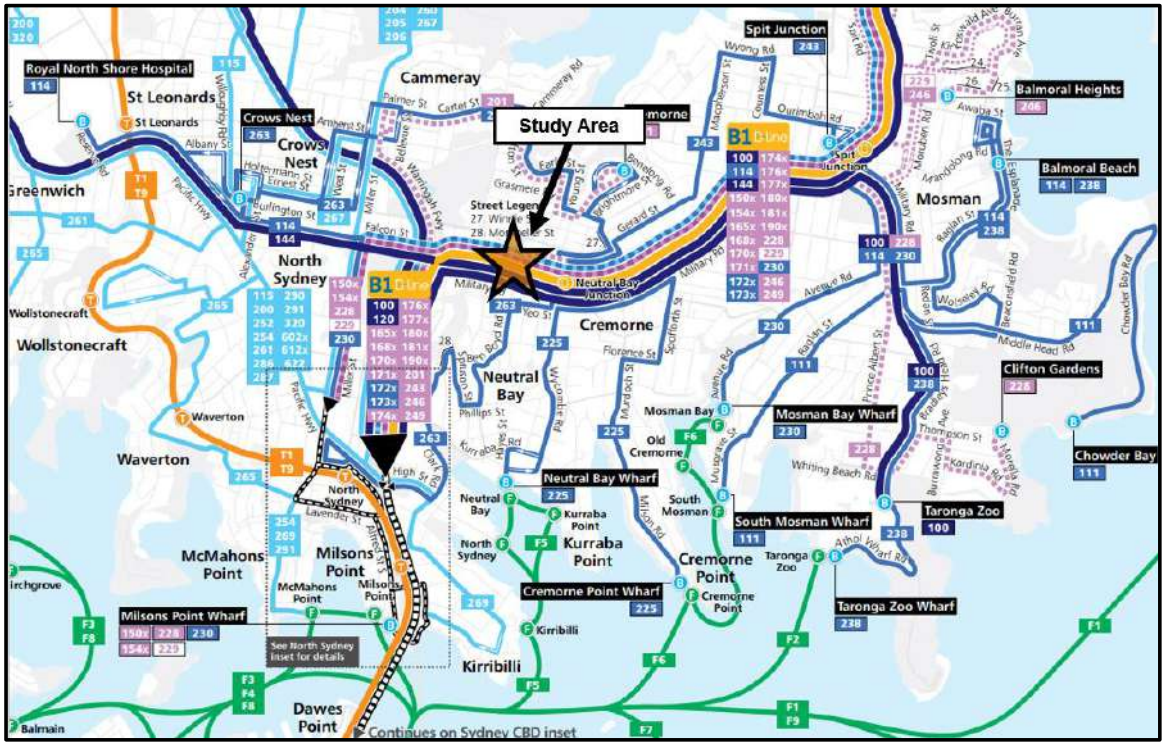


Figure 3-15: Bus network map[7]

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Table 3-1: Bus Services within the Study Area

Route No.	Route Description	Frequency on / off-peak
B1	B-Line: City Wynyard to Mona Vale	6-10 mins / 15 mins
BN1	B-Line: City QVB to Mona Vale (Night Service)	-
100	Taronga Zoo to City QVB (Loop Service)	5 mins / 10 mins
114	Royal North Shore Hospital to Balmoral	10 mins / 15 mins
144	Chatswood to Manly via St Leonards	10 mins (on and off peak, and weekdays only)
144N	North Sydney to Manly (Night Service)	-
150X	Milsons Point to Manly (Express Service)	20 mins (weekday peak hours)
154X	Milsons Point to Dee Why (Express Service)	5 mins / 10 mins (weekdays only)
165X	City Wynyard to South Curl Curl (Express Service)	6-15 mins / 20 mins (weekdays only)
168X	City Wynyard to Balgowlah via North Balgowlah (Express Service)	20 mins (on and off peak, and weekdays only)
170X	City Wynyard to Manly (Express Service)	10-20 mins (weekday peak hours)
171X	City Wynyard to Balgowlah via Clontarf (Express Service)	30-40 mins (on and off-peak, weekdays only)
172X	City Wynyard to Warringah Mall via North Balgowlah (Express Service)	10-20 mins /60 mins
173X	City Wynyard to Warringah Mall via Balgowlah Shops (Express Service)	20 mins (on and off-peak)
174X	City Wynyard to Narraweena (Express Service)	20 mins (weekday peak hours)
176X	City Wynyard to Dee Why via North Curl Curl (Express Service)	10-20 mins (weekday peak hours)
177X	City Wynyard to Dee Why via Wingala (Express Service)	10-20 mins (weekday peak hours)
180X	City Wynyard to Collaroy Plateau (Express Service)	10-20 mins (weekday peak hours)
181X	City Wynyard to Narrabeen (Express Service)	12-20 mins (weekday peak hours)
190X	City Wynyard to Avalon Beach (Express Service)	12-20 mins (weekday peak hours)
225	Cremorne Point Wharf to Neutral Bay Wharf	20 mins / 30 mins
263	Crows Nest to City Bridge St via Cremorne	15 mins / 30 mins
228	Milsons Point to Clifton Gardens	Limited services during weekday peak hours
229	Milsons Point to Beauty Point via Balmoral Heights	One AM service / 60 mins (weekdays only)
230	Milsons Point to Mosman Wharf via North Sydney	8-15 mins / 30 mins
243	City Wynyard to Spit Junction via North Cremorne	25-40mins / 40 mins
246	City Wynyard to Balmoral Heights	5-15mins (weekday peak hours only)

249	City Wynyard to Beauty Point	Limited services during weekday peak hours

Figure 3-16 and Figure 3-17 indicate the service frequencies of the bus network and stops within the study area during the morning peak (7:00am to 9:00am) and the afternoon peak (4:00pm to 6:00pm) respectively. As shown, the majority of bus routes within the Town Centre utilises Military Road with the heaviest concentrations of buses along the southern extent of Military Road between Wycombe Road and Rangers Road during the morning peak hours.

At that section, during the morning peak, there is a total of 228 bus services over a two hour period. This equates to approximately 1.9 bus services per minute. A large number of these services travel to the Sydney CBD.



Figure 3-16: Weekday Bus Services Frequency at Bus Stops (AM Peak)

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Figure 3-17: Weekday Bus Services Frequency at Bus Stops (PM Peak)

3.3.2 Train

North Sydney Station is the closest train station to Neutral Bay Town Centre, located approximately 2.5km to the south-west. North Sydney Station is situated on the T1 North Shore & Western Line and T9 Northern Line, providing access to the Harbour CBD, Strathfield and North Shore suburbs. From Monday to Friday, the T1 Line provides services every 5 to 10 minutes, while the T9 Lines provides services every 15 minutes. Direct bus feeder services connecting Neutral Bay Junction and North Sydney include Route 230, 229, 263 and 154x, with a service frequency of 5 to 10 mins.

3.3.3 Ferry

Neutral Bay Ferry Wharf is the closest ferry wharf to Neutral Bay Town Centre and is located approximately 1.4 km to the south. The wharf is about a 15 to 20 minute walk (depending on direction due to steepness) and about an eight to ten minute bus ride (during peak hour) via Route 225 which operates at a frequency of 30 minutes. As shown in Figure 3-14, the wharf is serviced by F5 Neutral Bay to Circular Quay Ferry Route.

3.3.4 Public Transport Accessibility

Public Transport Accessibility (PTAL) is a measure of public transport that determines how well-connected an area is. PTAL values are categorised from one to six, representing low to high accessibility. When measuring PTAL, an area with high accessibility will be within a short distance of a station or stop, have short waiting times, frequent services, and be close to a major rail station. For both the AM (08:00 – 09:00) and PM (17:00 – 18:00) peaks, the entire study area is classified as having PTAL level 6 (very high).

3.4 Road Network

3.4.1 Hierarchy

Key roads within the Neutral Bay Town Centre are described in Table 3-2 and shown in Figure 3-18 below.

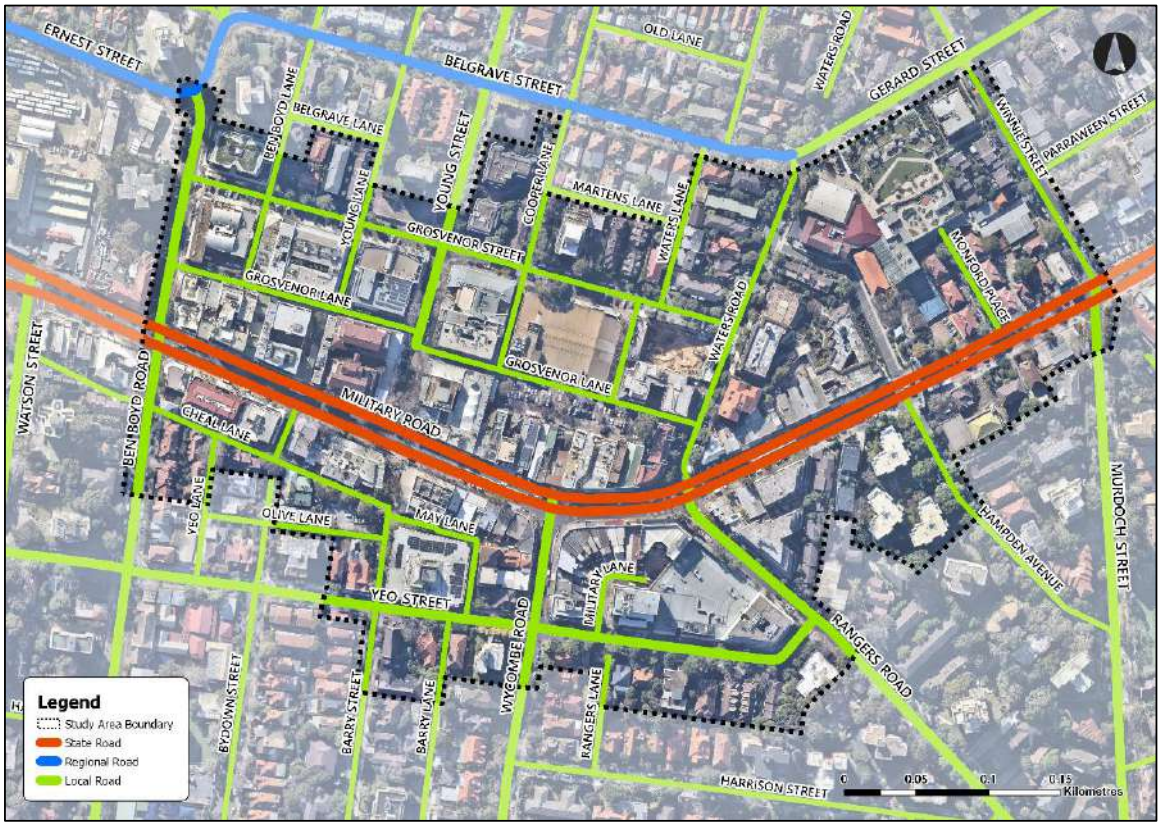


Figure 3-18: Road Network within and surrounding the Study Area

Table 3-2: Key Roads in Neutral Bay Town Centre

Road Name	Road Classification	Details
Military Road	State	Military Road is a primary arterial road through the Neutral Bay Town Centre and functions as the main movement corridor for regional traffic between Northern Beaches and North Sydney, and further to Sydney, providing connection to the Warringah Freeway and Falcon Street to the west. Being the main commercial boulevard for the Town Centre with a long stretch of active shop frontage on both sides of the road, it provides dual movement and place functions. It is aligned in an east-west direction and is a two-way road configured with three lanes in each direction, with dedicated bus lanes along segments of the corridor. Within the town centre, the road is subject to a 60 km/h speed limit. Kerbside parking is permitted outside the clearway and bus lane hours, and subject to time restrictions.
Belgrave Street	Regional	Belgrave Street is a regional collector road with an east-west alignment and located north of the study area. It provides an alternative access to Warringah Freeway via Ernest Street. It is a two-way road configured with two lanes in each direction. The road is subject to a 50 km/h speed limit. Outside of clearway hours, parking is permitted at kerbside traffic lane on each side.

REF: \\AU2012-NTAP01_CIFS02\SHARED_PROJECTS\300304950\TECHNICAL\WORKING\REPORT\FINAL\RPT_300304950_NEUTRAL_BAY_TRAFFIC_AND_TRANSPORT_STUDY_FINAL_REV06.DOCX

Ben Boyd Road	Local	Ben Boyd Road is a local collector road that runs in a north to south alignment along the western boundary of the study area. It connects to Military Road and extends to Cremorne at Grasmere Lane. It generally has one traffic lane in each direction with restricted kerbside parking.
Waters Road	Local	Waters Road is a local collector road that extends between Military Road and Belgrave Street. A school zone applies to the segment between Grosvenor Street and Belgrave Street. It has one lane of traffic in each direction with restricted kerbside parking,
Young Street	Local	Young Street is a local access road connecting Grosvenor Lane and Grosvenor Street to Belgrave Street and further north to the residential areas in Cremorne. Within the study area, it generally has one lane of traffic in each direction with restricted kerbside parking. At the Town Centre, several on-street angled parking spaces are idented off the carriageway.
Grosvenor Street	Local	Grosvenor Street is a local access road that is aligned in an east-west direction with shop frontage along the southern side of the street. It is a two-way road configured with one lane in each direction, extending between Ben Boyd Road and Waters Road. A combination of right-angled parking and time-restricted parallel parking is provided on-street. It also provides access to the Woolworths Neutral Bay off-street carpark.
Grosvenor Lane	Local	Grosvenor Lane is a local access road with an east-west alignment. It is a one-way eastbound road and classified as a shared zone along its full length between Ben Boyd Road and Waters Road with 10 km/h speed zoning. Between Cooper Lane and Waters Lane, the street operates as a circulation road for an at-grade car park. Parallel / angled parking spaces are indented off the carriageway.
Yeo Street	Local	Yeo Street is a local collector road with an east-west alignment and runs along the southern boundary of the study area. It provides access to the Woolworths Neutral Bay Village off-street carpark and also serves as an alternative route to Warringah Freeway via Alfred Street North. It is a two-way road configured with one lane of traffic and restricted kerbside parking in each direction. Between Freshwater Lane and Watson Street, an eastbound on-road bicycle shoulder lane is provided between the kerbside parking lane and the traffic lane. A school zone applies to the segment between Ben Boyd Road and Bydown Street.
Wycombe Road	Local	Wycombe Road is a local collector road that is aligned in a north-south direction. It provides a connection between Military Road and Yeo Street, as well as the residential areas to the south. With the study area, it has two traffic lanes in the northbound direction and one traffic lane with restricted kerbside parking in the southbound direction.
Rangers Road	Local	Rangers Road is a local collector road that connects to Military Road from the south. It provides access to Yeo Street and functions as an east-west link between residential areas of Neutral Bay and Cremorne south of the Military Road corridor. A school zone applies to the segment between Grosvenor Street and Belgrave Street. Within the study area, it has one lane of traffic in each direction with restricted kerbside parking.

3.5 Parking

A map of public and private parking facilities within the Neutral Bay Town Centre is shown below in Figure 3-19.

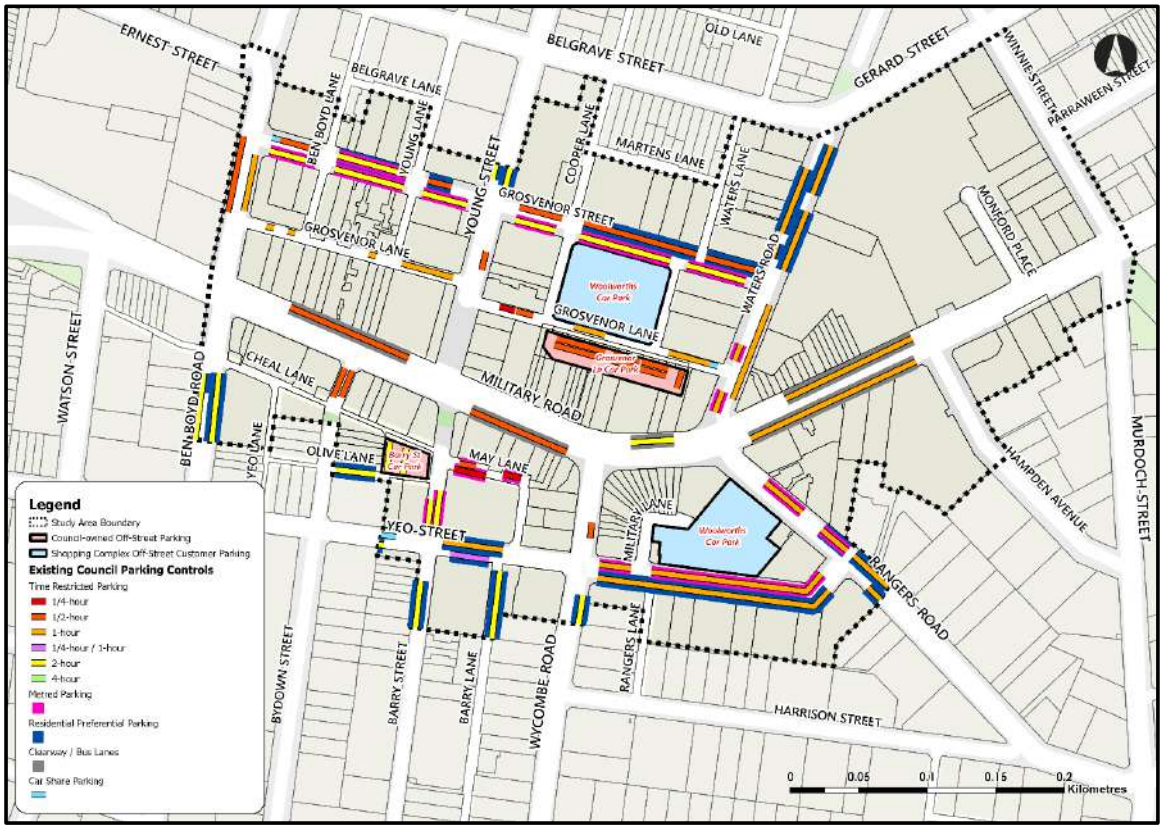


Figure 3-19: Public and Private Parking Facilities within the study area

On-street parking is generally available on most of the local roads, and on the kerbside lanes at certain sections of Military Road, outside clearway and bus lane hours. Current parking controls include a mixture of time restriction parking, metered parking and residential preferential parking. On-street accessible parking and car sharing bays (up to 4 spaces) are also provided within the study area.

Apart from the on-street parking and council-owned carparks at Grosvenor Lane and Barry Street, there are currently two Woolworths shopping complexes within the town centre which provides secure car parking facilities for customers.

3.6 Data Collection

For this Transport Study, intersection turning movement surveys and parking occupancy surveys were undertaken at key locations as discussed with Council. Details of these surveys are outlined in Section 3.6.1 and 3.6.2.

3.6.1 Intersection Turning Movement Surveys

15-minute classified intersection turning movement surveys were carried out on Wednesday, 28th June 2023. For this study, three (3) intersections within the study area were surveyed and the locations are shown in Figure 3-20. The counts included cars, heavy vehicles, buses and pedestrians.

An intersection turning movement survey was also undertaken for Council (commissioned by Stantec) for a different study on Wednesday, 20th July 2022 and Saturday, 23rd July 2022, with data from that survey and study being used in this Transport Study. The locations of the previously surveyed intersection are also shown in Figure 3-20.

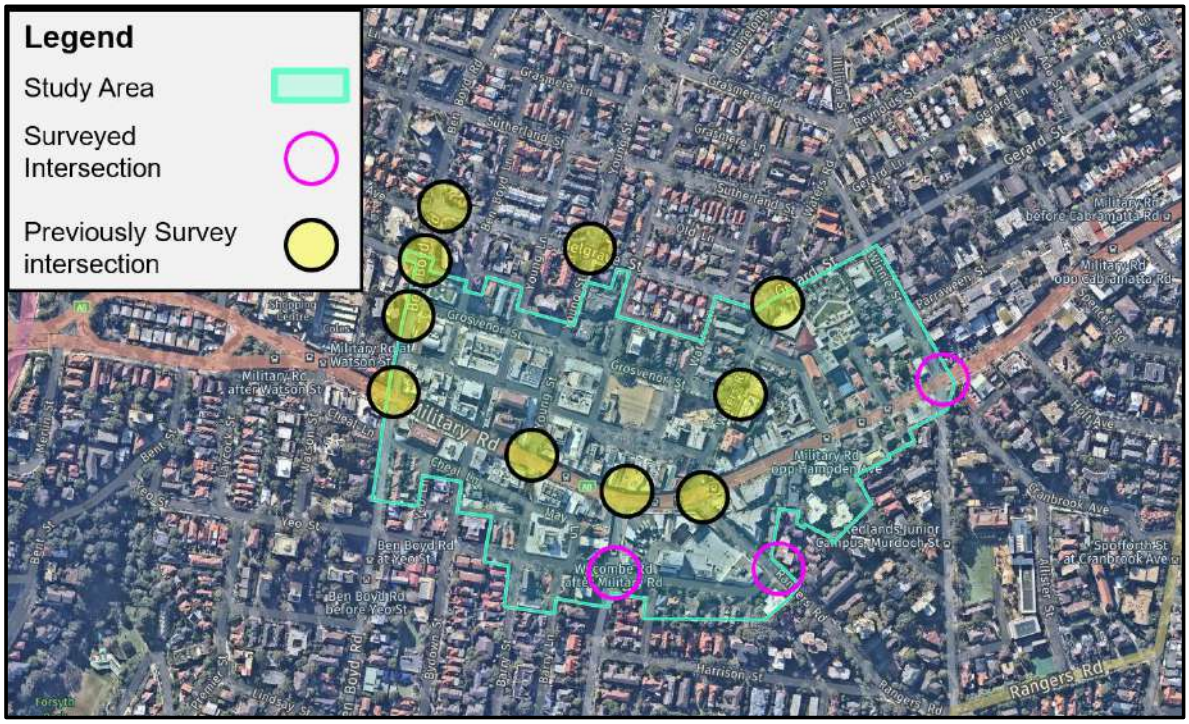


Figure 3-20: Surveyed Intersections

The recent survey counts included cars, heavy vehicles, buses and pedestrians, and covered the following time periods:

- AM Weekday Peak Period: 7:00 to 10:00
- PM Weekday Peak Period: 15:30 to 18:30

A comparison of the 2022 survey results and the recent survey results shows that, in terms of traffic volumes along Military Road, the data from both surveys are relatively consistent and suitable for use in this study. The traffic volumes for Military Road during the PM peak are shown in Figure 3-21.

Weekend data

From the previous study undertaken in 2022, intersection counts were only carried out at four locations for the weekend, unlike the weekday that had more locations carried out. These four intersections are Military Road with Ben Boyd Road, Military Road with Waters Road, Ben Boyd Road with Grosvenor Lane, Ben Boyd Road with Grosvenor Street.

A comparison between the weekday and weekend data was carried out. During the weekend peak, the two intersections along Military Road had an average volume reduction of 4.7%, while the other two intersections had an average volume increase of 26.4% from the weekday peak. The increase at the two intersections is unsurprising, as the activity levels within the town centre is expected to be higher during the weekend. For Military Road, the reduction during the weekend is likely a result of lesser work-related trips along Military Road

On the basis of above, the following is proposed for the weekend data

- For intersections and movements within the town centre (outside Military Road) – Apply a 27% increase to the weekday PM volumes.
- For intersections along Military Road – Apply the same weekday PM volume, despite the decrease observed to account for the “worst case”.

The proposed approach was discussed with Council and is supported for the purpose of this study.



Figure 3-21: Traffic Volumes along Military Road (PM Peak)

As shown in Table 3-3, survey results indicate that peak periods for each intersection vary. The full survey results are provided in **Appendix A**.

Table 3-3: Peak periods of intersections (Weekday)

Intersection	AM Peak hour	PM Peak Hour
Military Road / Ben Boyd Road	07:15 to 08:15	16:45 to 17:45
Military Road / Young Street	07:15 to 08:15	16:45 to 17:45
Military Road / Wycombe Road	07:15 to 08:15	16:45 to 17:45
Military Road / Rangers Road	07:15 to 08:15	16:30 to 17:30
Military Road / Winnie Street / Murdoch Street	07:30 to 08:30	17:00 to 18:00
Rangers Road / Yeo Street	08:30 to 09:30	17:00 to 18:00
Yeo Street / Wycombe Road	08:30 to 09:30	16:45 to 17:45

3.6.2 Parking Occupancy Survey

A parking occupancy survey was also carried out on Wednesday, 28th June 2023 and Saturday, 1st July 2023. The parking occupancy survey was undertaken for the areas as shown in Figure 3-22, and covered the following time periods:

- Weekday (Wednesday): 07:00 to 19:00 (12 hours)
- Weekend (Saturday): 08:00 to 14:00 (6 hours)

The full survey results are provided in **Appendix B**.



Figure 3-22: Surveyed locations for parking

Based on the results from the parking survey, the identified peak periods are as follows:

- Weekday (Wednesday): 12:00 to 13:00
- Weekend (Saturday): 13:00 to 14:00

Summaries of parking occupancy during the respective peak periods are illustrated from Figure 3-23 to Figure 3-25.



Figure 3-23: Summary of parking occupancy during the weekday peak period

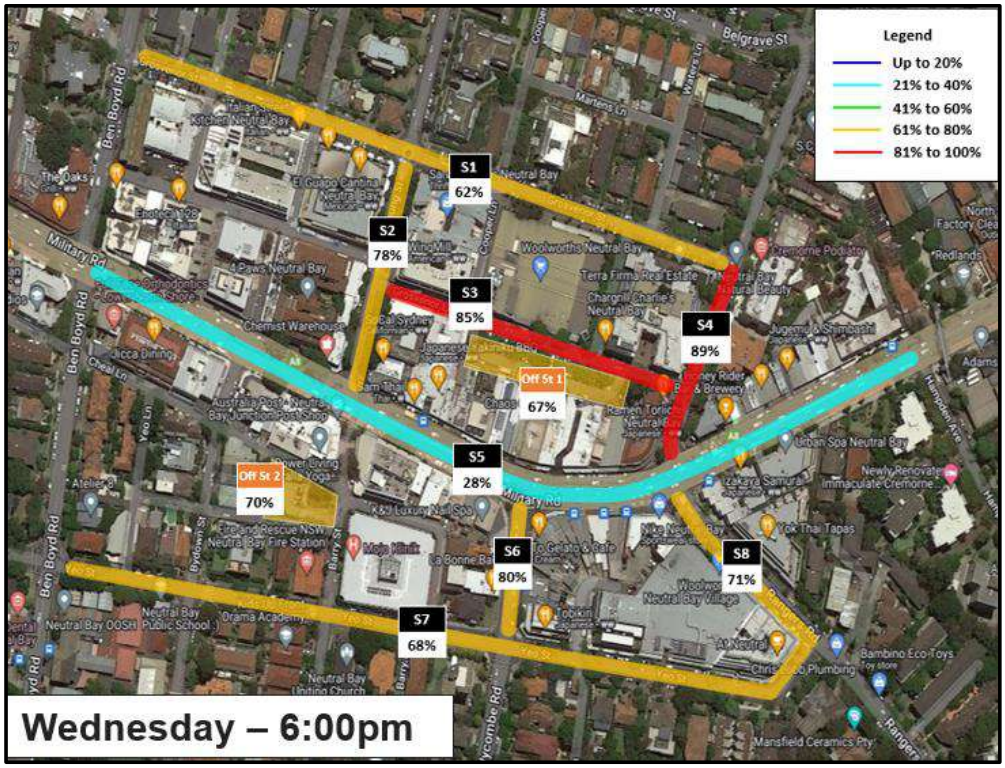


Figure 3-24: Summary of parking occupancy during the typical evening peak period

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Figure 3-25: Summary of parking occupancy during the weekend peak period

Table 3-4 shows the summary of parking occupancy results of the surveyed locations during the respective peak periods.

Table 3-4: Parking Occupancy during peak periods

	Weekday Peak (12pm)	Weekday evening peak (6pm)	Weekend Peak (1pm)
Total	329 / 465 (71%)	288 / 465 (62%)	392 / 489 (80%)
North of Military Road	227 / 282 (81%)	168 / 282 (60%)	266 / 306 (87%)
South of Military Road	102 / 183 (56%)	120 / 183 (66%)	126 / 183 (69%)

The following can also be observed from the parking survey results:

- During the 12-hour window on Wednesday:
    - The peak parking period is between 12:00pm to 1:00pm at 71% occupancy, with the northern half of the study area having a significantly higher occupancy than the southern half (227 occupied versus 102 occupied).
    - Overall parking occupancy decreases after 1pm but picks up again in the evening at 6pm at 62% occupancy. In the evening, the number of occupied spaces at the northern half decreases (by 49), while the number of occupied spaces at the southern half increases (by 18).
    - Off-street car park 1 (Grosvenor Lane Carpark – 87 spaces) averages about 73% occupancy between 7:00am to 6:00pm, with peak periods of 83% between 11:00am to 2:00pm.
    - Off-street car park 2 (Barry Street Carpark – 33 spaces) has an average occupancy of 84% between 7:00am to 6:00pm, with peak periods between 9:00am to 2:00pm. At 6:00pm, the occupancy at this car park is at its lowest during the surveyed periods at 70%.
- Between 8:00am to 2:00pm on Saturday:

- The peak parking period is between 1:00pm to 2:00pm at 80% occupancy, with the northern half of the study area having a significantly higher occupancy than the southern half (226 occupied versus 126 occupied). In particular, parking at Grosvenor Street picked up significantly to being 93% occupied. This is likely due to the restaurants along Grosvenor Street attracting visitors during the typical lunch hour.
- Off-street car park 1 averages about 77% occupancy, with parking occupancy fluctuating between 82% to 86% between 10:00 am to 2:00pm.
- Off-street car park 2 averages about 62% occupancy. The parking occupancy increases to about 79% at 10:00am, before decreasing to about 58% during the typical lunch hour.

In general, the northern half of Military Road has more dining options than the southern half of Military Road. People would typically combine their weekend shopping trips with their lunch. Thus, the variance between the parking occupancy of each half of the study area during the typical lunch hours is expected.

In summary, there are currently sufficient car parking within the study area, regardless of if it's the northern half or southern half. During peak parking periods, there are locations where the car park / streets can have high parking occupancy percentage, however the results indicates that there will ultimately be sufficient parking for visitors.

3.7 Road Safety

A search of the Road Safety Crash and Casualty Statistics Portal has been undertaken for the most recent five period 2017 to 2021 inclusive. The crash statistics are confined to crashes that conform to the national guidelines for reporting and classifying road vehicle crashes. The guidelines include crashes that meet all of these criteria:

There was a total of 65 crashes identified within the study area over the five-year period from 2017 to 2021, with majority of the crashes (78%) occurred along Military Road and 14% of these crashes involved active transport users (Pedestrians and cyclists). The location of all the crashes are shown in Figure 3-26. A summary of the crash analysis (in terms of injury severity) is as follows:

- 13 crashes resulted in serious injuries. 11 of these crashes occurred along Military Road, with three crashes involving pedestrians and one crash involving a cyclist.
- 12 crashes resulted in moderate injuries. 11 of these crashes occurred along Military Road, with two crashes involving pedestrians and one crash involving a cyclist.
- 22 crashes resulted in minor/other injuries. 18 of these crashes occurred along Military Road.

In the context of road safety, a serious injury is defined as a person injured in a road crash who needed to be admitted to hospital and who didn't die within 30 days of the crash. Regardless, based on the crashes identified from 2017 to 2021, no distinct trends have been observed within this area.

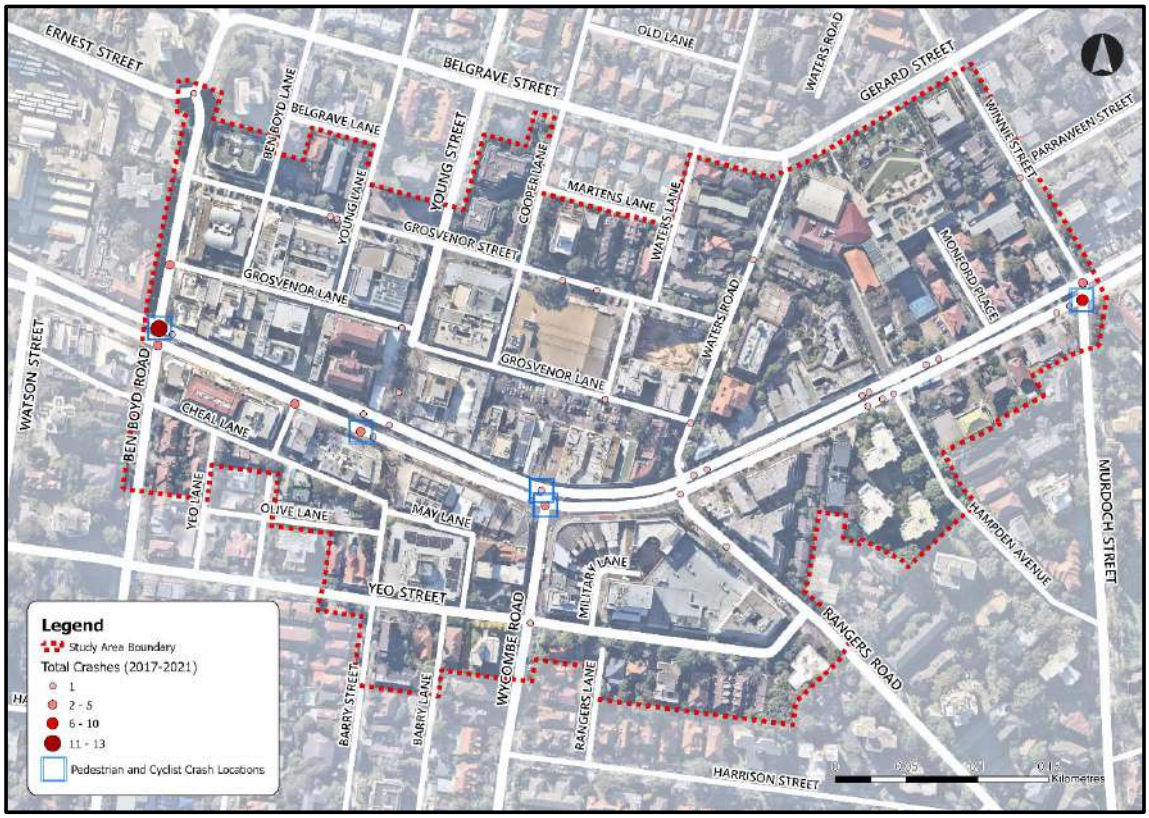


Figure 3-26: Crash Locations[8]

[8] Source: https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/nsw.html?tabnsw=7

3.8 Summary of Existing Conditions

From the review of the relevant planning strategies, development proposal plans, existing conditions and data collection, in conjunction with an appreciation of the issues and concerns identified from the earlier studies, transport evidence for Neutral Bay Town Centre has been developed for this Transport Study. This will assist in the development of informed recommendations and strategies for the public domain options to achieve the study objectives of Neutral Bay Town Centre Planning Study.

Table 3-5: Summary of review

Key concerns identified from earlier studies	Existing Conditions - Summary
• Traffic congestion around Grosvenor Lane car park and Yeo Street. • Rat-running along local streets and the lack of traffic calming measures impacts pedestrian safety and experience. • Concerns over the quality of walking infrastructure along local streets. • General concerns regarding parking such as inadequate parking restrictions and parking arrangements at certain locations • Traffic and parking issues identified around schools (Redland Campus) during pick-up/drop-off periods.	• Only 23% of workers who worked in Neutral Bay, lived in Neutral Bay. The other 77% live outside the area. Out of these 77%, majority of them travel to work by private vehicle. On the other hand, only 16% of the residents who live in Neutral Bay works in the area, the rest travel out to work, with majority also by private vehicle. This suggests an opportunity to improve trip containment and minimise inbound and outbound vehicular trips within the study area. • Other than a footbridge, there is currently no crossing opportunity along Military Road between its intersection with Winnie Street and Wycombe Road, potentially limiting the north-south permeability for the eastern half of the study area. Regardless, the overall walking infrastructure within the study area is considered to be relatively well-formed. • There is currently a lack of dedicated cycling infrastructure within the study area. Cyclists will be required to share the road space with motor vehicles. • There is no train station within the vicinity of the study area, however the study area is relatively well served by a considerable number of express and limited stop buses (including the B-Line services and other express bus routes) that carry the passengers to the surrounding suburbs, key destinations and Sydney CBD. • From the parking survey results, there are currently sufficient car parking within the study area, as the overall peak parking occupancy for the study area is at around 80%. In general, based on average parking occupancy, the off-street car parks are relatively well utilised (other than the off-street car park 2 on a weekend). • Based on the crash analysis, 13 out of 65 crashes resulted in serious injuries, with 11 of these occurring along Military road. All the crashes identified within the study area, that involved pedestrians and cyclists occurred along Military Road.

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4. Proposed Growth Scenario and Draft Public Domain Option

4.1 Proposed Growth Scenario

As part of the planning study to amend the existing LEP controls, a growth scenario proposed by Council has been assessed in this Transport Study. The Growth Scenario will essentially create a shift between the non-residential land uses, re-adjusting the proportion of the various land uses within the study area. Key sites and future development sites as part of this Growth Scenario have been identified, with the locations shown in Figure 4-1.

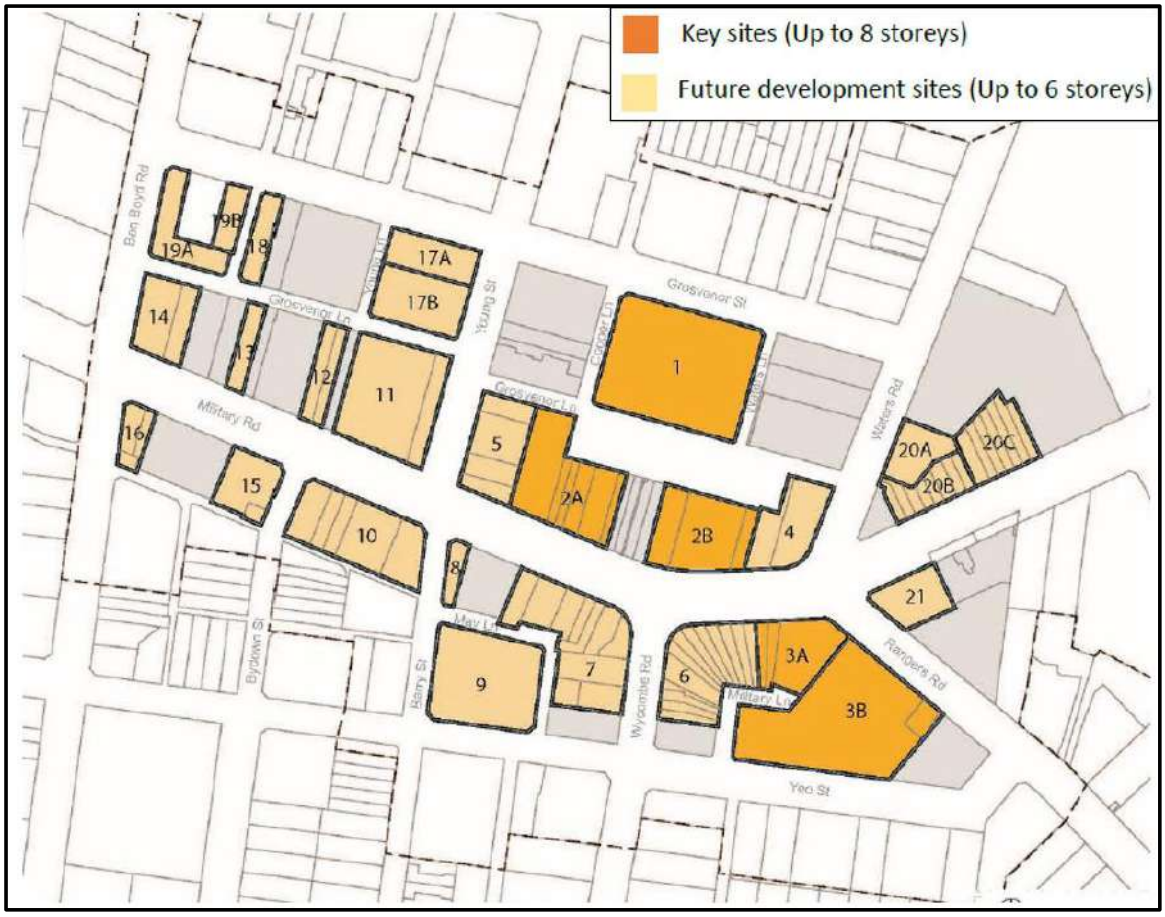


Figure 4-1: Key sites and future redevelopment Site (Growth Scenario)

Table 4-1 outlines the proposed yields for future key and development sites within the Growth Scenario. The land uses within the Growth Scenario predominantly consist of residential, retail and commercial land uses and have been used for the purpose of this assessment. These proposed yields are indicative and are based on the proposed Neutral Bay Village Planning Study built form. For trip generation assessment purposes, an assumption was made that for all the opportunity sites, the ground floor is proposed for retail uses. In addition to the commercial and retail land uses, circa 744 residential units are also expected to be built and have been considered in the assessment below.

Table 4-1: Proposed indicative yields for key and future development sites

	Site	Commercial GFA (m^2)	Retail GFA (m^2)
Key sites	1	2,464	3,913
	2A	2,327	960
	2B	2,094	757
	3A	1,524	419

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	3B	2,210	4,228
Other sites	4	1,005	596
	5	1,085	638
	6	1,567	922
	7	1,954	1,150
	8	0	125
	9	1,977	1,163
	10	1,737	1,022
	11	2,168	1,275
	12	507	298
	13	337	198
	14	871	513
	15	0	397
	16	0	210
	17A	688	405
	17B	975	574
	18	0	197
	19A	0	390
	19B	0	173
	20A	455	268
	20B	696	410
	20C	811	477
	21	693	408
Total		**28,145**	**22,086**

4.2 Comparison of Growth Scenario with existing scenario and existing LEP controls

Table 4-2 and Table 4-3 outline the comparisons between the Growth Scenario with existing LEP controls and existing land uses. A summary of the comparisons is as follows:

- From comparison 1, the overall non-residential GFAs is expected to increase by about 144% in the Growth scenario, with a relatively minor decrease in the number of residential units expected.
- From comparison 2, the overall non-residential GFAs remains unchanged with a negligible increase by about 1% In the Growth Scenario, the commercial GFA is expected to decrease by about 4% while retail GFA is expected to increase by about 9%. There will be a relatively significant increase in the number of residential units, by about 684 units.

Even though the Neutral Bay Town Centre Planning Study recommends to amend the existing LEP controls, to effectively assess the transport implications of the Growth Scenario to the existing road network, it is only considered appropriate to use the comparisons / variance outlined in Table 4-3 be used for further analysis (on the basis that the existing traffic conditions best reflects the implications from the existing land uses).

Table 4-2: Comparison 1 – Growth Scenario with existing LEP controls

	Existing LEP control (units / m^2 GFA)	Growth Scenario (units / m^2 GFA)	Variance (units / m2 GFA)
Residential	775	744	-31
Commercial	10,274	28,145	17,871 (174%)
Retail	10,274	22,086	11,812 (115%)

Table 4-3: Comparison 2 – Growth Scenario with existing scenario

	Existing Scenario (units / m^2 GFA)	Growth Scenario (units / m^2 GFA)	Variance (units / m^2 GFA)
Residential	60	744	684
Commercial	29,413	28,145	-1,268 (-4%)
Retail	20,329	22,086	1,757 (9%)

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4.3 Public domain upgrades

As part of the study, the following public domain options and upgrades have also been proposed:

4.3.1 Grosvenor Lane Plaza

In addition to the development of key sites 1 and 2 (detailed in Section 2.3), Grosvenor Lane Plaza is expected to be redeveloped into a fully pedestrianised plaza and is illustrated in Figure 4-2. A summary of the proposed upgrades is as follows:

- New public park space for gathering, community events and other activities, replacing the existing car park at Grosvenor Plaza. These parking spaces are expected to be reallocated within the underground carpark as part of Key Site 1 development.
- Grosvenor Lane will be closed to traffic between Cooper Lane and Waters Lane (considered in the traffic assessment of this study).
- Realignment of building setback to allow widening of existing footpaths including footpath spaces at bus zones.
- Secure undercover bike parking.
- Small public carpark off Grosvenor Lane.
- New vehicular access points for users of the site.

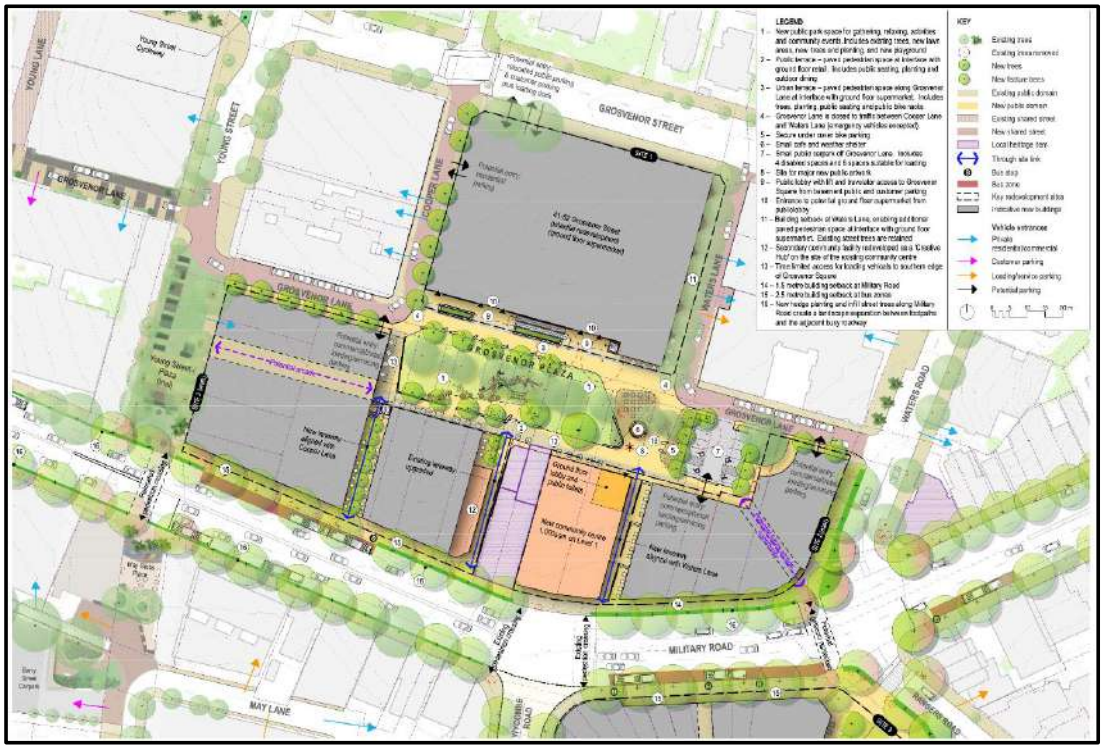


Figure 4-2: Proposed Grosvenor Plaza (Indicative)

As shown in Figure 4-3, the implementation of Grosvenor Lane Plaza will be delivered in stages, with the initial stage focused on developing the Coles site.

This prioritisation ensures that the existing local shops to the south of the plaza can preserve their parking and loading facilities, enabling them to continue operating seamlessly. This approach acknowledges the significance of maintaining a lively local business environment and meeting the needs of the surrounding community during the construction phase.

During Stage 1, restricted access will be permitted to service the existing local shops southern portion of the plaza. When Stage 2 is completed, the plaza will be fully pedestrianised, with service/loading facilities located underground at each development site.

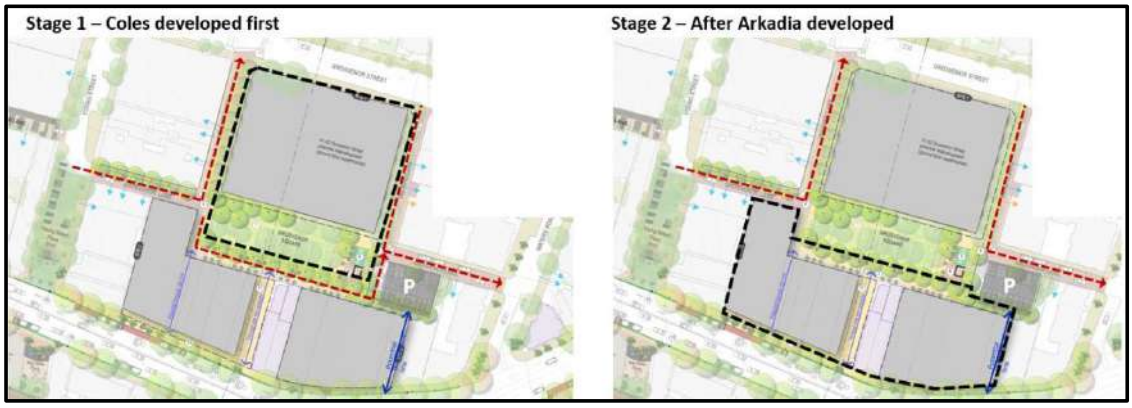


Figure 4-3: Stage Development of Grosvenor Lane Plaza (Indicative)

4.3.2 Rangers Road Plaza

In addition, the development of Key Site 3, Rangers Road Plaza, is also expected to be developed. A summary of the proposed upgrades is as follows:

- 1,000m^2 plaza area which also includes public seatings, outdoor dining and others.
- Through site link that connects Rangers Road Plaza to Yeo Street.
- Realignment of building setbacks to create direct visual and physical link between plaza and the northern half of the town centre, as well as creating additional footpath spaces at bus zones.
- Potential new pedestrian crossing across Military Road (subject to further investigations).

The preferred option for Rangers Road Plaza is illustrated in Figure 4-4 below.



Figure 4-4: Proposed Rangers Road Plaza (Indicative)

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5. Parking Review and Recommendations

5.1 Policy Influences

As discussed earlier in this report, there are a number of local planning strategies and policies that will influence the development of the Neutral Bay Town Centre. These strategies will further influence the way in which car parking should be provided and managed within the centre. Council's current policy positions denotes the prioritisation of movement of people and goods by walking, cycling and public transport over private vehicle transport, and recognises the need to balance car ownership and the demand and supply of parking to minimise further growth in traffic and encourage mode shift to sustainable transport options.

5.2 Current North Sydney Council DCP Car Parking Rates

On 26 April 2023, North Sydney Council resolved to adopt an amendment to *Section 10 – Car Parking and Transport* within Part B of the DCP to include new provisions relating to car parking rates within areas identified as having high public transport accessibility, including parts of Crows Nest, St Leonards, North Sydney and Milsons Point. This amendment to the DCP came into effect on 04 May 2023.

The DCP also specifies car parking rates for all other mixed use zoned locations. These car parking rates apply maximum car parking rates. The current DCP parking rates for multi-dwelling housing, office premises and retail premises (shop/supermarket, restaurant) are listed in Table 5-1.

Table 5-1: North Sydney DCP Parking Rates (Maximum)

Locations	Residential	Retail Premises	Office Premises
Locations other than High Accessibility Areas and within B3 Commercial Core / B4 Mixed Use zone: **Neutral Bay**, **Cremorne**, **McMahons Point**	Residential flat buildings / Shop top housing: • 0.5 space per studio / 1 bedroom unit • 1 space per 2+ bedrooms unit • 1 motorcycle parking space per 10 car parking spaces • Zero provision for visitor parking	• **Food and drink premises** (excluding Pubs): 2 spaces per 100m^2 GFA • **Supermarkets**: 4 spaces per 100m^2 GFA • **For uses not listed**: 1.68 spaces per 100m^2 GFA	1.7 spaces per 100m^2 GFA
Locations other than High Accessibility Areas and within B1 Neighbourhood Centre Zone: **Cammeray**, **Waverton**	Residential flat buildings / Shop top housing: • 1 space per studio / 1-2 bedrooms unit • 1.5 space per 4+ bedrooms unit • 0.25 visitor space per unit (minimum of 1 space)	• **Food and drink premises** (excluding Pubs): 2 spaces per 100m2 GFA • **Supermarkets**: 4 spaces per 100m^2 GFA • **For uses not listed**: 1 space per 100m^2 GFA	1.7 spaces per 100m^2 GFA
High Accessibility Areas: **North Sydney**, **Milsons Point**, **St Leonards** and **Crows Nest**	Residential flat buildings / Shop top housing: • 0.3 space per studio • 0.4 space per 1 bedroom unit • 0.7 space per 2 bedrooms unit • 1 space per 3+ bedrooms unit • 1 motorcycle parking space per 10 car parking spaces	• 0.25 space per 100m^2 GFA	0.25 space per 100m^2 GFA

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	• Zero provision for visitor parking		

These recently adopted car parking rates provide a key benchmark from which more specific rates for Neutral Bay can be considered.

The set of current DCP parking rates employed by North Sydney Council, which differ between areas within and outside of high public transport accessibility areas as outlined in Table 5-1, has created a spectrum within which Neutral Bay town centre must sit. To sit outside of these limits, this would compromise the validity and merits of the recently adopted parking requirements. This parking spectrum is further illustrated in Figure 5-1.

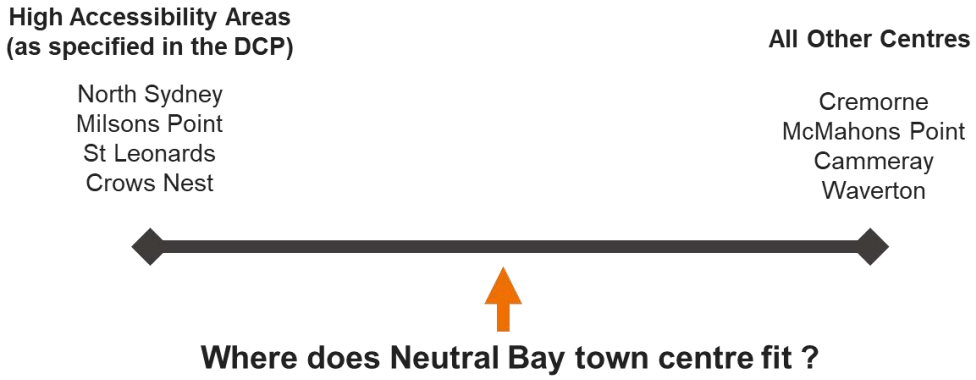


Figure 5-1: Parking Rate Spectrum

5.3 Benchmarking

The spectrum concept identified above provides a focus for the benchmarking of Neutral Bay against other centres.

The following analysis of demographic and travel behaviour data provides an assessment of Neutral Bay in comparison to other centres within North Sydney Council as shown in Figure 5-2. Having an understanding of how Neutral Bay compares to these other centres provides the ability to identify a point within the spectrum of where Neutral Bay should exist.

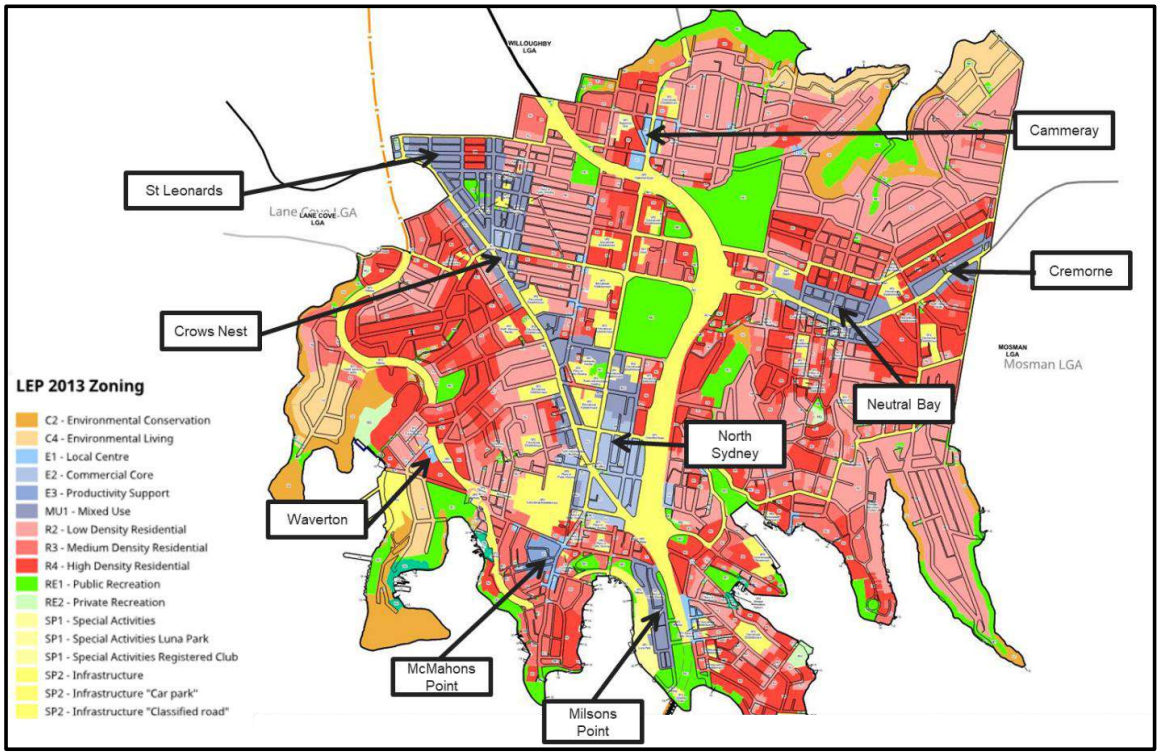


Figure 5-2: Centres within North Sydney LGA

5.3.1 Method of Travel to Work

The method of travel to work was analysed for the 2016 ABS Census because this timeframe better reflects normal travel behaviour (in comparison to 2021 COVID-19 travel conditions). The method of travel to work for all centres within North Sydney LGA is shown in Figure 5-3.

Compared to the centres within the “high accessibility areas”, Neutral Bay was found to have higher car mode shares and comparable public transport mode share. The walking mode share is much lower by comparison which may be due to the reduced walkability within Neutral Bay with the presence of major arterial road, Military Road, through the town centre.

Compared to all the other centres, car mode share for Neutral Bay was found to be in the mid-range. Public transport mode share for Neutral Bay was measured to be on the higher end and comparable to most of these centres. The mode shares for walking are relatively similar across these centres with the exception of McMahons Point situated in proximity of North Sydney and Milsons Point.

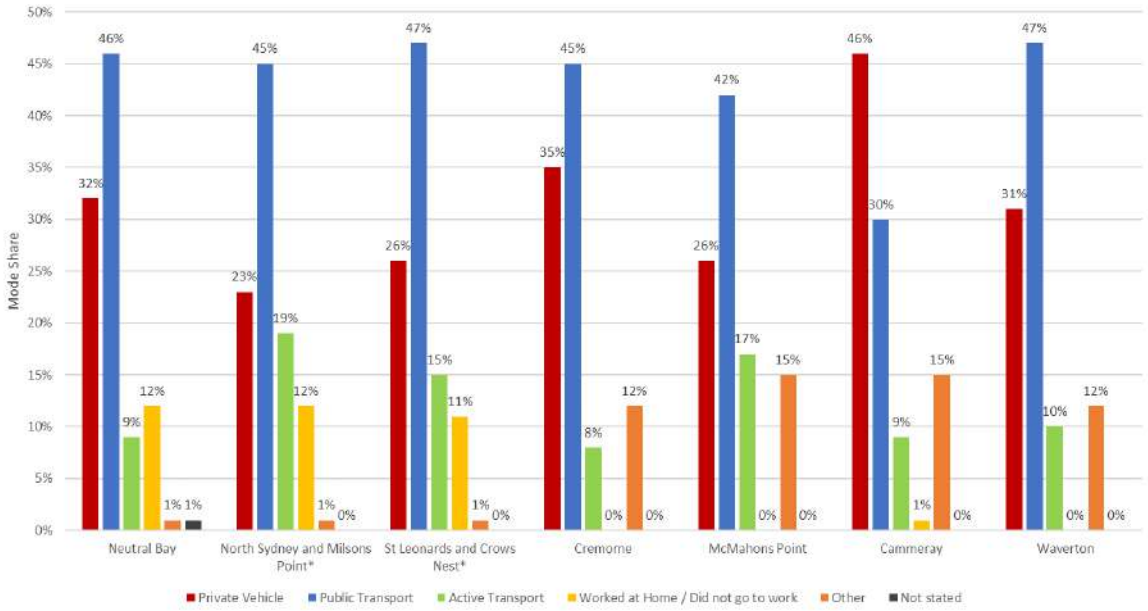


Figure 5-3: Method of Travel to Work (ABS Census, 2016)

* High accessibility areas as identified in North Sydney Council DCP

5.3.2 Public Transport Accessibility

The Public Transport Accessibility Level (PTAL) as defined by the NSW Government is shown in Figure 5-4. This measure is based on the distance from a point of interest to the nearest public transport stop and service frequencies at that stop. This shows that the centres across the North Sydney LGA, including Neutral Bay, are classified as having similar, high levels of public transport accessibility (PTAL level 6).

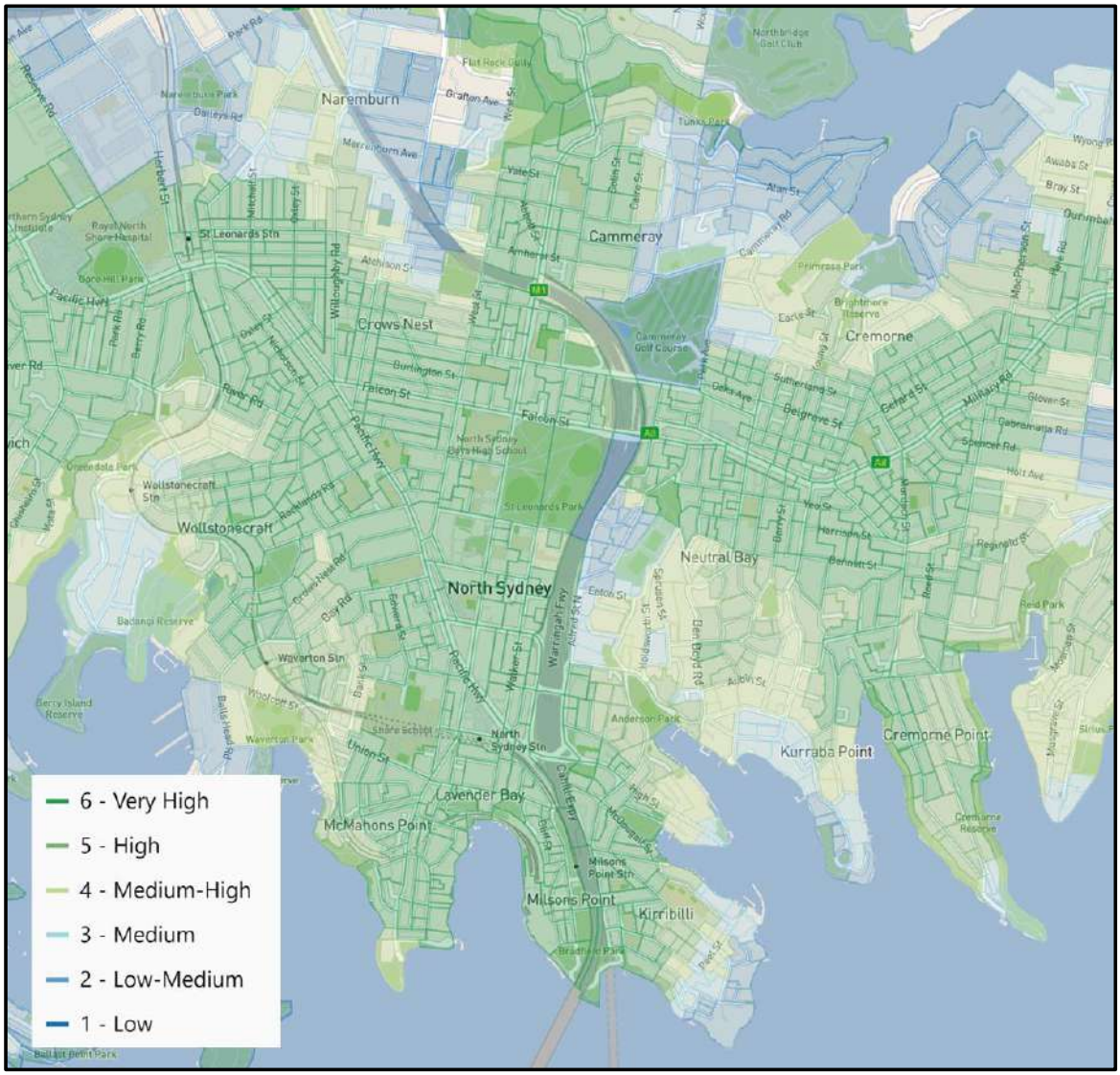


Figure 5-4: Public transport accessibility level

5.3.3 Walk Score

Walk Score measures walkability on a scale from 0 – 100 based on walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail. The walk score for centres within North Sydney LGA are shown in Table 5-2.

Table 5-2: Walk Scores and Transit Scores at Town Centres within North Sydney LGA

Town Centre	Walk Score
Neutral Bay	**85**
North Sydney*	92
Milsons Point*	91
St Leonards*	87
Crows Nest*	92

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Cremorne	86
McMahons Point	86
Cammeray	85
Waverton	85

* High accessibility areas as identified in North Sydney Council DCP

For Walk Score, in comparison to the "high accessibility areas", Neutral Bay is lower rated than North Sydney, Milsons Point and Crows Nest, however it is comparable to St Leonards. Comparing to all the other centres, walk score for Neutral Bay is similar in rating to Cremorne, Cammeray, Waverton and McMahons Point.

5.3.4 Car Ownership

Data from ABS Census 2021 has been used to show the relationship between dwelling size and vehicle ownership. The average car ownership and the proportion of dwellings with zero motor vehicles for different dwelling sizes are shown in Table 5-3 and Table 5-4 respectively. It is noted that this data includes only multi-dwelling housing (flats/apartments).

The results show that the average car ownership for Neutral Bay was found to be in the mid-range of other centres. The rates for "high accessibility areas" and McMahons Point (in proximity to North Sydney and Milsons Point) lie on the lower end, while Cremorne, Waverton and Cammeray sit towards the higher end. These results for car ownership generally correlates with the proportion of households in multi-dwelling housing without motor vehicles.

Table 5-3: Average Car Ownership for Dwellings in Flats/Apartments (ABS Census 2021)

Dwelling Type	Neutral Bay	North Sydney and Milsons Point*	St Leonards and Crows Nest*	Cremorne	McMahons Point	Cammeray	Waverton
1-Bedroom	0.62	0.55	0.56	0.7	0.58	1.02	0.67
2-Bedroom	1.03	0.92	0.99	1.01	0.82	1.03	1.02
3-Bedroom	1.31	1.28	1.22	1.36	1.81	1.56	0.93
Total	0.89	0.84	0.81	0.91	0.77	1.12	0.94

* High accessibility areas as identified in North Sydney Council DCP

Table 5-4: Percent of Dwellings in Flats/Apartments Owning Zero Cars (ABS Census 2021)

Dwelling Type	Neutral Bay	North Sydney and Milsons Point	St Leonards and Crows Nest	Cremorne	McMahons Point	Cammeray	Waverton
1-Bedroom	44%	48%	47%	35%	42%	11%	33%
2-Bedroom	15%	21%	15%	17%	29%	16%	17%

3-Bedroom	6%	7%	8%	0%	0%	0%	18%
Total	26%	28%	30%	23%	34%	12%	20%

* High accessibility areas as identified in North Sydney Council DCP

5.4 Recommendation

5.4.1 Potential Parking Rates Amendment

Across the benchmark statistics, Neutral Bay is more car dependent than High Accessibility Areas, however, not to the extent of most of the other mixed use, commercial and local centres such as Cremorne, Cammeray and Waverton. Parking rate requirements could therefore logically sit higher than those applying to the “high accessibility areas”, however, not to the extent that are applied to all other centres. The set of recommended parking rates are set out as follows in Figure 5-5.

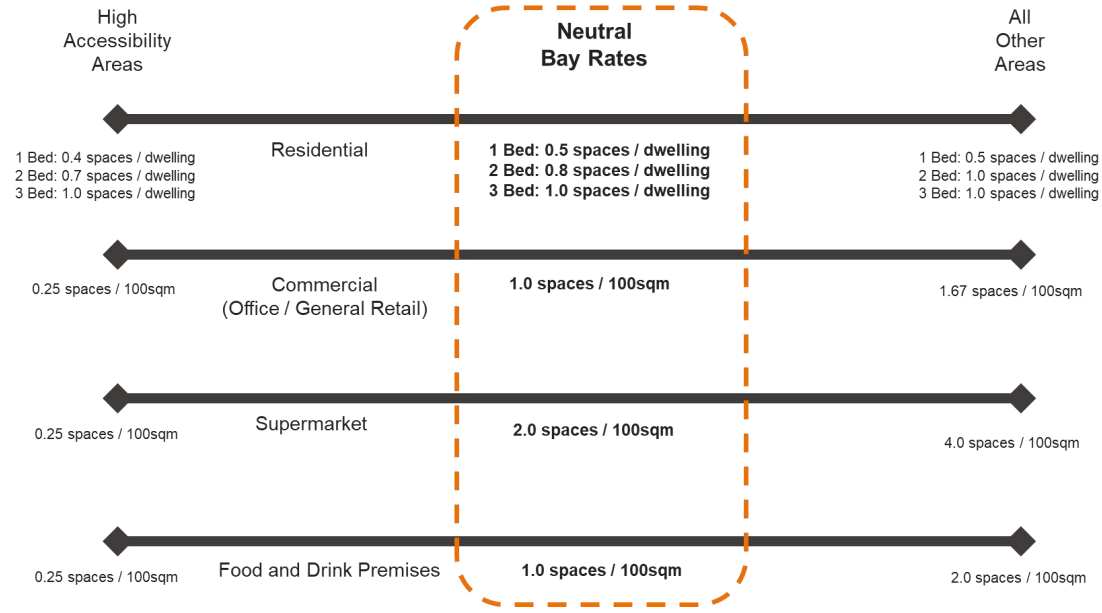


Figure 5-5: Recommended Parking Rates

The selection of these rates also provides an element of flexibility to allow a market response for Neutral Bay in the short term. This would mean initially not pushing maximum rates as low as may be possible or has been done by the “high accessibility areas”. These rates do however include (particularly as it relates to residential parking rates) a limitation and shift toward lower car ownership compared with current ownership levels.

It would be recommended that the adoption of parking rates regularly reviewed to consider their effectiveness in achieving the planning outcomes and be updated to respond to changing land use outcomes, mode shift trends and policy positions.

5.4.2 Parking Management Strategies

To support the adoption of maximum car parking rates, that successfully achieve mode shift as intended and not just overspill parking into the surrounding residential areas, it is recommended that a proactive approach be adopted to parking management.

This includes balancing the availability of parking within surrounding residential streets for residents and commercial visitors and staff of the activity centre.

This can be managed through a combination of timed parking restrictions, specific resident parking permit schemes and paid parking. Existing parking controls of the town centre is detailed above in Section 3.5.

Currently, all three of these measures are in place within and surrounding the Neutral Bay Town Centre and as such significant augmentation of parking restrictions is not considered necessary at this time.

Having regard to the car parking supply and occupancy information discussed earlier within this report, it is clear that particular areas within the town centre experience high levels of demand at certain times while other areas experience lesser demands. This is not uncommon however can be supported by an effective parking wayfinding strategy, to provide drivers with information as early as possible within their journey as to where parking vacancies exist. This assists to effectively utilise parking assets and reduces vehicle congestion by vehicles trying to find a car parking space. The recommendations relating to wayfinding is further explored in the subsequent sub-section.

This can be coupled with smart parking technology to provide such wayfinding as a real time digital interface to provide improved user information.

Continued enforcement also remains critical to ensure that centre operates as intended. The addition of smart Parking technologies can further enhance enforcement operations.

The investigation of further parking management practices is recommended to encourage mode shift to active and sustainable transport modes. Parking management practices may include consideration of, but not limited to:

- Area-wide review of parking restrictions to increase parking turnover in areas with short-stay land uses. An increase in longer-stay off-street parking spaces, which may be anticipated from the future developments such as the Coles redevelopment site at 43-51 Grosvenor Street, provides opportunity to introduce reduction in timed parking restrictions to on-street parking within the town centre. For example, areas for consideration within the town centre whereby a reduction of timed parking restrictions can be applied include the 2-hour parking zones along:
    - Grosvenor Street
    - Military Road between Wycombe Road and Waters Road
    - Barry Street north of Yeo Street
- Investigate demand for car-share and identify potential opportunities (if required) for additional on-street car share spaces. Car share bay locations should be evenly spread out across the town centre and provided in close proximity to areas where they are needed such as higher-density residential developments.

5.4.2.1 Wayfinding

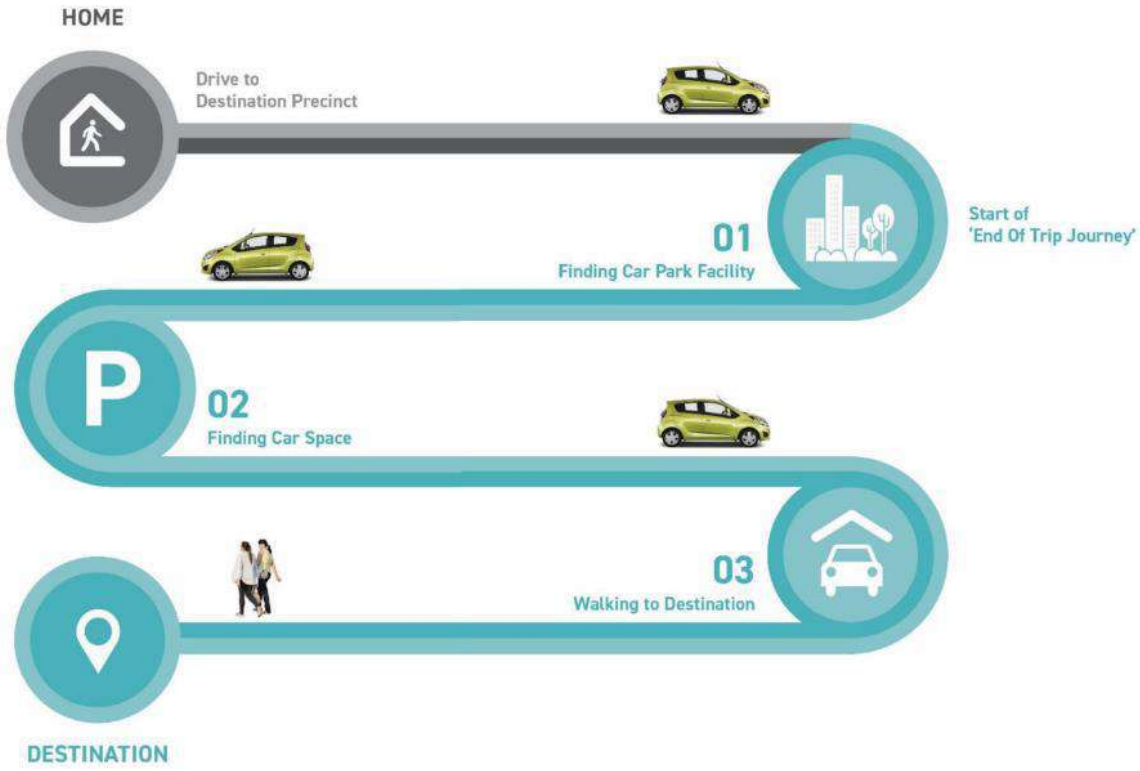
In effectively managing car parking, a broader consideration must be given rather than just the provision of restrictions applying to a car parking space. The effective ability to locate where available car parking exists plays a critically important role in managing car parking within a finite supply. While a suitable supply of parking may exist across the Neutral Bay Town Centre, drivers are often not aware of certain provisions of parking or that certain areas are being underutilised.

Consideration should be given to the concept of the *End of Trip Journey*. This journey begins when a driver reaches the edges of the Neutral Bay Town centre and comprises three elements:

- Circulating the town centre to find a parking facility
- The act of parking the vehicle safely
- Walking from the parking space to one's ultimate destination.

This is depicted in Figure 5-6.

Figure 5-6 – Stages of the car parking user experience[9]



Drivers often have a preconceived idea of how long the end of trip journey will take and are typically willing to compromise on different elements of this overall 'end of trip' journey with some drivers willing to park quickly and walk further while others will circulate in their vehicle as long as possible to find the closest possible parking space.

These compromises may be made on the basis of, but not limited to, physical capability, mindset for a particular trip purpose or knowledge of potential parking availability.

In this case it is therefore critically important to:

- Provide drivers with suitable information as early as possible in their journey to allow them to make informed decisions about which elements of the end of trip journey that they are willing to compromise on a given day.
- Provide quality pedestrian connections between parking areas and key destinations within the town centre to enable the walking component of the journey to be undertaken by different user types in different weather conditions and at different times of the day.

Research indicates that up to 30% of vehicle traffic within activity centres can be related to drivers circulating to find a car parking space[10]. While recognising that private car is likely to remain as the dominant mode of travel to Neutral Bay Town Centre, the considerations for efficient and safe travels within the centre are important as they align with the Strategic Directions from the North Sydney Vision 2040 Community Strategic Plan, in particular, Outcome 2.4 – *Efficient traffic mobility and parking*.

Adding more information about car parking options at the key decision points will enhance the user experience, spread demand, and reduce vehicle through-traffic on streets where higher pedestrian amenity is desired. These decision points can be categorised into the following three types:

1. **Primary decision points** are located on the approaches to Neutral Bay Town Centre, along key access roads or intersections.
2. **Secondary decision points** are located either to direct users from the key movement corridors, onto minor roads, or in a particular direction within a parking precinct.

[9] Coath, C., Yousif, Ali. (2018). Car Parking: Human Centred. AITPM 2018 National Conference

[10] Austroads, Guide to Traffic Management, Part 11 – Parking

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3. **Destination decision points** are often located at the entrances to car parks.

Following the determination of the key decision points, the relevant signage can be implemented. A consistent approach to signage across Neutral Bay Town Centre, and more broadly the municipality, naturally creates a better user experience.

An indicative strategy of decision point signage (primary and secondary decision points) that accounts for the key customer parking locations within the town centre has been developed and is shown in Figure 5-7. The potential proposed decision points and routes shown in this strategy have been determined based on the review of the existing road network and understanding of the future key sites. It is expected that further analysis and stakeholder consultations will still be required to finalise the parking wayfinding strategy for the study area.

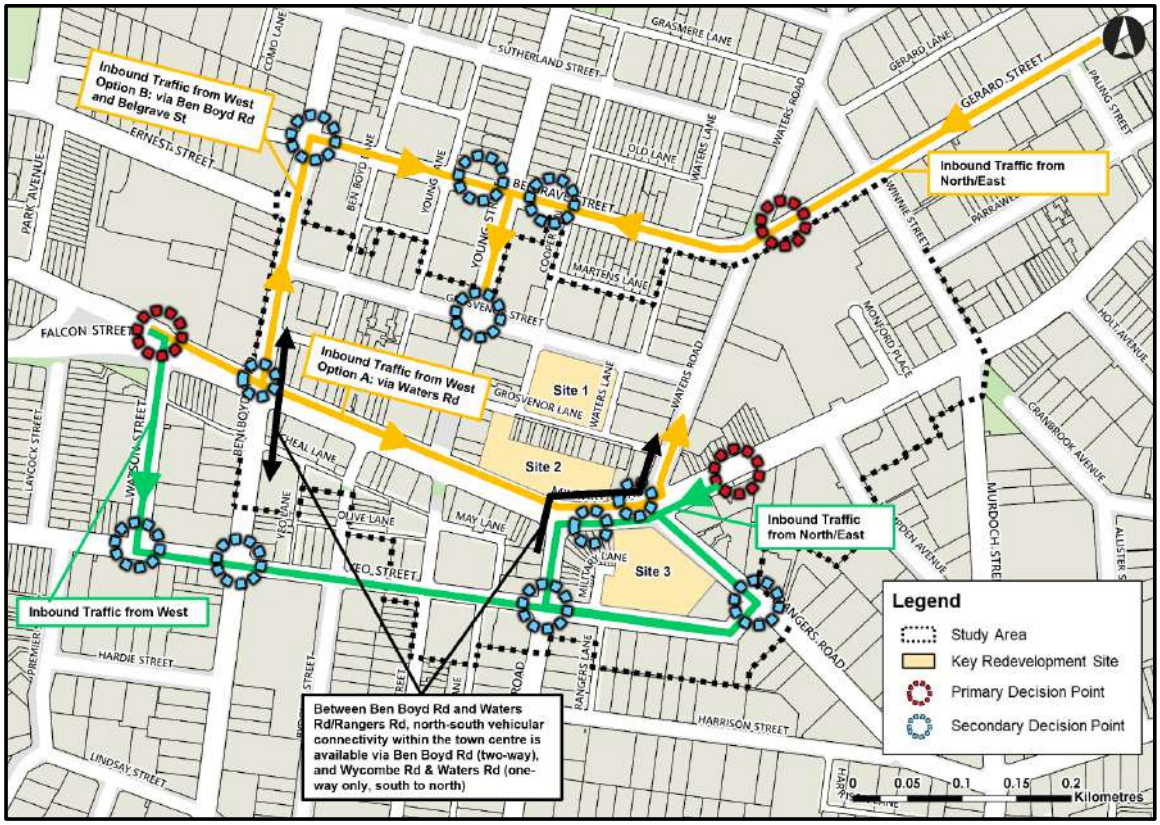


Figure 5-7: Indicative Parking Wayfinding Strategy

The wayfinding and information signage described above can exist in either a static or dynamic (real time variable electronic signage) form.

- Static signage can be installed relatively quickly and for a low cost but can only provide users with information regarding directions, type of parking supply (e.g. 1 hour, unrestricted, etc) and the number of spaces.
- An alternative is dynamic signage, which uses sensor technology to inform drivers of the availability of parking spaces in real time, improving the user experience and efficiency of parking allocation. Examples of dynamic signatures are shown in Figure 5-8 and Figure 5-9.

It also allows for ongoing data collection relating to car park use which can be a valuable tool in managing parking policy into the future. Taking this technology a step further allows users to use a smart phone application to see parking availability in real time.

Further investigation is recommended to determine the feasibility and type of signage to be implemented for the town centre. Consideration should be given to the ongoing benefits that dynamic signage can provide as has been evidenced in other locations with successful outcomes reducing travel times and vehicle emissions.

Figure 5-8 – Dynamic Parking Signage Example 1[11]



Figure 5-9 – Dynamic Parking Signage Example 2[12]



[11] Duncan Solutions

[12] Bass Coast Shire Council

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6. Traffic Impact Analysis

For this study, the assessment relies on 2022 SIDRA modelling results from an earlier study for Neutral Bay. As mentioned in Section 3.6.1, the comparison of the 2022 survey results and the recent survey results shows that, in terms of traffic volumes along Military Road, the data from both surveys are relatively consistent and can be considered suitable for use in this study. A summary of the 2022 SIDRA modelling results is provided within Section 6.3.4.

The purpose of this exercise is to understand the potential impacts from the Growth Scenario to the surrounding road network by determining the trips generated from the Growth Scenario in future year 2041 and carrying out SIDRA analysis for key intersections identified. This section discusses the following:

- Scenarios assessed
- Existing traffic operations
- Trips generation and distribution
    - Trip generation (Study area)
    - Comparison of trip generation rates
    - Trip distribution – assumptions applied, arrival and departure split, anticipated origin and destination
    - Trip generation (Site level)
- Cumulative trips generated at each intersections (Development traffic from Growth Scenario only)
- Cumulative trips generated at each intersections in year 2041 (accounting for background traffic growth)
- Comparison of existing and future operations (SIDRA)
- Potential issues and recommended actions

The workings and assumptions for expected trips distribution, with arrival and departing traffic volumes at the analysed intersections have also been summarised in **Appendix C.**

6.1 Scenarios assessed

For this transport study, the following scenarios have been assessed:

1) Existing (base)
    - Year 2022
2) Scenario A – Future (base)
    - Year 2041
    - Assumed average annual growth rate of 0.55% (Source: NSW Population Projections) and a “Do Minimum” scenario. The intention of this scenario provides a starting point for assessing impacts in a worst case scenario.
3) Scenario B – Future (base + Growth Scenario)
    - Year 2041
    - Includes development traffic generated from Site 1 to 21
    - Re-routing of traffic from closing Grosvenor Lane between Cooper Lane and Waters Lane

6.2 Trip Generation and Distribution

6.2.1 Trip Generation (Study area)

Table 6-1 outlines the trips generation rates (obtained from RMS Technical Direction (TDT) 2013/04a) used for this assessment and its application onto the variance from the Growth Scenario identified from Table 4-3.

As mentioned earlier in this report, Neutral Bay has been rated as having high level of public transport accessibility, at PTAL level 6. The study area is relatively well serviced by a considerable number of express and limited stop buses (including the B-Line services and other express bus routes) that carry the passengers to the surrounding suburbs, key destinations and Sydney CBD. However, considering that there is no rail station serving this area, an adjustment has been made to the trip generation rate for residential land use. Instead of adopting the Sydney average rates, the 75 percentile of Sydney range from the AM peak (0.07 to 0.32 trips per unit) and the PM peak (0.06 to 0.41 trips per unit) has been adopted in this assessment.

Table 6-1: Trip Generation

Land use (increase / decrease)	Period	Trip Generation rates	Note(s)	Trips Generated
Residential (684 Units)	Weekday AM	0.24 trips per units	Sydney average for high density residential flat dwellings - 0.19 trips per unit. 75 percentile of Sydney range used.	164
	Weekday PM	0.31 trips per unit		212
	Weekend	0.31 trips per unit	No weekend rates available. PM peak rates used.	212
Commercial / Office (Decrease in GFA by **1,268** m^2)	Weekday AM	1.6 trips per 100 m^2 GFA	-	-20
	Weekday PM	1.2 trips per 100 m^2 GFA	-	-15
Retail (**Increase** in GFA by **1,757** m^2)	Weekday AM	3.05 trips per 100 m^2 GFA	50% applied to AM peak. Saturday rate used (worst case).	54
	Weekday PM	6.1 trips per 100 m^2 GFA		107
	Weekend	6.1 trips per 100 m^2 GFA		107
Total	**Weekday AM**	**198**		
	Weekday PM	**304**		
	Weekend	**319**		

The overall change in non-residential GFA is not considered significant (about 1% increase). However, as commercial land use is being "replaced" by a higher trip generating land use (retail), the growth scenario will likely result in an overall increase in trip generation. It is noted that this is the total trips expected to be generated by 21 sites within the growth scenario.

Detailed further in Section 6.2.4, an analysis of trip generation at a site level has also been carried out to better determine the cumulative vehicular trips at each of the key intersections within the study area.

6.2.2 Comparison of Trip Generation rates

A comparison of trips generation rates using the typical vehicle trips per unit, vehicle trips per car spaces (using existing parking rates and recommended parking rates) is provided within Table 6-2 and Table 6-3.

Table 6-2: Comparison of trip generation rates (Residential)

Residential		Trips generated based on vehicle trips per residential unit	Trips generated based on vehicle trips per car space (existing DCP parking rates)	Trips generated based on vehicle trips per car space (recommended parking rates)
Weekday AM Peak	**684 dwellings**	**164** (0.24 trips per unit)	**150** (0.22 trips per parking space, 684 parking spaces)	**120** (0.22 trips per parking space, 547 parking spaces[13])
Weekday PM Peak		**212** (0.31 trips per unit)	**143** (0.21 trips per parking space, 684 parking spaces)	**115** (0.21 trips per parking space, 547 parking spaces)
Weekend Peak		**212** (0.31 trips per unit)	**143** (0.21 trips per parking space, 684 parking spaces)	**115** (0.21 trips per parking space, 547 parking spaces)

Table 6-3: Comparison of trip generation rates (Commercial)

Commercial		Trips generated based on vehicle trips per 100 m^2 GFA (restrained)	Trips generated based on vehicle trips per 100 m^2 GFA (recommended parking rates)
Weekday AM Peak	**-1,268m^2 GFA**	**- 20** (1.6 trips per 100 m^2)	**- 13** (1.0 trips per 100 m^2)
Weekday PM Peak		**- 15** (1.2 trips per 100 m^2)	**- 9** (0.7 trips per 100 m^2)

A summary of this comparison is as follow:

- Using vehicle trips per car space, the adoption of recommended parking rates for residential use is expected to result in a 37% decrease in vehicular trips for both AM and PM peak.
- For commercial, there is no trip generation rate using car spaces. However, based on Section 5.6 of TfNSW traffic generation guidelines, the commercial premise within the study area would be classified under a "restrained" situation where council parking code is to be referred.

Overall, the trip generation based on the TfNSW typical rates results is significantly higher as compared to the trip generation with recommended parking rates factored in. Regardless, this assessment will use the "worst case" for each land use, with a comparison of impacts provided in Section 6.3. Worst case scenarios are generally used in transport assessment to identify potential disruptions and changes to the transport network, and allow the appropriate actions and mitigation measures to be developed.

[13] This figure has been derived using the recommended parking rates from Figure 5.5. In this study, the proposed dwellings have been assumed to be two bedrooms apartments, with using an average of 85m^2 floorspace. *(0.8 spaces per dwellings multiply by 684 dwellings = 547 parking spaces)*

6.2.3 Trip Distribution

When determining the trip distribution as well as the proportion of traffic travelling to/from the study area's access roads, the following assumptions have been used:

- The arrival and departure split for each land use outlined in Table 6-4 have been derived based on previous experiences on similar studies and is typically accepted for use. In this assessment, a 50/50 split has been adopted for the retail in the PM peak.
- Mode of travel and destination of travel have been obtained from the Australian Bureau of Statistic (ABS) and analysed further to determine each set of traffic distribution. This provides an indication of where people are travelling to for work and the percentage of them who drive.
- Google Maps have been used to derive the anticipated routes to/from each site and to understand the intersections expected to be used, which in turn lead to the development of cumulative traffic at each intersection across the network.

Table 6-5 to Table 6-7 shows the anticipated arrival and departure split for each of the Study area's access point. An example of the trip distribution for residential land use in the AM peak is illustrated in Figure 6-1. Illustrations detailing the other land uses during each peak period are provided in **Appendix B.**

It is noted that the "negative trips" (reduction) have also been included in the tables below as they contribute to the cumulative impact across the network and intersections.

Table 6-4: Arrival and Departure split

	Weekday AM peak		Weekday PM peak		Weekend peak	
	Arrival	**Departure**	**Arrival**	**Departure**	**Arrival**	**Departure**
Residential	10%	90%	90%	10%	30%	70%
Commercial	100%	0%	0%	100%	0%	0%
Retail	100%	0%	50%	50%	50%	50%

Table 6-5: Origin and destination (Residential)

Residential												
	Weekday AM				Weekday PM				Weekend			
	Arr	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**
Military Rd West	10%	80%	16	131	80%	10%	170	21	10	50	21	106
Ernest St West	0%	5%	0	8	5%	0%	11	0	10	10	21	21
Rangers Road South	0%	0%	0	0	0%	0%	0	0	0	0	0	0
Gerrard Street East	0%	5%	0	8	5%	0%	11	0	10	10	21	21
Total	**10%**	**90%**	**16**	**148**	**90%**	**10%**	**191**	**21**	**30%**	**70%**	**64**	**149**

Table 6-6: Origin and destination (Commercial)

Commercial								
	Weekday AM				Weekday PM			
	Arr	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**
Military Rd West	90%	0%	-18	0	0%	90%	0	-13
Ernest St West	0%	0%	0	0	0%	0%	0	0
Rangers Road South	5%	0%	-1	0	0%	5%	0	-1
Gerrard Street East	5%	0%	-1	0	0%	5%	0	-1
Total	**100%**	**0%**	**-20**	**0**	**0%**	**100%**	**0**	**-15**

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Table 6-7: Origin and destination (Retail)

Retail												
	AM				PM				Weekend			
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Military Rd West	90%	0%	48	0	30%	30%	32	32	30%	30%	32	32
Ernest St West	0%	0%	0	0	10%	0%	11	0	10%	0%	11	0
Rangers Road South	5%	0%	3	0	5%	10%	5	11	5%	10%	5	11
Gerrard Street East	5%	0%	3	0	5%	10%	5	11	5%	10%	5	11
Total	**10%**	**90%**	**54**	**0**	**90%**	**10%**	**54**	**54**	**90%**	**10%**	**54**	**54**

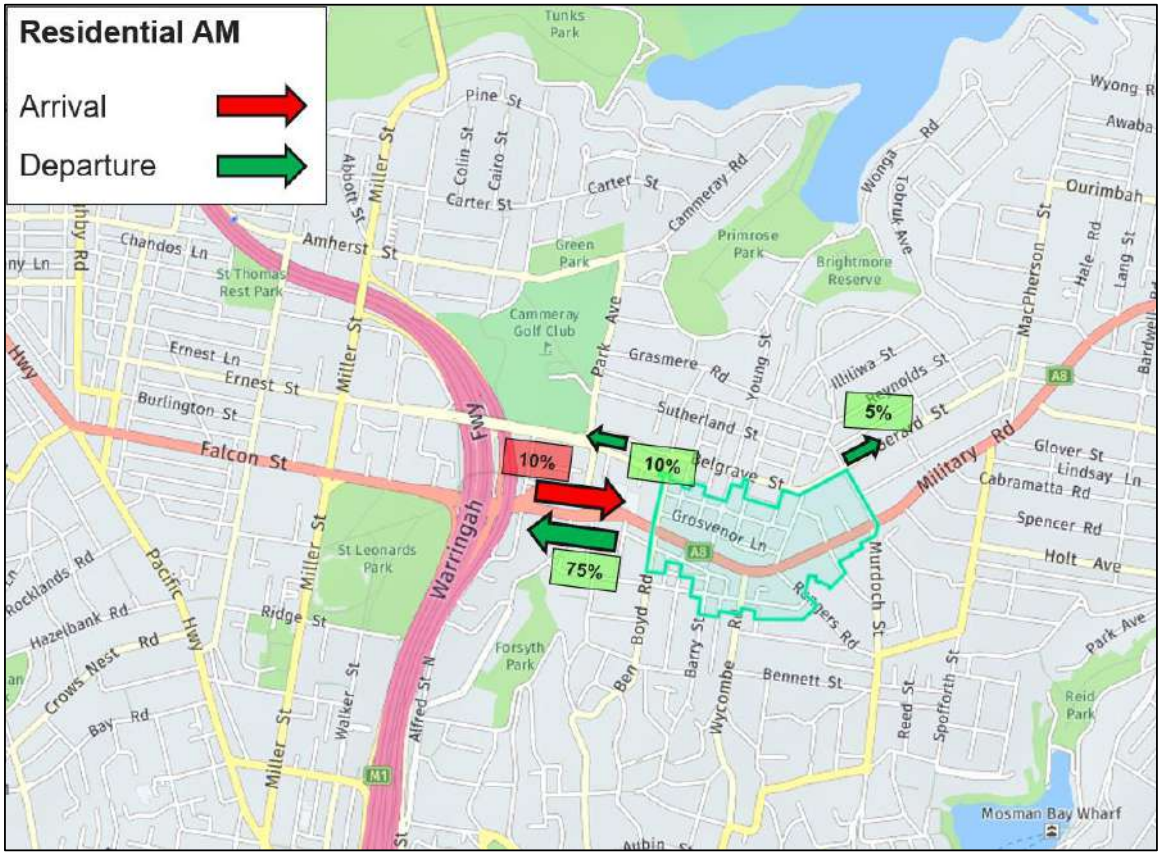


Figure 6-1: Trip Distribution for residential (AM Peak)

6.2.4 Trip Generation (Site level)

Based on the proposed yields in Table 4-1 and accounting for existing development (provided in **Appendix E**), trip generation for each site has been derived and is provided in Table 6-8. As explained earlier in Section 6.2.2, this study will adopt the typical TfNSW trip generation rates. In summary, majority of the sites within the study area are expected to have an increase in vehicular trips, with Key Site 1, 3B, 9, 10 and 11 expected to generate higher than average vehicular trips.

By understanding the trips generated from each site and the anticipated trip distribution, the cumulative traffic impact at each key intersection as a result of the Growth Scenario can be determined. This is provided in Table 6-10 to Table 6-12.

Table 6-8: Trip Generation (site level)

		AM		PM		Weekend	
		Arrival	Departure	Arrival	Departure	Arrival	Departure
Key Sites	1	50	19	32	40	11	32
	2A	-21	11	-37	-28	-49	-37
	2B	-7	8	1	-7	-9	1
	3A	11	4	5	8	1	5
	3B	18	18	44	20	24	44
Other Sites	4	10	5	9	8	3	9
	5	8	5	16	9	10	16
	6	3	9	-1	0	-11	-1
	7	-13	9	4	-11	-6	4
	8	-5	1	0	-4	-1	0
	9	-22	10	48	-7	37	48
	10	19	8	23	18	14	23
	11	42	6	33	38	26	33
	12	0	2	-6	-2	-8	-6
	13	6	1	4	6	3	4
	14	1	5	10	2	5	10
	15	-15	3	9	-10	5	9
	16	-4	2	3	-3	1	3
	17A	-2	4	3	-2	-1	3
	17B	-18	4	19	-10	14	19
	18	-2	1	8	0	6	8
	19A	-13	3	6	-9	3	6
	19B	-16	1	1	-12	0	1
	20A	10	-1	3	9	5	3
	20B	5	2	0	3	-2	0
	20C	-2	3	-4	-3	-7	-4
	21	7	4	7	8	3	7
		50	**148**	**243**	**61**	**75**	**243**

6.3 Intersection Performance

6.3.1 Existing Operations

Intersection analysis was undertaken using SIDRA 9.0 which modelled the weekday peaks (AM and PM) and weekend interpeak periods for the Military Road intersections. Table 6-9 presents a summary of the existing operation of the intersections (July 2022), with full results presented in **Appendix D** of this report. The SIDRA results of key intersections identified within the study are further illustrated from Figure 6-3 to Figure 6-5.

The concepts of intersection capacity and Level of Service (LOS), as defined in the Guidelines published by the Roads and Maritime Services (2002), are described in **Appendix E** together with the criteria for their assessment. The assessment of the LOS of signalised intersections is based on the evaluation of the average delay (seconds/vehicle) on all vehicles.

Table 6-9: Existing (2022) intersection operating conditions

Intersection	Peak	Degree of saturation (DOS)	Average delay (sec)	95th percentile queue (m)	Level of service (LOS)
Military Road/ Ben Boyd Road	AM	1.000	43	760	D
	PM	0.974	37	580	C
	Sat	0.972	39	623	D
Military Road/ Young Street	AM	0.997	40	807	C
	PM	0.969	14	373	A
	Sat	0.901	14	390	A
Military Road/ Wycombe Road	AM	1.023	52	828	D
	PM	0.965	32	567	C
	Sat*	1.193	38	577	C
Military Road/ Rangers Road/ Waters Road	AM	0.708	43.6	11	D
	PM	0.665	26	24	C
	Sat*	0.698	23	26	C
Ben Boyd Road/ Grosvenor Lane	AM	0.229	4	6	A
	PM	0.210	4	5	A
	Sat	0.314	5	8	A
Young Street/ Grosvenor Lane	AM	0.071	8	2	A
	PM	0.112	8	4	A
Waters Road/ Grosvenor Lane	AM	0.067	8	2	A
	PM	0.121	8	3	A
Ben Boyd Road/ Grosvenor Street	AM	0.184	9	5	A
	PM	0.171	9	5	A
	Sat	0.306	11	10	A
Young Street/ Grosvenor Street	AM	0.185	10	7	A
	PM	0.210	10	8	A
	Sat*	0.275	10	11	A
Waters Road/ Grosvenor Street	AM	0.093	7	2	A
	PM	0.139	6	4	A
Ben Boyd Road/ Ernest Street	AM	0.803	15	135	B
	PM	0.482	12	69	A
	Sat*	0.610	12	98	A
Ben Boyd Road/ Oaks Avenue/ Belgrave Street	AM	0.915	372	24	F
	PM	0.431	106	11	F

*As explained in Section 3.6.1, the derivation of Sat volumes is based on a percentage mark-up applied to surveyed weekday volumes.

On the basis of the above assessment, it is clear that the network generally operates well with minimal queues and delays at each intersection. The exceptions to this are the intersections along the Military Road corridor which are over-saturated and approaching capacity. These intersections experience some delays and reduced levels of service on the minor road approaches with long queues for eastbound and westbound traffic on Military Road. The relatively long queue length along Military Road is further validated by site visit observations carried out in June 2023.

While LOS C or better is generally achieved, LOS F currently occurs at the Ben Boyd Road/ Oaks Avenue/ Belgrave Street intersection in the weekday AM and PM peaks due to excessive delays occurring for the southbound movement at the northern approach of this intersection. At this priority-controlled intersection, the movement has the lowest priority and will naturally have the poorest LOS within this type of intersection. It is noted that in both the AM and PM peak, this impacts about 0.8% of the users of this intersection.

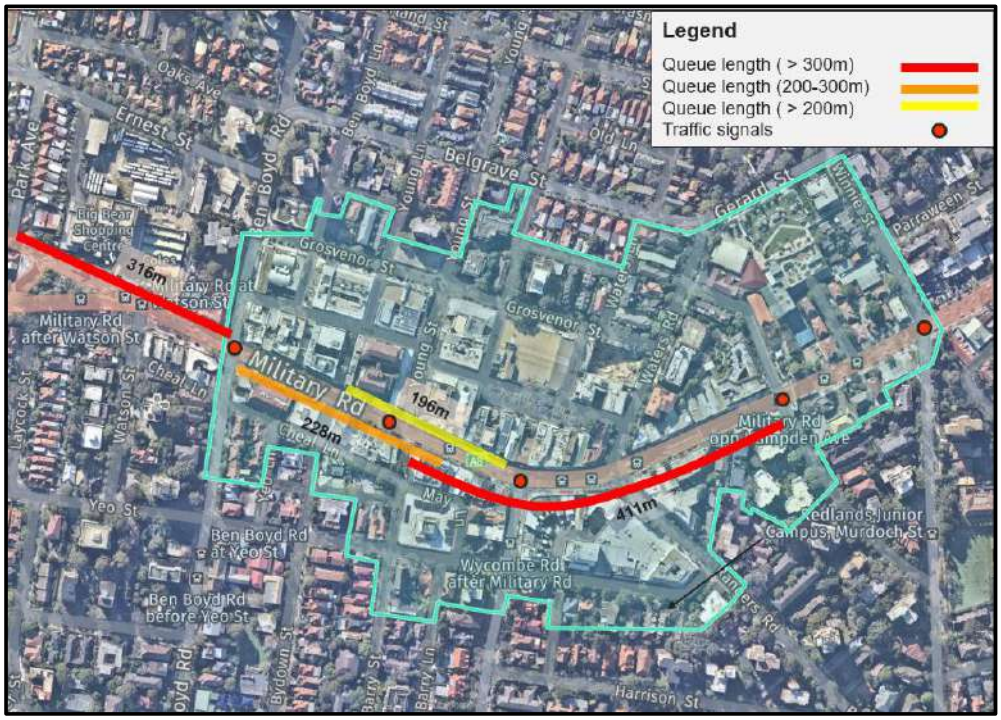


Figure 6-2: Queue length along Military Road

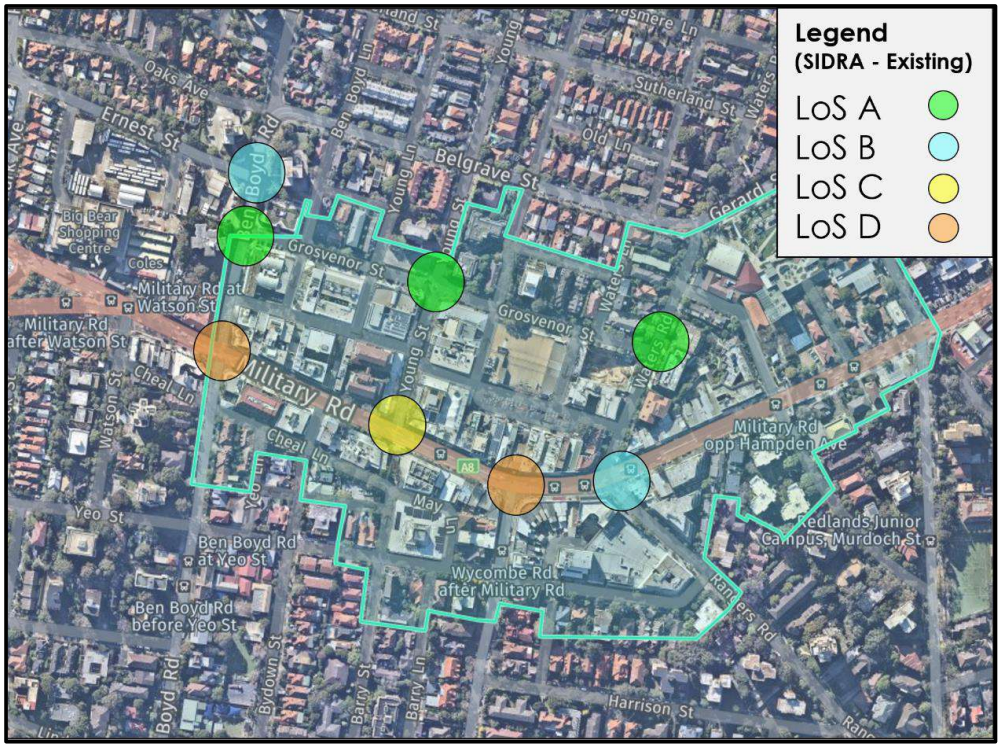


Figure 6-3: SIDRA results of key intersections (Existing – AM Peak)

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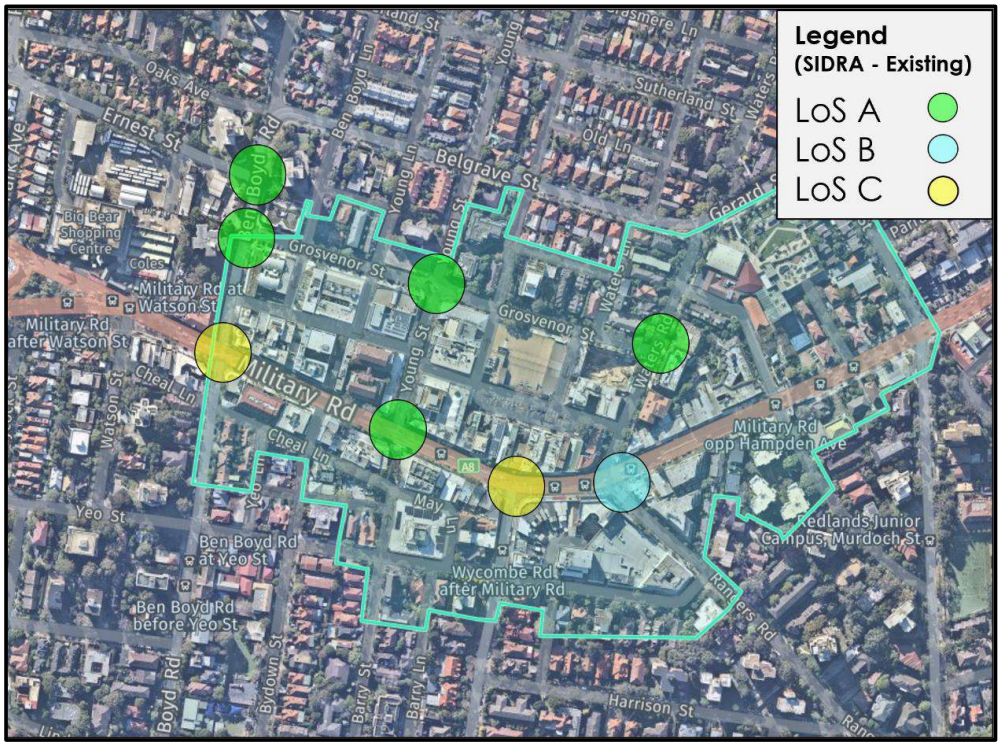


Figure 6-4: SIDRA results of key intersections (Existing – PM Peak)

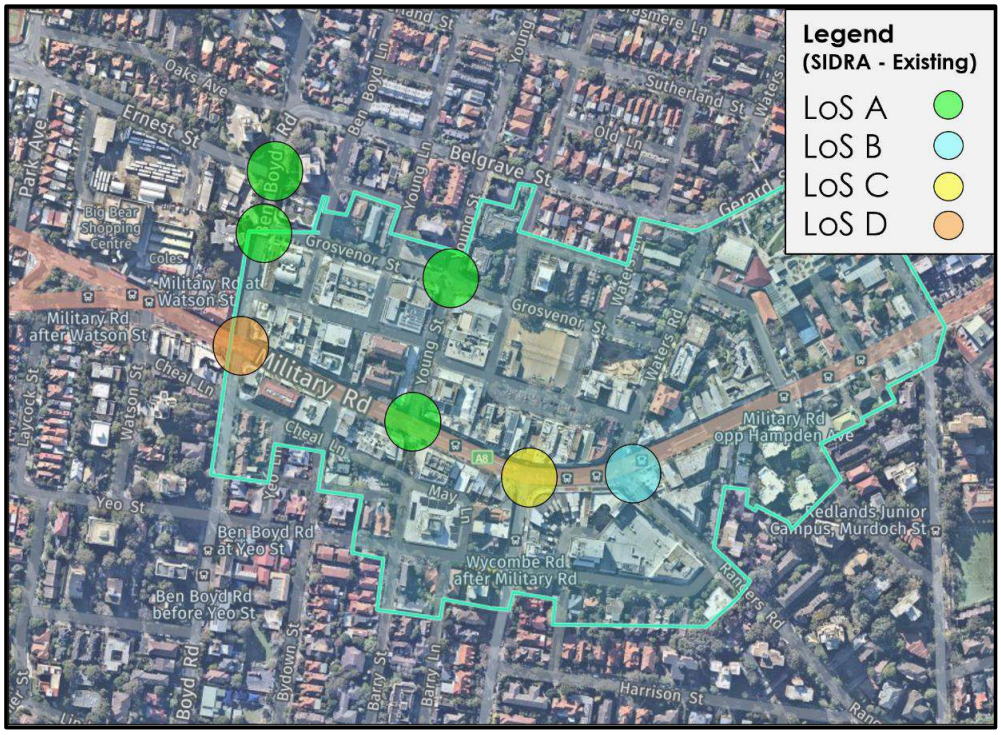


Figure 6-5: SIDRA results of key intersections (Existing – Weekend Peak)

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6.3.2 Impact on intersections (Development traffic only)

The cumulative vehicular trips for each of the key intersections, from the development traffic associated with the Growth Scenario, during the weekday AM, weekday PM and weekend peak is summarised in Table 6-10 to Table 6-12 respectively.

Table 6-10: Development Traffic – Weekday AM Peak

Intersections	Development Traffic (AM)	% (AM)
Military Road / Ben Boyd Road	136	2.5%
Military Road / Wycombe Road	55	1.1%
Military Road / Rangers Road	35	1.3%
Ben Boyd Road / Ernest Street	13	0.5%
Ben Boyd Road / Grosvenor Street	86	12.5%
Grosvenor Street / Young Street	86	14.9%
Grosvenor Street / Cooper Lane	92	19.6%
Grosvenor Street / Waters Road	30	6.4%
Grosvenor Lane / Waters Road	30	11.4%

Table 6-11: Development Traffic – Weekday PM Peak

Intersections	Development Traffic (PM)	% (PM)
Military Road / Ben Boyd Road	108	2.1%
Military Road / Wycombe Road	3	0.1%
Military Road / Rangers Road	25	1.2%
Ben Boyd Road / Ernest Street	21	0.9%
Ben Boyd Road / Grosvenor Street	64	9.7%
Grosvenor Street / Young Street	64	9.3%
Grosvenor Street / Cooper Lane	29	12.6%
Grosvenor Street / Waters Road	10	2.0%
Grosvenor Lane / Waters Road	10	2.8%

Table 6-12: Development Traffic – Weekend Peak

Intersections	Development Traffic (Weekend)	% (PM)
Military Road / Ben Boyd Road	212	3.9%
Military Road / Wycombe Road	97	2.0%
Military Road / Rangers Road	45	0.9%
Ben Boyd Road / Ernest Street	21	0.8%
Ben Boyd Road / Grosvenor Street	73	7.3%
Grosvenor Street / Young Street	73	8.4%
Grosvenor Street / Cooper Lane	19	2.9%
Grosvenor Street / Waters Road	5	0.8%
Grosvenor Lane / Waters Road	5	1.2%

A summary of Table 6-10 to Table 6-12 is as follows:

- Across the three peak periods, the intersection of Military Road and Ben Boyd Road is expected to have the highest increase in terms of vehicular trips. This increase constitutes about 2% to 4% of its existing volumes in the respective peak periods. The increase in vehicular trips at this intersection is largely from the trips generated from Key Site 1 and other sites north of Military Road.
- During the weekday AM and PM peak, the intersection of Grosvenor Street and Cooper Lane is expected to have the highest percentage increase in vehicular trips, with the increase constituting to about 20% and 13% of its

existing volumes in the AM and PM peak respectively. The increase in vehicular trips at this intersection is largely from the trips generated from Key Site 1 and traffic exiting from Cooper Lane. It is noted that traffic survey was not undertaken for this intersection, and the existing volumes have been estimated based on traffic volumes from surrounding intersections.

- Across the three peak periods, the intersections of Grosvenor Street with Ben Boyd Road and with Young Street are expected to have a moderate increase in vehicular trips. This is largely due to the increase in retail GFAs and residential units in this half of the town centre
- Generally, development traffic from the Growth Scenario are relatively minor for most intersections.

6.3.3 Impact on intersections (Future year 2041)

While the overall development traffic from the Growth Scenario is expected to be minor, background traffic growth for the study area will also need to be factored to understand the increase in traffic at each intersection. In this assessment, the Growth Scenario has been assumed to be fully built-out by Year 2041 with a background traffic growth of 0.55% per annum.

Table 6-13 and Table 6-14 shows the difference in traffic volumes at each of the key intersections, with the percentage of the existing volumes provided in the last column. For illustration purpose, Figure 6-6 to Figure 6-8 shows the LOS for the existing SIDRA results, as well as anticipated vehicular trips increase at certain intersections.

The following formula is used to determine the "Difference" (variance between existing and future with growth scenario):

"Difference" = "Future 2041 (base + Growth Scenario)" – "Existing (base)"

Table 6-13: Future 2041 - AM Peak (Base + Growth Scenario)

	Difference (AM)	% (AM)
Military Road / Ben Boyd Road	646	13.1%
Military Road Wycombe Road	516	11.6%
Military Road / Rangers Road	328	13.4%
Ben Boyd Road / Ernest Street	259	10.9%
Ben Boyd Road / Grosvenor Street	151	24.2%
Grosvenor Street / Young Street	141	26.8%
Grosvenor Street / Cooper Lane	217	56.3%
Grosvenor Street / Waters Road	74	17.5%
Grosvenor Lane / Waters Road	55	22.9%

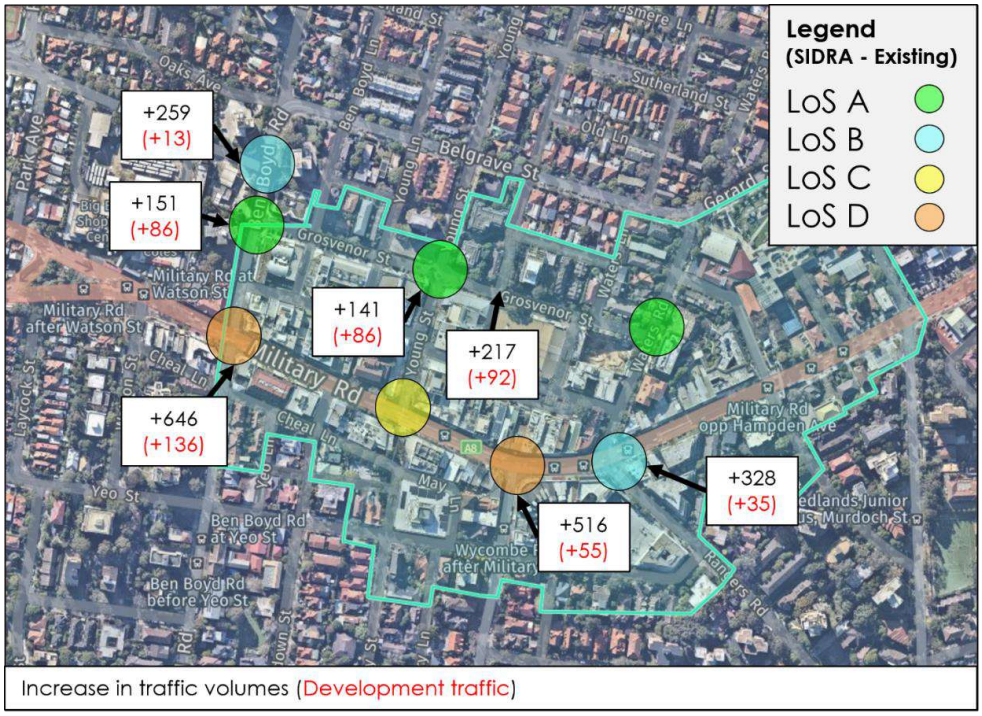


Figure 6-6: Impact on intersections (AM Peak)

A summary of the AM peak (from Table 6-13 and Figure 6-6) is as follows:

- In terms of percentage of the existing volumes, the intersection of Grosvenor Street with Cooper Lane has the highest increase in vehicular trips. SIDRA analysis has not been carried out for this intersection and will be required to determine its intersection performance and anticipated queue length at approaches, given its proximity to the proposed access points of Key Site 1 and to the intersection of Grosvenor Street with Young Street.
- Both the intersections of Grosvenor Street with Young Street and Ben Boyd have a LOS A for its existing operations and the development traffic volumes make up more than 50% of the overall increase in traffic volumes at 61% and 57% respectively. However, the increase in traffic volumes at these intersections is not considered significant and will marginally impact the intersection performances as shown in the SIDRA results summarised in Section 6.3.4.
- While the development traffic along Military Road is minor in relation to the background traffic growth, the expected increase in traffic volumes at the intersections of Military Road is considered moderate (between 12% to 13% of its existing volumes). As mentioned in Section 6.3.1, there is currently insufficient queue length along the intersections of Military Road. The increase in traffic volumes along Military Road is expected to worsen intersection performances and increase existing queue lengths as further discussed in Section 6.3.4.

Table 6-14: Future 2041 – PM Peak (Base + Growth Scenario)

	Difference (PM)	% (PM)
Military Road / Ben Boyd Road	596	12.7%
Military Road Wycombe Road	447	10.4%
Military Road / Rangers Road	219	11.7%
Ben Boyd Road / Ernest Street	230	11.4%
Ben Boyd Road / Grosvenor Street	126	21.1%
Grosvenor Street / Young Street	129	20.6%
Grosvenor Street / Cooper Lane	124	27.3%
Grosvenor Street / Waters Road	56	12.6%
Grosvenor Lane / Waters Road	43	13.5%

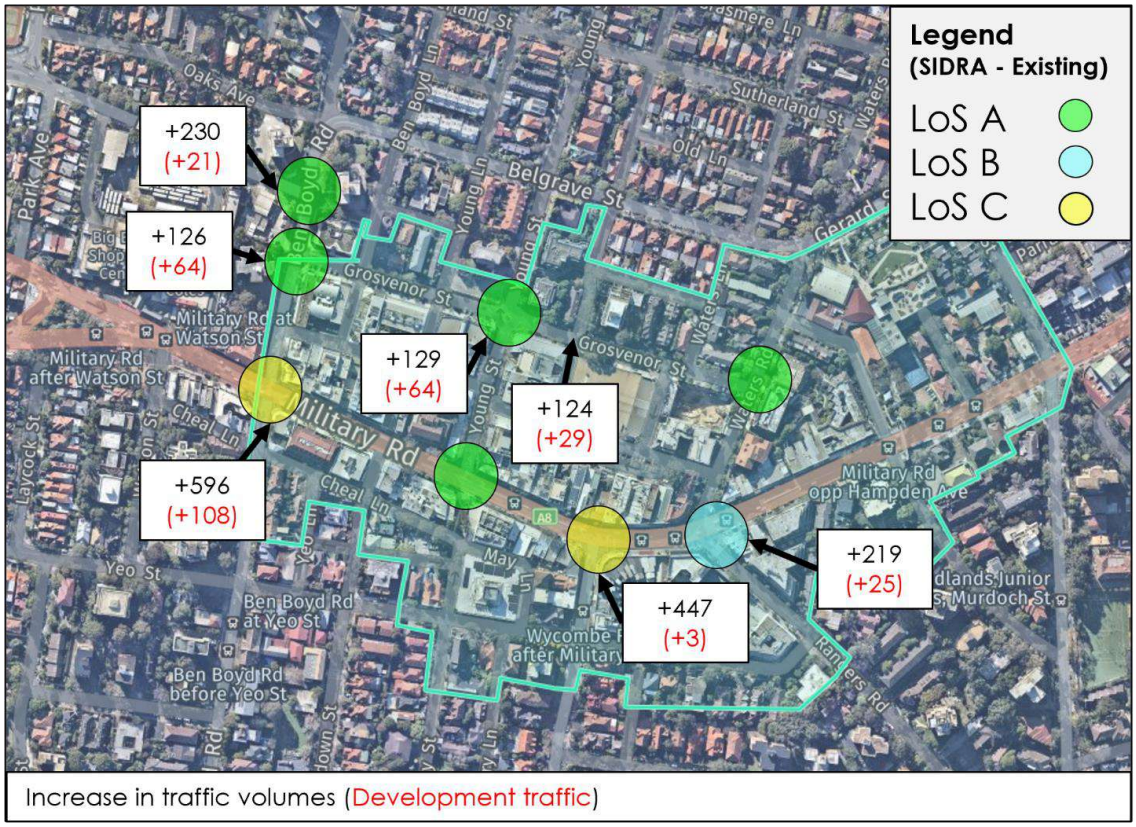


Figure 6-7: Impact on intersections (PM Peak)

A summary of the PM peak (from Table 6-14 and Figure 6-7) is as follows:

- The expected increase in traffic volumes at the intersections of Military Road is moderate, between 10% to 13% of its existing volumes. At the intersections of Military Road with Ben Boyd Road, Wycombe Road and Rangers Road, development traffic contributes to about 18%, 1% and 11% of the increase respectively. Similar to the AM peak, there is currently insufficient queue length along the intersections of Military Road for the PM peak. The increase in traffic volumes along Military Road is expected to worsen intersection performances and increase existing queue lengths as further discussed in Section 6.3.4.
- Within the study area, other than the intersections along Military Road and intersection at Ben Boyd Road with Ernest Street, the rest of the key intersections have a relatively minor increase in traffic volumes, with majority of them having a LOS A for the existing operations.

Table 6-15: Future 2041 - Weekend Peak (Base + Growth Scenario)

	Difference (AM)	% (AM)
Military Road / Ben Boyd Road	721	14.7%
Military Road Wycombe Road	548	12.6%
Military Road / Rangers Road	495	11.4%
Ben Boyd Road / Ernest Street	308	12.0%
Ben Boyd Road / Grosvenor Street	167	18.4%
Grosvenor Street / Young Street	155	19.6%
Grosvenor Street / Cooper Lane	136	28.3%
Grosvenor Street / Waters Road	64	11.3%
Grosvenor Lane / Waters Road	138	43.5%

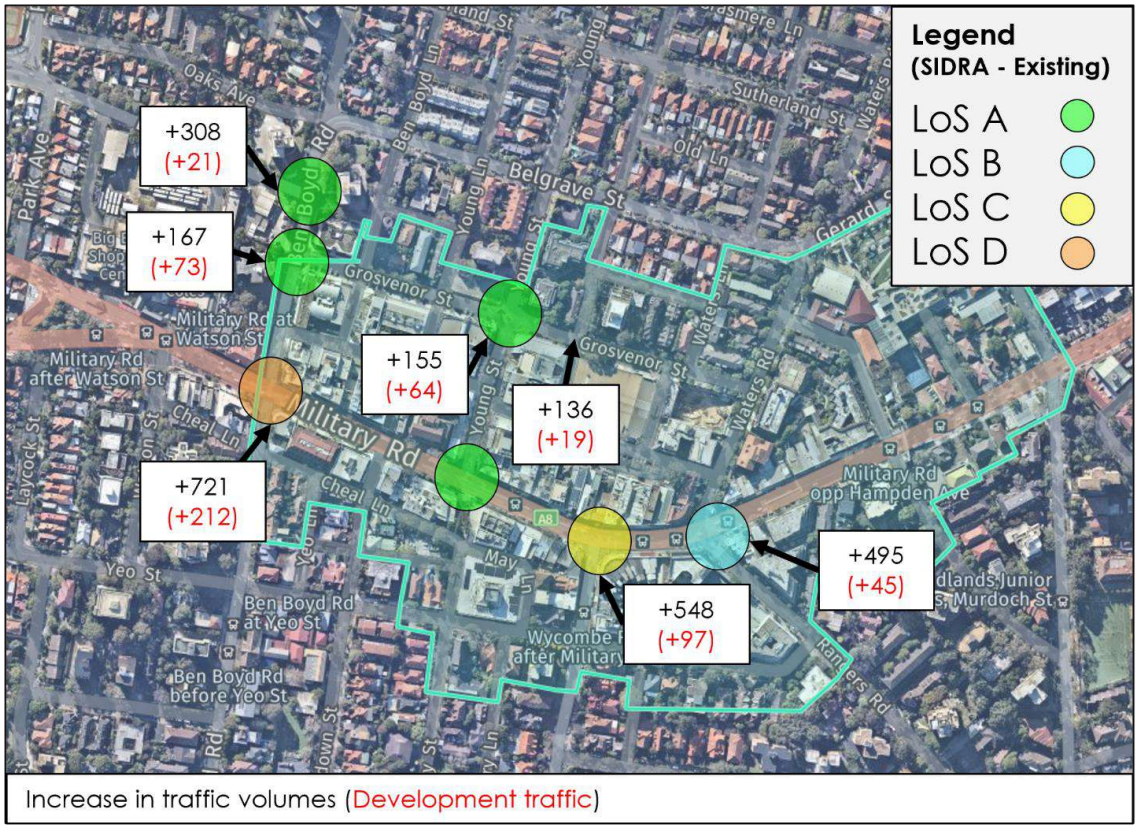


Figure 6-8: Impact on intersections (Weekend Peak)

A summary of the weekend peak (from Table 6-13 and Figure 6-6) is as follows:

- The expected increase in traffic volumes at the intersections of Military Road is moderate, between 11% to 15% of its existing volumes. Along Military Road, development traffic contributes to the highest percentage increase in traffic volumes at the intersection with Ben Boyd Road at 29%, followed by 18% at Wycombe Road and 9% at Rangers Road. Similar to the weekday peaks, there is currently insufficient queue length along the intersections of Military Road for the weekend peak. The increase in traffic volumes along Military Road is expected to worsen intersection performances and increase existing queue lengths, as further discussed in Section 6.3.4
- Within the study area, other than the intersections along Military Road and intersection at Ben Boyd Road with Ernest Street, the rest of the key intersections have a relatively minor increase in traffic volumes, with majority of them having a LOS A for the existing operations.

6.3.4 Future Operations

From Section 6.3.2 and 6.3.3, the analysis shows that development traffic from the Growth Scenario during the AM peak, PM and Weekend Peak are relatively minor for most intersections, with majority of the traffic increase in year 2041 from background traffic growth. Based on the above analysis and discussions with Council, the following intersections have been identified for further SIDRA analysis. For this transport study, the following scenarios have been assessed:

1) Existing (base)
   - Year 2022

2) Scenario A – Future (base)
   - Year 2041
   - Assumed average annual growth rate of 0.55% (Source: NSW Population Projections) and a "Do Minimum" scenario. The intention of this scenario provides a starting point for assessing impacts in a worst case scenario.

3) Scenario B – Future (base + Growth Scenario)
   - Year 2041
   - Includes development traffic generated from Site 1 to 21
   - Re-routing of traffic from closing Grosvenor Lane between Cooper Lane and Waters Lane

For the purpose of this study, network modelling has not been carried out in this exercise. The summary of results outlined below comprises of only results at an intersection level to identify potential issues from the future scenarios. The summary of SIDRA results, comparing existing and future operations is shown in the following tables.

Table 6-16: Military Road with Ben Boyd Road

	Weekday AM			Weekday PM			Weekend		
	DoS	**Delay**	**LoS**	**DoS**	**Delay**	**LoS**	**DoS**	**Delay**	**LoS**
Existing	1.00	42.7	D	0.974	36.5	C	0.972	39.2	C
Scenario A	1.14	92.8	F	1.104	72.7	F	1.097	80.7	F
Scenario B	1.187	105.6	F	1.34	86.3	F	1.158	105.9	F

Table 6-17: Military Road with Young Street

	Weekday AM			Weekday PM			Weekend		
	DoS	**Delay**	**LoS**	**DoS**	**Delay**	**LoS**	**DoS**	**Delay**	**LoS**
Existing	1.004	42.5	C	0.903	13.5	A	0.901	13.4	A
Scenario A	1.123	92.2	F	0.996	35.9	C	0.995	37.2	C
Scenario B	1.148	104.2	F	0.996	35.8	C	0.995	37.2	C

Table 6-18: Military Road with Wycombe Road

	Weekday AM			Weekday PM			Weekend		
	DoS	**Delay**	**LoS**	**DoS**	**Delay**	**LoS**	**DoS**	**Delay**	**LoS**
Existing	1.023	51.9	D	0.965	32	C	1.193	37.6	C
Scenario A	1.144	102.5	F	1.065	63.5	E	1.322	70.1	E
Scenario B	1.16	112.5	F	1.065	63.2	E	1.322	72.8	F

Table 6-19: Military Road with Rangers Road

	Weekday AM			Weekday PM			Weekend		
	DoS	**Delay**	**LoS**	**DoS**	**Delay**	**LoS**	**DoS**	**Delay**	**LoS**
Existing	0.708	43.6	D	0.767	26.2	B	0.647	22.8	B
Scenario A	0.894	73.5	F	0.846	34.4	C	0.647	22.8	B
Scenario B	0.894	73.5	F	0.79	34.4	C	0.647	22.8	B

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Table 6-20: Ben Boyd Road with Grosvenor Street

	Weekday AM			Weekday PM			Weekend		
	DoS	Delay	LoS	DoS	Delay	LoS	DoS	Delay	LoS
Existing	0.184	9.2	A	0.171	8.5	A	0.306	11.3	A
Scenario A	0.213	9.8	A	0.194	9	A	0.354	12.5	A
Scenario B	0.276	10.3	A	0.219	9.3	A	0.416	12.6	A

Table 6-21: Ben Boyd Road with Ernest Street

	Weekday AM			Weekday PM			Weekend		
	DoS	Delay	LoS	DoS	Delay	LoS	DoS	Delay	LoS
Existing	0.184	10.1	A	0.21	10.2	A	0.275	10.5	A
Scenario A	0.154	10	A	0.135	10.3	A	0.179	10.7	A
Scenario B	0.21	10.3	A	0.165	10.4	A	0.187	10.7	A

Table 6-22: Grosvenor Street with Young Street

	Weekday AM			Weekday PM			Weekend		
	DoS	Delay	LoS	DoS	Delay	LoS	DoS	Delay	LoS
Existing	0.803	14.9	B	0.482	11.7	A	0.61	12.3	A
Scenario A	0.888	15.7	B	0.531	11.9	A	0.674	12.6	A
Scenario B	0.976	16.9	B	0.531	11.9	A	0.674	12.6	A

Results from the SIDRA analysis indicate the following:

- For the existing scenario, except for the Military Road intersections in the weekday morning peak, are performing at a satisfactory level at LoS C or better.
- For the future scenarios (with and without growth scenario), apart from Military Road intersections, the other key intersections are expected to perform at a satisfactory level at LoS C or better.
- For Scenario A (future year 2041 without the growth scenario, the intersections of Military Road with Ben Boyd Road and Wycombe Road are expected to operate at capacity, with more than 70 seconds of delay anticipated across the peak periods.
    - Military Road / Ben Boyd Road intersection: high demand in through traffic movement from the east approach (Military Road) and all traffic movements from the south approach (Ben Boyd Road).
    - Military Road / Young Street intersection: high demand in through traffic movement from the east approach (Military Road).
    - Military Road / Wycombe Road intersection: high demand in through traffic movement from the east approach (Military Road) and all traffic movements from the south approach (Wycombe Road).
- Based on the comparison of the SIDRA results for the two future scenarios (future year 2041 and future year 2041 with growth scenario), the growth scenario is generally expected to have a minor impact on the road network, with marginal variances in intersection performances between the two scenarios. Further commentary and recommendations are provided in Section 6.5.

6.4 Proposed Pedestrian Crossing on Military Road

An additional pedestrian crossing on Military Road, located on the western side of the Rangers Road/Waters Road intersection (refer Figure 6-9), has been proposed as part of the Neutral Bay Town Centre Public Domain Plan prepared by SMM in May 2023. The additional crossing serves to improve north-south pedestrian connectivity within the town centre and create an easily accessible pedestrian connection between the new Rangers Road plaza and the new public square at Grosvenor Lane via both Waters Road and the nearby through-site link on Military Road.

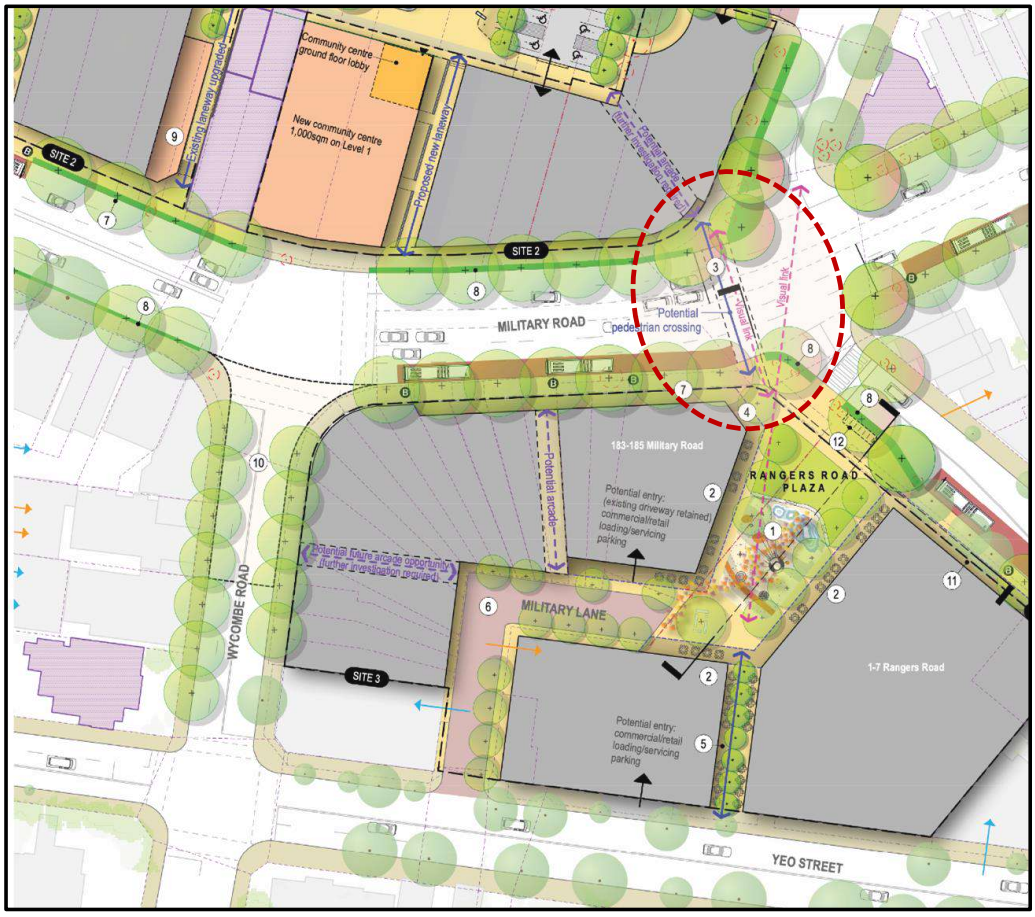


Figure 6-9: Additional Pedestrian Crossing on Military Road

A summary of the potential benefits and constraints associated with this proposed crossing, while considering the current traffic conditions and the range of public domain improvements from the Neutral Bay Town Centre Public Domain Plan, is detailed in Table 6-23.

Table 6-23: New Pedestrian Crossing at Military Road - Benefits and Constraints

Benefits	Constraints
• The provision of an additional crossing opportunity along the Military Road would improve the overall north-south connectivity within the town centre. • The provision of a pedestrian crossing at this location aligns with the pedestrian desire line between the new Grosvenor Lane Plaza and a new pedestrian laneway (Yeo Lane) that connects Rangers Road and Yeo Street via the new Rangers Road Plaza.	• Current queue length between the Military Road/Wycomne Road signalised intersection and the Military Road/Murdoch Street signalised intersection extends further than spacing between these two intersections. The provision of an additional signalised crossing at this location is expected to impact traffic flow and contribute to existing traffic queues along this corridor. • In addition, the proximity between the proposed Rangers Road crossing and the current Military Road/Wycombe Road intersections (appoximately 68m) may not be sufficiently far apart for the introduction of a new signalised crossing. • Further modelling assessment along Military Road is required to assess the measures required for coordinated operations between the current signalised intersections and

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	a new signalised crossing, and therefore the feasibility of an additional signalised crossing along this corridor.

6.5 Commentary and recommendations (traffic)

The traffic analysis from the earlier sections indicates that the intersections along Military Road is expected to experience significant delays in the future, even without the proposed growth scenario. It is however noted that this growth in year 2041 is likely the worst case scenario as this assessment assumes that the vehicular growth is linear to the 0.55% annual population growth and in this "Do minimum" scenario, there is nothing / little being done to minimise the traffic growth. It is essential to recognise the impacts from this potential worst case scenario and develop mitigation measures in these "early stages".

Given the physical constraints of Military Road within the Neutral Bay town centre and its primary function as a movement corridor, it is not expected for a single recommendation to have a significant impact to improving intersection performance in the future. A combination of efforts through collaborating with TfNSW and neighbouring LGAs, with the goal of improving public and active transport mode share, minimising reliance on private vehicle usage and exploring options for intersection reconfiguration or upgrades is more likely to improve the future performance of the intersection effectively.

Table 6-24: Recommendations

	Recommendation	Objective
1	Co-ordinate with TfNSW to identify opportunities and explore options (upgrades/signals optimisation) to cater for future demands, understanding there are constraints along this segment of Military Road.	To seek opportunities for gradual performance improvement at the intersection to cater for future demand.
2	• To ensure Green Travel Plans for developments set mode share targets and initiatives that aligns with local planning policies. • Co-ordinate with TfNSW to investigate opportunities to improve public transport network and facilities.	To improve mode share for public transport and active transport, minimising reliance on private vehicle usage.
3	As recommended in Section 5, to continue reviewing parking rates within the DCP in achieving the planning outcomes	Reduce car dependency and car ownership rates and encourage users to choose public and active transport alternatives.

7. Recommended Improvements and Strategies

In the preparation of this traffic and transport study, the following have been carried out:

- Review of planning strategies relevant to the Neutral Bay town centre and development proposal plans to appreciate issues and concerns from earlier studies.
- Developed transport evidence of the study area through review of existing transport conditions and data collection which included intersection counts and parking occupancy surveys, as well as method of travel to work using Journey to work census data
- Review of relevant parking policies, strategies and developed potential parking recommendations.
- Transport analysis of proposed Growth Scenarios and public domain options, which included analysing trip generation data for the AM and PM peak periods and identifying traffic impacts at key intersections.
- Workshops and meetings with Council throughout the project to share and discuss findings.

From the above, potential issues within the study area have been identified, with associated actions recommended. For the purpose of this report, these have been grouped broadly in five categories (Traffic, Road Safety, Parking, Active Transport (Walking and Cycling), Public Transport) and are detailed in Table 7-1 to Table 7-4.

The potential issues and recommended actions are shown indicatively on a map of the study area in Figure 7-1. Whilst most of these constraints and opportunities are location-specific within the study area, a number of them are area wide and thus have not been placed on a single location.



Figure 7-1: Map of potential issues and recommendations

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Table 7-1: Potential issues and Recommended Actions (Traffic)

Map Reference	Location	Issue	Recommendation
T1	Intersection of Grosvenor Street / Cooper Lane	Relatively high increase in trips by about 48% at the intersection of Grosvenor Street with Cooper Lane, with about one-third of this increase contributed by the Growth Scenario and the remainder as a result of background traffic growth. It is noted that, as compared to the other intersections, the estimated existing volumes for this intersection ae relatively low. This is currently a priority-controlled intersection and is expected to be in close proximity to several access driveways. In addition to the increased vehicular movements at this intersection, its proximity to the customer car park / loading dock access is likely to raise traffic concerns (i.e., congestion, increased likelihood of accidents). Potential intersection upgrade might be required to facilitate the additional traffic movements.	Consider intersection modelling to determine the potential impact(s) from the Growth Scenario in the future (year 2041). Undertake a road safety audit of the intersection and the proposed access points of Site 1 at pre-construction stage to ensure that the locations of the proposed access points are suitable.
T2	Intersections along Military Road (between Ben Boyd Road and Wycombe Road)	Military Road is expected to experience significant delays in the future, even without the proposed growth scenario.	Per recommendations outlined in Table 6-24.

Table 7-2: Potential issues and Recommended Actions (Road Safety)

Map Reference	Location	Issue	Recommendation
RS1	Cooper Lane (between Grosvenor Street and Grosvenor Lane)	**Sightlines when exiting driveways**: It appears as though trees may obstruct driver sightlines when exiting driveways, particularly the residential access driveway on Cooper Lane. There is a risk of a side-impact collision between vehicles.	Consider investigating further in the next stage of the public domain upgrades development.

RS2	Cooper Lane (between Grosvenor Street and Grosvenor Lane)	**Sightlines for drivers exiting Cooper Lane**: The skewed intersection alignment and vegetation on the south-eastern corner of the Grosvenor Street/ Cooper Lane intersection may obstruct driver sightlines to oncoming westbound traffic in Grosvenor Street. There is a risk of a side-impact collision between vehicles. The likelihood of a collision occurring is increased by the additional traffic in Cooper Lane generated by the development.	Consider investigating further in the next stage of the public domain upgrades development.
RS3	Cooper Lane (between Grosvenor Street and Grosvenor Lane)	It is unclear what type of shared zone on Cooper Lane is indented to be. If the intention is a 10km/h Shared Zone, pedestrians have right of way over vehicles. The proposed residential access driveway on Cooper Lane is likely to create more traffic in Cooper Lane, hence a greater risk of vehicle/ pedestrian collision in Cooper Lane.	Consider investigating further in the next stage of the public domain upgrades development.
RS4.1	Site 1	Trucks may not be able to safely make a left turn out the driveway: • Risk of collision with eastbound vehicle in Grosvenor Street	Location of loading dock for Site 1 to be reviewed during its development to ensure that risks and likelihoods of potential conflicts are minimised.
RS4.2		Trucks may need to reverse into the driveway: • Risk of collision with eastbound vehicle in Grosvenor Street • Risk of collision with pedestrians walking along footpath on southern side of Grosvenor Street (due to restricted visibility in heavy vehicles)	
RS4.3		The loading dock driveway is located within close proximity to Cooper Lane (minimum 6m in AS2890.1): • Risk of vehicle collision as vehicles may turn across each other's paths (e.g. vehicle waiting to turn out right from Cooper Lane may not realise there is a vehicle waiting to turn left out of the loading driveway)	
RS4.4		The loading dock driveway is an additional conflict point between vehicles/ pedestrians on the southern side of Grosvenor Street, increasing the likelihood of a vehicle/ pedestrian collision.	

Table 7-3: Recommended Actions (Parking)

Map Reference	Location	Recommendation
-	Study area wide	Consider the development and implementation of a parking wayfinding strategy for the Neutral Bay Town Centre to improve parking efficiency and identify key areas of parking for different user needs. This should adopt at a minimum a static signage approach however could be enhanced with real time variable signage. An indicative wayfinding strategy is detailed in Section 5.4.2.1.
-	Study area wide	Consider investigating demand for on-street car share spaces and identify potential opportunities (if required) for additional on-street car share spaces. It is recommended that car share bay locations should be evenly spread out across the town centre and provided in close proximity to areas where they are needed such as higher-density residential developments.
-	Study area wide	Consider area-wide review of parking restrictions to increase parking turnover in areas with short-stay land uses. An increase in longer-stay off-street parking spaces, which may be anticipated from the future developments such as the Coles redevelopment site at 43-51 Grosvenor Street, provides opportunity to introduce reduction in timed parking restrictions to existing on-street parking within the town centre. For example, areas for consideration within the town centre whereby a reduction of timed parking restrictions can be applied include the 2-hour parking zones along Grosvenor Street, Military Road between Wycombe Road and Waters Road and Barry Street north of Yeo Street

Table 7-4: Issues and Recommended Actions (Walking, Cycling and Public Transport)

Map Reference	Location	Issue	Recommendation
Walking			
W1	Grosvenor Street	Safety concerns from the community regarding rat-running traffic observed along Grosvenor Street, which currently has a speed limit of 50km/h.	Consider undertaking a review of the surrounding speed environment and potentially implement speed reduction (30km/h or 40km/h HPAA) along Grosvenor Street and other traffic calming measures.
W2	Grosvenor Street (between Young Street and Waters Road)	Higher pedestrian activity is expected around Grosvenor Street, and particularly within the area between Young Street and Waters Road where the major redevelopment sites and the proposed Grosvenor Lane plaza are located. Currently, there is a lack of dedicated north-south crossing facilities along Grosvenor Street.	Consider investigating opportunity to introduce additional formal crossing facilities for north-south crossing movements along Grosvenor Street, particularly between Young Stret and Waters Road where higher pedestrian activity is expected.

W3	Ben Boyd Lane (between Grosvenor Street and Grosvenor Lane)	From the LATM findings, there are currently narrow and disjointed footpaths on Ben Boyd Lane connecting the Grosvenor Lane shared zone to Grosvenor Street: • Narrow footpath along the western segment of Ben Boyd Lane from Grosvenor Street (approx. 0.4m wide) • Footpaths leading from Grosvenor Street ends halfway at Ben Boyd Lane	Consider investigating opportunity to implement a 10km/h shared zone.
W4	Cooper Lane (between Grosvenor Street and Grosvenor Lane)	Safety concerns from the community over inadequate footpath widths to accommodate pedestrian volumes. Significant increase in vehicular movements expected along this street as part of the Growth Scenario.	Consider reviewing existing footpaths along Cooper Lane. Investigate opportunity for traffic calming treatments or 10 km/h shared zone implementation along this segment of Cooper Lane.
W5	Grosvenor Lane (between Young Street and Cooper Lane)	Significant increase in vehicular movements expected along this street as part of the Growth Scenario.	Investigate opportunity for traffic calming treatments (i.e. speed humps/cushions) along this segment of Grosvenor Lane.
W6	Grosvenor Lane (between Ben Boyd Road and Young Street)	Potential high motor vehicle speeds with the downhill slope from west to east along the Grosvenor Street shared zone. Given the vulnerability of pedestrians, this has been identified as a risk.	Investigate opportunity for additional traffic calming treatments (i.e. speed humps/cushions) along this segment of Grosvenor Lane.
W7	Intersection of Military Road / Rangers Road	Footpath space can be limited at Military Road bus corridor during peak travel hours to cater for the relatively high number of passengers that clusters at the bus stop while facilitating pedestrian through movement.	Consider investigating opportunity to widen footpaths around bus stops, particularly around stops serviced by the B-Line buses with high boarding and alighting volumes. It should be noted that footpath will be widened with the increased building setbacks at certain sections of Military Road as part of Council's proposed public upgrade plan for the town centre.
W8	Intersection of Yeo Street / Barry Street	Pedestrian demand for desire line to cross Yeo Street from Barry Street (noted in LATM Zone 6 2018 report)	Consider investigating area for formal crossing facilities and potential traffic calming measures to facilitate safe pedestrian crossing, potentially addressing issue relating to rat-running traffic along Yeo Street.

W9	Yeo Street (between Rangers Road and Wycombe Road)	Safety concerns over rat-running traffic observed along Yeo Street. With the introduction of the proposed Rangers Road plaza and a site-through link off Yeo Street, higher pedestrian activity is expected in the area.	Consider undertaking a review of the surrounding speed environment and implement speed reduction along Yeo Street and other traffic calming measures; In the scenario that a site-through link is introduced as part of the implementation of the Rangers Road Plaza, a midblock formal pedestrian crossing point near the site-through link is likely required to align with the pedestrian desire line.
Cycling			
C1	Study area	Relatively low number of public bicycle parking facilities are provided within the town centre to attract increased bike riding trips.	Consider investigating opportunity to provide additional bike parking facilities close to key destinations and easily accessible locations (such as open plaza).
C2	Study area	There are no dedicated cycleways that currently connect the Town Centre to the broader formal cycleways (shared paths) at Sutherland Street to the north. However, it should be noted that council is proposing a separated cycle path on Young Street between Grosvenor Street and Sutherland Street. this will provide a safe cycleway connection between town centre and Sutherland Street cycleway to the north.	
C3	Study area	Lack of bicycle parking spaces within the town centre portion south of Military Road.	Consider investigating opportunity to provide bike parking facilities close to key destinations and easily accessible locations (such as open plaza).
Public Transport			
PT1	Study area	There are some community concerns over a lack of capacity on current bus services during morning and afternoon commute peak periods.	Consider investigating community concerns further and, if required, liaise with TfNSW for an alternative Bus Service to and from the City with terminus location at Neutral Bay. This would also relieve the pressure on existing bus services such as B-Line routes.

Stantec Australia Pty Ltd
Level 9, The Forum,
203 Pacific Highway
St Leonards NSW 2065
Tel +61 2 9496 7700

stantec.com/au

REF: \\AU2012-NTAP01_CIFS02\SHARED_PROJECTS\300304950\TECHNICAL\WORKING\REPORT\FINAL\RPT_300304950_NEUTRAL_BAY_TRAFFIC_AND_TRANSPORT_STUDY_FINAL_REV06.DOCX

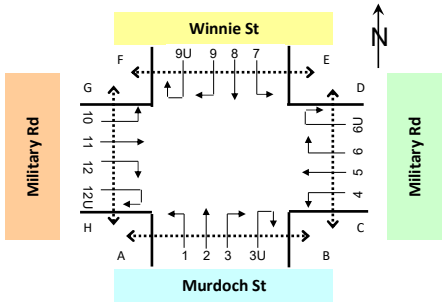
Appendices

Appendix A Traffic survey results

Connect with us

Job No. : AUNSW7199
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 1. Military Rd / Winnie St / Murdoch St

Day/Date : Wed, 28th June 2023
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



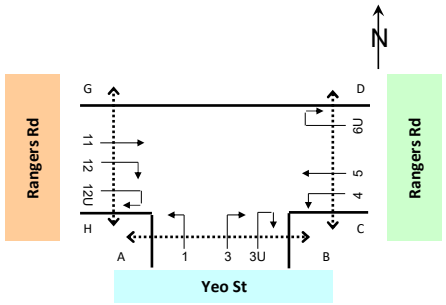
MATRIX Traffic and Transport Data

	Approach	Murdoch St				Military Rd				Winnie St				Military Rd				Grand Total
	Time Period	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	
AM	7:30 to 8:30	115	2	1	**118**	1,990	68	134	**2,192**	157	2	12	**171**	1,589	121	95	**1,805**	**4,286**
PM	17:00 to 18:00	142	0	0	**142**	1,655	24	88	**1,767**	233	0	12	**245**	2,338	16	125	**2,479**	**4,633**

Approach	Murdoch St				Military Rd				Winnie St				Military Rd				Grand Total
Time Period	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	
7:00 to 8:00	91	1	0	**92**	1,878	62	121	**2,061**	115	3	15	**133**	1,572	147	82	**1,801**	**4,087**
7:15 to 8:15	98	1	0	**99**	1,941	70	130	**2,141**	130	2	15	**147**	1,575	144	91	**1,810**	**4,197**
7:30 to 8:30	115	2	1	**118**	1,990	68	134	**2,192**	157	2	12	**171**	1,589	121	95	**1,805**	**4,286**
7:45 to 8:45	118	2	1	**121**	1,969	80	126	**2,175**	164	2	11	**177**	1,596	101	91	**1,788**	**4,261**
8:00 to 9:00	123	1	1	**125**	1,900	88	118	**2,106**	185	3	10	**198**	1,578	107	95	**1,780**	**4,209**
8:15 to 9:15	128	1	1	**130**	1,831	84	116	**2,031**	200	3	10	**213**	1,656	101	92	**1,849**	**4,223**
8:30 to 9:30	134	1	0	**135**	1,810	91	102	**2,003**	191	5	9	**205**	1,707	108	83	**1,898**	**4,241**
8:45 to 9:45	148	1	1	**150**	1,745	93	95	**1,933**	224	9	8	**241**	1,703	117	84	**1,904**	**4,228**
9:00 to 10:00	136	2	2	**140**	1,722	94	83	**1,899**	205	8	6	**219**	1,661	111	72	**1,844**	**4,102**
AM Totals	**350**	**4**	**3**	**357**	**5,500**	**244**	**322**	**6,066**	**505**	**14**	**31**	**550**	**4,811**	**365**	**249**	**5,425**	**12,398**
15:30 to 16:30	97	0	0	**97**	1,638	66	95	**1,799**	207	0	2	**209**	2,040	43	87	**2,170**	**4,275**
15:45 to 16:45	104	0	1	**105**	1,599	61	106	**1,766**	195	0	4	**199**	2,134	39	93	**2,266**	**4,336**
16:00 to 17:00	117	0	2	**119**	1,538	58	92	**1,688**	200	2	5	**207**	2,150	31	93	**2,274**	**4,288**
16:15 to 17:15	138	0	2	**140**	1,549	45	98	**1,692**	195	2	5	**202**	2,228	30	102	**2,360**	**4,394**
16:30 to 17:30	137	0	2	**139**	1,579	39	99	**1,717**	206	2	12	**220**	2,297	20	111	**2,428**	**4,504**
16:45 to 17:45	133	0	1	**134**	1,608	31	94	**1,733**	230	2	11	**243**	2,327	18	113	**2,458**	**4,568**
17:00 to 18:00	142	0	0	**142**	1,655	24	88	**1,767**	233	0	12	**245**	2,338	16	125	**2,479**	**4,633**
17:15 to 18:15	119	0	1	**120**	1,619	19	88	**1,726**	237	0	12	**249**	2,328	15	133	**2,476**	**4,571**
17:30 to 18:30	116	0	1	**117**	1,525	16	81	**1,622**	236	0	8	**244**	2,252	15	132	**2,399**	**4,382**
PM Totals	**350**	**0**	**3**	**353**	**4,742**	**121**	**275**	**5,138**	**649**	**2**	**22**	**673**	**6,589**	**78**	**330**	**6,997**	**13,161**

Job No. : AUNSW7199
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 2. Rangers Rd / Yeo St

Day/Date : Wed, 28th June 2023
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



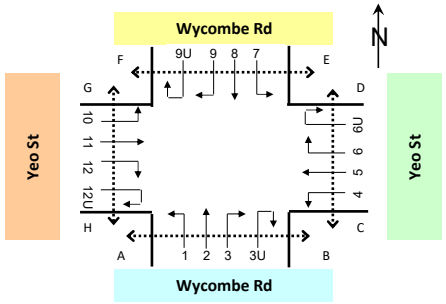
MATRIX Traffic and Transport Data

	Approach	Yeo St				Rangers Rd					Rangers Rd				Grand Total
	Time Period	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total		Lights	Heavies	Buses	Total	
AM	8:30 to 9:30	179	5	3	**187**	335	2	0	**337**		72	1	0	**73**	**597**
PM	17:00 to 18:00	296	0	0	**296**	278	0	0	**278**		86	0	0	**86**	**660**

Approach	Yeo St				Rangers Rd					Rangers Rd				Grand Total
Time Period	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total		Lights	Heavies	Buses	Total	
7:00 to 8:00	121	2	5	**128**	236	1	1	**238**		50	0	0	**50**	**416**
7:15 to 8:15	139	3	5	**147**	258	3	2	**263**		57	0	0	**57**	**467**
7:30 to 8:30	130	3	6	**139**	280	3	2	**285**		60	0	0	**60**	**484**
7:45 to 8:45	144	3	7	**154**	302	4	2	**308**		69	0	0	**69**	**531**
8:00 to 9:00	140	4	5	**149**	322	4	1	**327**		78	0	0	**78**	**554**
8:15 to 9:15	164	3	4	**171**	342	2	0	**344**		78	1	0	**79**	**594**
8:30 to 9:30	179	5	3	**187**	335	2	0	**337**		72	1	0	**73**	**597**
8:45 to 9:45	177	5	1	**183**	315	1	0	**316**		59	1	0	**60**	**559**
9:00 to 10:00	180	4	0	**184**	292	1	0	**293**		56	1	0	**57**	**534**
AM Totals	**441**	**10**	**10**	**461**	**850**	**6**	**2**	**858**		**184**	**1**	**0**	**185**	**1,504**
15:30 to 16:30	182	2	0	**184**	328	3	0	**331**		61	1	0	**62**	**577**
15:45 to 16:45	193	1	0	**194**	285	4	0	**289**		62	1	0	**63**	**546**
16:00 to 17:00	226	1	0	**227**	258	3	0	**261**		63	0	0	**63**	**551**
16:15 to 17:15	248	1	0	**249**	264	2	0	**266**		69	0	0	**69**	**584**
16:30 to 17:30	262	0	0	**262**	277	1	0	**278**		71	0	0	**71**	**611**
16:45 to 17:45	288	0	0	**288**	269	0	0	**269**		70	0	0	**70**	**627**
17:00 to 18:00	296	0	0	**296**	278	0	0	**278**		86	0	0	**86**	**660**
17:15 to 18:15	277	0	0	**277**	266	0	0	**266**		82	0	0	**82**	**625**
17:30 to 18:30	272	0	0	**272**	243	0	0	**243**		80	0	0	**80**	**595**
PM Totals	**716**	**2**	**0**	**718**	**848**	**4**	**0**	**852**		**212**	**1**	**0**	**213**	**1,783**

Job No. : AUNSW7199
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 3. Yeo St / Wycombe Rd

Day/Date : Wed, 28th June 2023
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



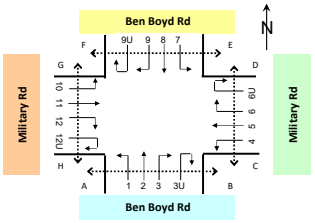
MATRIX Traffic and Transport Data

	Approach	Wycombe Rd				Yeo St				Wycombe Rd				Yeo St				Grand Total
	Time Period	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	
AM	8:30 to 9:30	236	4	3	**243**	340	2	0	**342**	73	5	7	**85**	355	4	4	**363**	**1,033**
PM	16:45 to 17:45	229	0	2	**231**	280	0	0	**280**	60	0	9	**69**	415	0	2	**417**	**997**

Approach	Wycombe Rd				Yeo St				Wycombe Rd				Yeo St				Grand Total
Time Period	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	Lights	Heavies	Buses	Total	
7:00 to 8:00	190	3	3	**196**	231	1	0	**232**	43	3	7	**53**	201	5	8	**214**	**695**
7:15 to 8:15	200	3	3	**206**	269	2	0	**271**	42	3	8	**53**	229	6	7	**242**	**772**
7:30 to 8:30	200	5	4	**209**	293	3	0	**296**	37	3	7	**47**	243	7	6	**256**	**808**
7:45 to 8:45	224	3	4	**231**	312	4	0	**316**	43	3	9	**55**	272	5	7	**284**	**886**
8:00 to 9:00	221	4	4	**229**	335	4	0	**339**	50	4	8	**62**	303	5	5	**313**	**943**
8:15 to 9:15	232	5	4	**241**	361	2	0	**363**	61	5	7	**73**	338	4	3	**345**	**1,022**
8:30 to 9:30	236	4	3	**243**	340	2	0	**342**	73	5	7	**85**	355	4	4	**363**	**1,033**
8:45 to 9:45	213	4	3	**220**	319	1	0	**320**	70	5	5	**80**	333	5	2	**340**	**960**
9:00 to 10:00	205	4	2	**211**	297	1	0	**298**	66	4	7	**77**	322	4	1	**327**	**913**
AM Totals	**616**	**11**	**9**	**636**	**863**	**6**	**0**	**869**	**159**	**11**	**22**	**192**	**826**	**14**	**14**	**854**	**2,551**
15:30 to 16:30	183	0	2	**185**	291	2	0	**293**	48	0	8	**56**	287	2	3	**292**	**826**
15:45 to 16:45	175	0	2	**177**	262	3	0	**265**	52	0	9	**61**	327	1	2	**330**	**833**
16:00 to 17:00	185	0	2	**187**	242	2	0	**244**	52	0	8	**60**	369	1	2	**372**	**863**
16:15 to 17:15	192	0	2	**194**	274	1	0	**275**	58	0	8	**66**	394	1	2	**397**	**932**
16:30 to 17:30	203	0	2	**205**	286	1	0	**287**	56	0	8	**64**	402	0	3	**405**	**961**
16:45 to 17:45	229	0	2	**231**	280	0	0	**280**	60	0	9	**69**	415	0	2	**417**	**997**
17:00 to 18:00	222	0	2	**224**	286	0	0	**286**	69	1	8	**78**	405	0	4	**409**	**997**
17:15 to 18:15	208	0	2	**210**	253	0	0	**253**	78	1	10	**89**	397	0	3	**400**	**952**
17:30 to 18:30	192	0	2	**194**	234	0	0	**234**	86	1	7	**94**	380	0	3	**383**	**905**
PM Totals	**578**	**0**	**6**	**584**	**811**	**3**	**0**	**814**	**190**	**1**	**23**	**214**	**1,069**	**2**	**9**	**1,080**	**2,692**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 1. Military Road / Ben Boyd Road

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



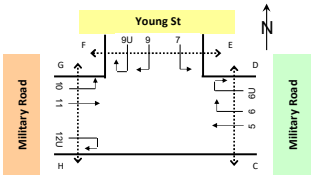
MATRIX Traffic and Transport Data

	Approach	Ben Boyd Rd			Military Rd			Ben Boyd Rd			Military Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:15 to 8:15	206	9	**215**	2,214	225	**2,439**	181	3	**184**	1,883	194	**2,077**	**4,915**
PM	16:45 to 17:45	239	0	**239**	1,747	134	**1,881**	201	4	**205**	2,234	145	**2,379**	**4,704**

Approach	Ben Boyd Rd			Military Rd			Ben Boyd Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	177	10	**187**	2,128	193	**2,321**	154	3	**157**	1,896	186	**2,082**	**4,747**
7:15 to 8:15	206	9	**215**	2,214	225	**2,439**	181	3	**184**	1,883	194	**2,077**	**4,915**
7:30 to 8:30	241	13	**254**	2,151	234	**2,385**	202	4	**206**	1,844	187	**2,031**	**4,876**
7:45 to 8:45	258	12	**270**	2,047	219	**2,266**	195	4	**199**	1,822	189	**2,011**	**4,746**
8:00 to 9:00	256	13	**269**	1,887	203	**2,090**	180	6	**186**	1,736	185	**1,921**	**4,466**
AM Totals	**433**	**23**	**456**	**4,015**	**396**	**4,411**	**334**	**9**	**343**	**3,632**	**371**	**4,003**	**9,213**
16:15 to 17:15	233	2	**235**	1,592	142	**1,734**	206	3	**209**	2,263	142	**2,405**	**4,583**
16:30 to 17:30	239	2	**241**	1,694	151	**1,845**	200	5	**205**	2,236	152	**2,388**	**4,679**
16:45 to 17:45	239	0	**239**	1,747	134	**1,881**	201	4	**205**	2,234	145	**2,379**	**4,704**
17:00 to 18:00	237	2	**239**	1,719	123	**1,842**	205	4	**209**	2,244	149	**2,393**	**4,683**
17:15 to 18:15	236	2	**238**	1,627	112	**1,739**	184	5	**189**	2,238	152	**2,390**	**4,556**
PM Totals	**469**	**4**	**473**	**3,219**	**254**	**3,473**	**390**	**8**	**398**	**4,501**	**294**	**4,795**	**9,139**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 2. Military Road / Young St

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



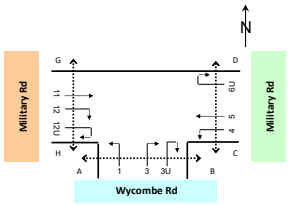
MATRIX Traffic and Transport Data

	Approach		Military Road			Young St			Military Road			Grand Total
	Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:15	to 8:15	2,240	227	**2,467**	0	0	**0**	1,679	177	**1,856**	**4,323**
PM	16:45	to 17:45	1,767	126	**1,893**	0	0	**0**	2,060	145	**2,205**	**4,098**

Approach		Military Road			Young St			Military Road			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00	to 8:00	2,145	192	**2,337**	0	0	**0**	1,703	168	**1,871**	**4,208**
7:15	to 8:15	2,240	227	**2,467**	0	0	**0**	1,679	177	**1,856**	**4,323**
7:30	to 8:30	2,176	233	**2,409**	0	0	**0**	1,614	174	**1,788**	**4,197**
7:45	to 8:45	2,076	218	**2,294**	0	0	**0**	1,575	175	**1,750**	**4,044**
8:00	to 9:00	1,894	199	**2,093**	0	0	**0**	1,467	179	**1,646**	**3,739**
AM Totals		**4,039**	**391**	**4,430**	**0**	**0**	**0**	**3,170**	**347**	**3,517**	**7,947**
16:15	to 17:15	1,616	139	**1,755**	0	0	**0**	2,067	136	**2,203**	**3,958**
16:30	to 17:30	1,713	146	**1,859**	0	0	**0**	2,062	144	**2,206**	**4,065**
16:45	to 17:45	1,767	126	**1,893**	0	0	**0**	2,060	145	**2,205**	**4,098**
17:00	to 18:00	1,744	117	**1,861**	0	0	**0**	2,057	146	**2,203**	**4,064**
17:15	to 18:15	1,664	107	**1,771**	0	0	**0**	2,067	150	**2,217**	**3,988**
PM Totals		**3,280**	**246**	**3,526**	**0**	**0**	**0**	**4,134**	**286**	**4,420**	**7,946**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 3. Military Road / Wycombe Road

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



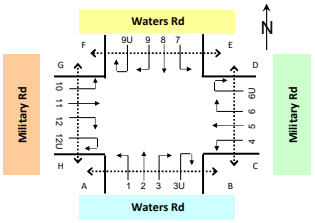
MATRIX Traffic and Transport Data

	Approach	Wycombe Rd			Military Rd				Military Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
AM	7:15 to 8:15	160	14	**174**	2,173	228	**2,401**		1,690	175	**1,865**	**4,440**
PM	16:45 to 17:45	171	10	**181**	1,725	130	**1,855**		2,090	147	**2,237**	**4,273**

Approach	Wycombe Rd			Military Rd				Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
7:00 to 8:00	135	11	**146**	2,083	197	**2,280**		1,729	167	**1,896**	**4,322**
7:15 to 8:15	160	14	**174**	2,173	228	**2,401**		1,690	175	**1,865**	**4,440**
7:30 to 8:30	186	18	**204**	2,104	236	**2,340**		1,606	173	**1,779**	**4,323**
7:45 to 8:45	191	17	**208**	2,003	222	**2,225**		1,552	172	**1,724**	**4,157**
8:00 to 9:00	205	16	**221**	1,816	201	**2,017**		1,450	179	**1,629**	**3,867**
AM Totals	**340**	**27**	**367**	**3,899**	**398**	**4,297**		**3,179**	**346**	**3,525**	**8,189**
16:15 to 17:15	161	8	**169**	1,574	142	**1,716**		2,092	138	**2,230**	**4,115**
16:30 to 17:30	175	11	**186**	1,678	147	**1,825**		2,097	145	**2,242**	**4,253**
16:45 to 17:45	171	10	**181**	1,725	130	**1,855**		2,090	147	**2,237**	**4,273**
17:00 to 18:00	165	11	**176**	1,722	127	**1,849**		2,074	149	**2,223**	**4,248**
17:15 to 18:15	154	11	**165**	1,669	120	**1,789**		2,098	150	**2,248**	**4,202**
PM Totals	**315**	**19**	**334**	**3,243**	**262**	**3,505**		**4,190**	**288**	**4,478**	**8,317**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 4. Military Road / Waters Road

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



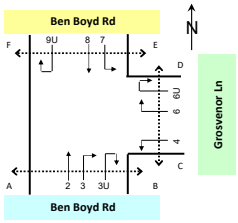
MATRIX Traffic and Transport Data

	Approach	Waters Rd			Military Rd			Waters Rd			Military Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:15 to 8:15	26	10	**36**	2,190	218	**2,408**	93	5	**98**	1,765	183	**1,948**	**4,490**
PM	16:30 to 17:30	68	2	**70**	1,655	148	**1,803**	152	0	**152**	2,208	151	**2,359**	**4,384**

Approach	Waters Rd			Military Rd			Waters Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	23	6	**29**	2,098	191	**2,289**	69	1	**70**	1,783	177	**1,960**	**4,348**
7:15 to 8:15	26	10	**36**	2,190	218	**2,408**	93	5	**98**	1,765	183	**1,948**	**4,490**
7:30 to 8:30	40	11	**51**	2,119	225	**2,344**	101	6	**107**	1,709	184	**1,893**	**4,395**
7:45 to 8:45	48	11	**59**	2,013	213	**2,226**	104	8	**112**	1,645	179	**1,824**	**4,221**
8:00 to 9:00	45	12	**57**	1,826	191	**2,017**	101	8	**109**	1,546	188	**1,734**	**3,917**
AM Totals	**68**	**18**	**86**	**3,924**	**382**	**4,306**	**170**	**9**	**179**	**3,329**	**365**	**3,694**	**8,265**
16:15 to 17:15	78	2	**80**	1,543	142	**1,685**	149	0	**149**	2,196	141	**2,337**	**4,251**
16:30 to 17:30	68	2	**70**	1,655	148	**1,803**	152	0	**152**	2,208	151	**2,359**	**4,384**
16:45 to 17:45	62	0	**62**	1,697	130	**1,827**	141	0	**141**	2,199	153	**2,352**	**4,382**
17:00 to 18:00	61	0	**61**	1,686	127	**1,813**	136	0	**136**	2,184	156	**2,340**	**4,350**
17:15 to 18:15	61	1	**62**	1,625	120	**1,745**	113	0	**113**	2,200	158	**2,358**	**4,278**
PM Totals	**139**	**3**	**142**	**3,168**	**262**	**3,430**	**262**	**0**	**262**	**4,396**	**299**	**4,695**	**8,529**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 5. Ben Boyd Road / Grosvenor Lane

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



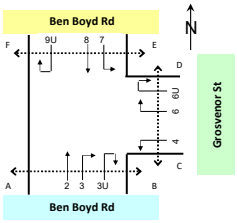
MATRIX Traffic and Transport Data

	Approach	Ben Boyd Rd			Grosvenor Ln			Ben Boyd Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	448	20	**468**	0	0	**0**	202	6	**208**	**676**
PM	16:15 to 17:15	415	6	**421**	0	0	**0**	219	4	**223**	**644**

Approach	Ben Boyd Rd			Grosvenor Ln			Ben Boyd Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	317	22	**339**	0	0	**0**	165	3	**168**	**507**
7:15 to 8:15	367	22	**389**	0	0	**0**	197	3	**200**	**589**
7:30 to 8:30	404	20	**424**	0	0	**0**	207	4	**211**	**635**
7:45 to 8:45	448	20	**468**	0	0	**0**	202	6	**208**	**676**
8:00 to 9:00	453	18	**471**	0	0	**0**	187	9	**196**	**667**
AM Totals	**770**	**40**	**810**	**0**	**0**	**0**	**352**	**12**	**364**	**1,174**
16:15 to 17:15	415	6	**421**	0	0	**0**	219	4	**223**	**644**
16:30 to 17:30	396	4	**400**	0	0	**0**	215	5	**220**	**620**
16:45 to 17:45	395	1	**396**	0	0	**0**	220	5	**225**	**621**
17:00 to 18:00	412	2	**414**	0	0	**0**	217	4	**221**	**635**
17:15 to 18:15	426	2	**428**	0	0	**0**	203	5	**208**	**636**
PM Totals	**841**	**8**	**849**	**0**	**0**	**0**	**422**	**9**	**431**	**1,280**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 6. Ben Boyd Road / Grosvenor Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



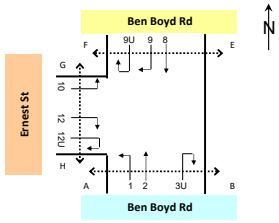
MATRIX Traffic and Transport Data

	Approach	Ben Boyd Rd			Grosvenor St			Ben Boyd Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	327	17	**344**	169	7	**176**	102	1	**103**	623
PM	16:15 to 17:15	313	6	**319**	193	2	**195**	82	1	**83**	597

Approach	Ben Boyd Rd			Grosvenor St			Ben Boyd Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	244	18	**262**	143	3	**146**	84	2	**86**	494
7:15 to 8:15	282	20	**302**	163	4	**167**	100	2	**102**	571
7:30 to 8:30	290	18	**308**	161	6	**167**	113	1	**114**	589
7:45 to 8:45	327	17	**344**	169	7	**176**	102	1	**103**	623
8:00 to 9:00	335	17	**352**	160	8	**168**	100	3	**103**	623
AM Totals	**579**	**35**	**614**	**303**	**11**	**314**	**184**	**5**	**189**	1,117
16:15 to 17:15	313	6	**319**	193	2	**195**	82	1	**83**	597
16:30 to 17:30	303	5	**308**	194	2	**196**	80	2	**82**	586
16:45 to 17:45	288	2	**290**	209	2	**211**	76	2	**78**	579
17:00 to 18:00	301	3	**304**	206	1	**207**	76	4	**80**	591
17:15 to 18:15	310	3	**313**	192	1	**193**	76	4	**80**	586
PM Totals	**623**	**9**	**632**	**385**	**3**	**388**	**158**	**5**	**163**	1,183

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 7. Ben Boyd Road / Ernest Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



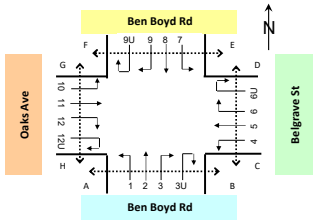
MATRIX Traffic and Transport Data

	Approach	Ben Boyd Rd				Ben Boyd Rd			Ernest St			Grand Total
	Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	278	13	**291**		1,560	19	**1,579**	472	24	**496**	**2,366**
PM	16:45 to 17:45	246	2	**248**		716	14	**730**	1,020	13	**1,033**	**2,011**

Approach	Ben Boyd Rd				Ben Boyd Rd			Ernest St			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	245	17	**262**		1,157	23	**1,180**	369	22	**391**	**1,833**
7:15 to 8:15	264	17	**281**		1,352	19	**1,371**	405	21	**426**	**2,078**
7:30 to 8:30	255	14	**269**		1,523	19	**1,542**	442	20	**462**	**2,273**
7:45 to 8:45	278	13	**291**		1,560	19	**1,579**	472	24	**496**	**2,366**
8:00 to 9:00	282	12	**294**		1,570	17	**1,587**	465	18	**483**	**2,364**
AM Totals	**527**	**29**	**556**		**2,727**	**40**	**2,767**	**834**	**40**	**874**	**4,197**
16:15 to 17:15	263	5	**268**		769	18	**787**	825	14	**839**	**1,894**
16:30 to 17:30	262	5	**267**		754	15	**769**	942	11	**953**	**1,989**
16:45 to 17:45	246	2	**248**		716	14	**730**	1,020	13	**1,033**	**2,011**
17:00 to 18:00	263	3	**266**		677	11	**688**	1,038	10	**1,048**	**2,002**
17:15 to 18:15	246	3	**249**		623	12	**635**	1,085	5	**1,090**	**1,974**
PM Totals	**509**	**8**	**517**		**1,392**	**30**	**1,422**	**1,910**	**19**	**1,929**	**3,868**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 8. Ben Boyd Road / Oaks Avenue

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



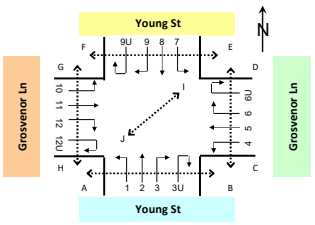
MATRIX Traffic and Transport Data

	Approach	Ben Boyd Rd			Belgrave St			Ben Boyd Rd			Oaks Ave			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	652	31	**683**	1,550	19	**1,569**	32	0	**32**	27	0	**27**	**2,311**
PM	16:45 to 17:45	1,178	14	**1,192**	700	13	**713**	36	2	**38**	34	1	**35**	**1,978**

Approach	Ben Boyd Rd			Belgrave St			Ben Boyd Rd			Oaks Ave			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	512	32	**544**	1,150	23	**1,173**	24	0	**24**	15	0	**15**	**1,756**
7:15 to 8:15	561	30	**591**	1,344	19	**1,363**	26	0	**26**	19	0	**19**	**1,999**
7:30 to 8:30	602	27	**629**	1,514	18	**1,532**	30	0	**30**	23	0	**23**	**2,214**
7:45 to 8:45	652	31	**683**	1,550	19	**1,569**	32	0	**32**	27	0	**27**	**2,311**
8:00 to 9:00	645	23	**668**	1,559	19	**1,578**	27	0	**27**	25	0	**25**	**2,298**
AM Totals	**1,157**	**55**	**1,212**	**2,709**	**42**	**2,751**	**51**	**0**	**51**	**40**	**0**	**40**	**4,054**
16:15 to 17:15	997	16	**1,013**	753	17	**770**	26	2	**28**	38	1	**39**	**1,850**
16:30 to 17:30	1,109	14	**1,123**	737	15	**752**	32	2	**34**	37	1	**38**	**1,947**
16:45 to 17:45	1,178	14	**1,192**	700	13	**713**	36	2	**38**	34	1	**35**	**1,978**
17:00 to 18:00	1,199	10	**1,209**	666	11	**677**	38	1	**39**	34	1	**35**	**1,960**
17:15 to 18:15	1,244	7	**1,251**	619	14	**633**	30	0	**30**	20	1	**21**	**1,935**
PM Totals	**2,241**	**23**	**2,264**	**1,372**	**31**	**1,403**	**56**	**2**	**58**	**58**	**2**	**60**	**3,785**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 9. Young Street / Grosvenor Lane

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



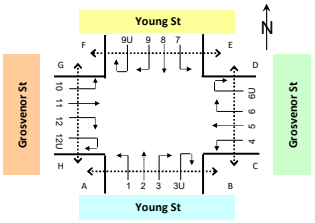
MATRIX Traffic and Transport Data

	Approach	Young St			Grosvenor Ln			Young St			Grosvenor Ln			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	4	0	**4**	0	0	**0**	79	6	**85**	98	3	**101**	**190**
PM	16:45 to 17:45	10	0	**10**	1	0	**1**	94	0	**94**	147	1	**148**	**253**

Approach	Young St			Grosvenor Ln			Young St			Grosvenor Ln			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	2	0	**2**	0	0	**0**	63	0	**63**	77	4	**81**	**146**
7:15 to 8:15	2	0	**2**	0	0	**0**	74	3	**77**	85	4	**89**	**168**
7:30 to 8:30	3	0	**3**	0	0	**0**	77	5	**82**	89	3	**92**	**177**
7:45 to 8:45	4	0	**4**	0	0	**0**	79	6	**85**	98	3	**101**	**190**
8:00 to 9:00	2	0	**2**	0	0	**0**	74	6	**80**	90	1	**91**	**173**
AM Totals	**4**	**0**	**4**	**0**	**0**	**0**	**137**	**6**	**143**	**167**	**5**	**172**	**319**
16:15 to 17:15	9	0	**9**	1	0	**1**	83	0	**83**	132	1	**133**	**226**
16:30 to 17:30	9	0	**9**	1	0	**1**	91	0	**91**	134	1	**135**	**236**
16:45 to 17:45	10	0	**10**	1	0	**1**	94	0	**94**	147	1	**148**	**253**
17:00 to 18:00	8	0	**8**	0	0	**0**	85	0	**85**	145	0	**145**	**238**
17:15 to 18:15	9	0	**9**	0	0	**0**	90	0	**90**	154	0	**154**	**253**
PM Totals	**18**	**0**	**18**	**1**	**0**	**1**	**173**	**0**	**173**	**286**	**1**	**287**	**479**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 10. Young Street / Grosvenor Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



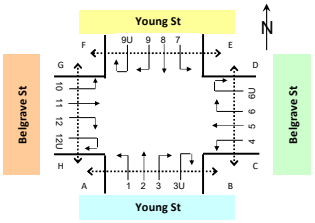
MATRIX Traffic and Transport Data

	Approach	Young St			Grosvenor St			Young St			Grosvenor St			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	54	1	**55**	189	6	**195**	147	2	**149**	121	6	**127**	**526**
PM	17:15 to 18:15	97	0	**97**	222	1	**223**	180	0	**180**	123	0	**123**	**623**

Approach	Young St			Grosvenor St			Young St			Grosvenor St			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	39	0	**39**	162	4	**166**	125	0	**125**	61	3	**64**	**394**
7:15 to 8:15	39	0	**39**	183	5	**188**	143	0	**143**	77	4	**81**	**451**
7:30 to 8:30	38	0	**38**	195	6	**201**	144	2	**146**	99	5	**104**	**489**
7:45 to 8:45	54	1	**55**	189	6	**195**	147	2	**149**	121	6	**127**	**526**
8:00 to 9:00	48	1	**49**	171	7	**178**	152	2	**154**	116	6	**122**	**503**
AM Totals	**87**	**1**	**88**	**333**	**11**	**344**	**277**	**2**	**279**	**177**	**9**	**186**	**897**
16:15 to 17:15	73	1	**74**	200	1	**201**	144	0	**144**	109	0	**109**	**528**
16:30 to 17:30	82	1	**83**	207	1	**208**	162	0	**162**	106	0	**106**	**559**
16:45 to 17:45	98	1	**99**	228	1	**229**	179	0	**179**	111	0	**111**	**618**
17:00 to 18:00	89	0	**89**	224	0	**224**	189	0	**189**	117	0	**117**	**619**
17:15 to 18:15	97	0	**97**	222	1	**223**	180	0	**180**	123	0	**123**	**623**
PM Totals	**170**	**1**	**171**	**422**	**2**	**424**	**324**	**0**	**324**	**232**	**0**	**232**	**1,151**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 11. Young Street / Belgrave Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



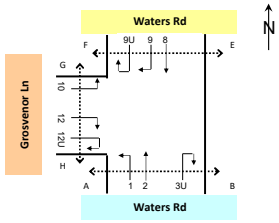
MATRIX Traffic and Transport Data

	Approach	Young St			Belgrave St			Young St			Belgrave St			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	127	1	**128**	1,533	19	**1,552**	147	1	**148**	573	31	**604**	**2,432**
PM	16:45 to 17:45	156	0	**156**	690	11	**701**	156	1	**157**	1,074	10	**1,084**	**2,098**

Approach	Young St			Belgrave St			Young St			Belgrave St			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	92	2	**94**	1,188	23	**1,211**	120	0	**120**	467	30	**497**	**1,922**
7:15 to 8:15	107	2	**109**	1,354	18	**1,372**	139	0	**139**	498	29	**527**	**2,147**
7:30 to 8:30	119	1	**120**	1,510	17	**1,527**	145	0	**145**	533	26	**559**	**2,351**
7:45 to 8:45	127	1	**128**	1,533	19	**1,552**	147	1	**148**	573	31	**604**	**2,432**
8:00 to 9:00	122	1	**123**	1,558	20	**1,578**	145	1	**146**	550	24	**574**	**2,421**
AM Totals	**214**	**3**	**217**	**2,746**	**43**	**2,789**	**265**	**1**	**266**	**1,017**	**54**	**1,071**	**4,343**
16:15 to 17:15	125	0	**125**	729	16	**745**	149	0	**149**	899	12	**911**	**1,930**
16:30 to 17:30	138	0	**138**	715	13	**728**	163	1	**164**	997	10	**1,007**	**2,037**
16:45 to 17:45	156	0	**156**	690	11	**701**	156	1	**157**	1,074	10	**1,084**	**2,098**
17:00 to 18:00	141	0	**141**	668	7	**675**	157	2	**159**	1,113	5	**1,118**	**2,093**
17:15 to 18:15	160	0	**160**	621	8	**629**	140	3	**143**	1,162	4	**1,166**	**2,098**
PM Totals	**285**	**0**	**285**	**1,350**	**24**	**1,374**	**289**	**3**	**292**	**2,061**	**16**	**2,077**	**4,028**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 12. Waters Road / Grosvenor Lane

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



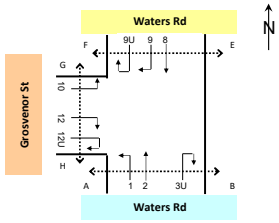
MATRIX Traffic and Transport Data

	Approach	Waters Rd				Waters Rd			Grosvenor Ln			Grand Total
	Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
AM	8:00 to 9:00	79	6	**85**		69	2	**71**	75	8	**83**	**239**
PM	16:45 to 17:45	71	2	**73**		107	0	**107**	133	3	**136**	**316**

Approach	Waters Rd				Waters Rd			Grosvenor Ln			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	50	5	**55**		42	0	**42**	62	3	**65**	**162**
7:15 to 8:15	67	5	**72**		63	0	**63**	65	7	**72**	**207**
7:30 to 8:30	70	5	**75**		74	1	**75**	62	8	**70**	**220**
7:45 to 8:45	68	6	**74**		73	2	**75**	67	8	**75**	**224**
8:00 to 9:00	79	6	**85**		69	2	**71**	75	8	**83**	**239**
AM Totals	**129**	**11**	**140**		**111**	**2**	**113**	**137**	**11**	**148**	**401**
16:15 to 17:15	69	2	**71**		102	0	**102**	131	3	**134**	**307**
16:30 to 17:30	65	2	**67**		106	0	**106**	130	3	**133**	**306**
16:45 to 17:45	71	2	**73**		107	0	**107**	133	3	**136**	**316**
17:00 to 18:00	68	0	**68**		99	0	**99**	136	2	**138**	**305**
17:15 to 18:15	78	0	**78**		83	0	**83**	131	1	**132**	**293**
PM Totals	**147**	**2**	**149**		**185**	**0**	**185**	**262**	**4**	**266**	**600**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 13. Waters Road / Grosvenor Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



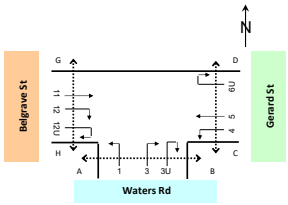
MATRIX Traffic and Transport Data

	Approach	Waters Rd				Waters Rd			Grosvenor St			Grand Total
	Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
AM	8:00 to 9:00	122	9	**131**		184	2	**186**	103	1	**104**	**421**
PM	16:45 to 17:45	171	5	**176**		116	1	**117**	156	0	**156**	**449**

Approach	Waters Rd				Waters Rd			Grosvenor St			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	91	5	**96**		129	0	**129**	55	1	**56**	**281**
7:15 to 8:15	107	6	**113**		176	0	**176**	74	1	**75**	**364**
7:30 to 8:30	110	8	**118**		195	0	**195**	91	1	**92**	**405**
7:45 to 8:45	105	9	**114**		197	2	**199**	100	1	**101**	**414**
8:00 to 9:00	122	9	**131**		184	2	**186**	103	1	**104**	**421**
AM Totals	**213**	**14**	**227**		**313**	**2**	**315**	**158**	**2**	**160**	**702**
16:15 to 17:15	151	5	**156**		123	1	**124**	161	0	**161**	**441**
16:30 to 17:30	151	5	**156**		116	1	**117**	165	0	**165**	**438**
16:45 to 17:45	171	5	**176**		116	1	**117**	156	0	**156**	**449**
17:00 to 18:00	162	2	**164**		112	1	**113**	152	0	**152**	**429**
17:15 to 18:15	176	1	**177**		98	0	**98**	145	0	**145**	**420**
PM Totals	**327**	**6**	**333**		**221**	**1**	**222**	**306**	**0**	**306**	**861**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 14. Waters Road / Belgrave Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



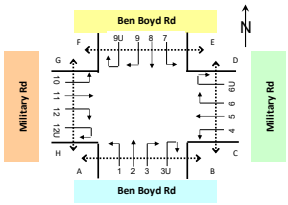
MATRIX Traffic and Transport Data

	Approach	Waters Rd			Gerard St				Belgrave St			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
AM	7:45 to 8:45	142	4	**146**	1,676	19	**1,695**		537	27	**564**	**2,405**
PM	17:15 to 18:15	161	0	**161**	665	8	**673**		1,368	6	**1,374**	**2,208**

Approach	Waters Rd			Gerard St				Belgrave St			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
7:00 to 8:00	105	3	**108**	1,273	23	**1,296**		433	29	**462**	**1,866**
7:15 to 8:15	123	3	**126**	1,480	17	**1,497**		452	28	**480**	**2,103**
7:30 to 8:30	138	3	**141**	1,652	17	**1,669**		498	24	**522**	**2,332**
7:45 to 8:45	142	4	**146**	1,676	19	**1,695**		537	27	**564**	**2,405**
8:00 to 9:00	148	3	**151**	1,687	19	**1,706**		520	23	**543**	**2,400**
AM Totals	**253**	**6**	**259**	**2,960**	**42**	**3,002**		**953**	**52**	**1,005**	**4,266**
16:15 to 17:15	180	3	**183**	802	14	**816**		867	12	**879**	**1,878**
16:30 to 17:30	174	3	**177**	780	11	**791**		960	10	**970**	**1,938**
16:45 to 17:45	174	3	**177**	754	9	**763**		1,036	11	**1,047**	**1,987**
17:00 to 18:00	167	1	**168**	722	7	**729**		1,073	6	**1,079**	**1,976**
17:15 to 18:15	161	0	**161**	665	8	**673**		1,368	6	**1,374**	**2,208**
PM Totals	**341**	**3**	**344**	**1,467**	**22**	**1,489**		**2,235**	**18**	**2,253**	**4,086**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 1. Military Road / Ben Boyd Road

Day/Date : Sat, 23rd July 2022
Weather : Rainy
Description : Classified Intersection Count
: Peak Hour Summary



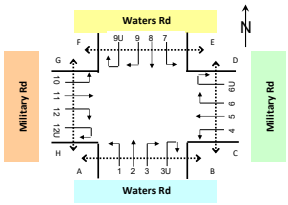
MATRIX Traffic and Transport Data

Approach	Ben Boyd Rd			Military Rd			Ben Boyd Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
12:15 to 13:15	268	5	**273**	1,930	57	**1,987**	242	4	**246**	2,122	53	**2,175**	**4,681**

Approach	Ben Boyd Rd			Military Rd			Ben Boyd Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:45 to 12:45	281	4	**285**	1,862	44	**1,906**	228	2	**230**	2,109	57	**2,166**	**4,587**
12:00 to 13:00	281	7	**288**	1,880	50	**1,930**	238	4	**242**	2,062	54	**2,116**	**4,576**
12:15 to 13:15	268	5	**273**	1,930	57	**1,987**	242	4	**246**	2,122	53	**2,175**	**4,681**
12:30 to 13:30	251	4	**255**	1,915	56	**1,971**	247	4	**251**	2,120	47	**2,167**	**4,644**
12:45 to 13:45	256	4	**260**	1,886	53	**1,939**	248	3	**251**	2,060	47	**2,107**	**4,557**
Total	**537**	**8**	**545**	**3,748**	**97**	**3,845**	**476**	**5**	**481**	**4,169**	**104**	**4,273**	**9,144**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 4. Military Road / Waters Road

Day/Date : Sat, 23rd July 2022
Weather : Rainy
Description : Classified Intersection Count
: Peak Hour Summary



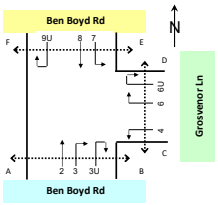
MATRIX Traffic and Transport Data

Approach	Waters Rd			Military Rd			Waters Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
12:15 to 13:15	154	2	**156**	1,842	57	**1,899**	119	1	**120**	2,030	57	**2,087**	**4,262**

Approach	Waters Rd			Military Rd			Waters Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:45 to 12:45	152	2	**154**	1,824	45	**1,869**	139	1	**140**	2,015	62	**2,077**	**4,240**
12:00 to 13:00	156	3	**159**	1,804	52	**1,856**	137	1	**138**	1,984	62	**2,046**	**4,199**
12:15 to 13:15	154	2	**156**	1,842	57	**1,899**	119	1	**120**	2,030	57	**2,087**	**4,262**
12:30 to 13:30	146	1	**147**	1,801	59	**1,860**	119	0	**119**	2,010	53	**2,063**	**4,189**
12:45 to 13:45	131	2	**133**	1,826	60	**1,886**	136	0	**136**	1,990	50	**2,040**	**4,195**
Total	**283**	**4**	**287**	**3,650**	**105**	**3,755**	**275**	**1**	**276**	**4,005**	**112**	**4,117**	**8,435**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 5. Ben Boyd Road / Grosvenor Lane

Day/Date : Sat, 23rd July 2022
Weather : Rainy
Description : Classified Intersection Count
: Peak Hour Summary



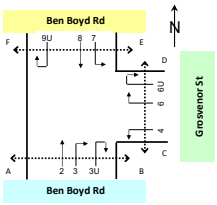
MATRIX Traffic and Transport Data

Approach	Ben Boyd Rd			Grosvenor Ln			Ben Boyd Rd				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
12:15 to 13:15	479	3	**482**	0	0	**0**	264	5	**269**		**751**

Approach	Ben Boyd Rd			Grosvenor Ln			Ben Boyd Rd				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
11:45 to 12:45	460	5	**465**	0	0	**0**	245	2	**247**		**712**
12:00 to 13:00	468	6	**474**	0	0	**0**	254	5	**259**		**733**
12:15 to 13:15	479	3	**482**	0	0	**0**	264	5	**269**		**751**
12:30 to 13:30	462	4	**466**	0	0	**0**	269	4	**273**		**739**
12:45 to 13:45	454	3	**457**	0	0	**0**	271	3	**274**		**731**
Total	**914**	**8**	**922**	**0**	**0**	**0**	**516**	**5**	**521**		**1,443**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 6. Ben Boyd Road / Grosvenor Street

Day/Date : Sat, 23rd July 2022
Weather : Rainy
Description : Classified Intersection Count
: Peak Hour Summary



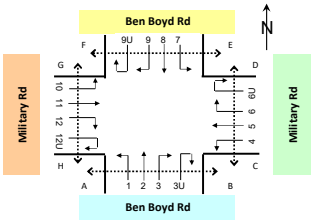
MATRIX Traffic and Transport Data

Approach	Ben Boyd Rd			Grosvenor St			Ben Boyd Rd				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
12:15 to 13:15	366	3	**369**	243	3	**246**	99	2	**101**		**716**

Approach	Ben Boyd Rd			Grosvenor St			Ben Boyd Rd				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
11:45 to 12:45	342	4	**346**	211	1	**212**	105	1	**106**		**664**
12:00 to 13:00	349	5	**354**	230	3	**233**	98	2	**100**		**687**
12:15 to 13:15	366	3	**369**	243	3	**246**	99	2	**101**		**716**
12:30 to 13:30	342	3	**345**	250	2	**252**	109	2	**111**		**708**
12:45 to 13:45	344	2	**346**	245	2	**247**	102	1	**103**		**696**
Total	**686**	**6**	**692**	**456**	**3**	**459**	**207**	**2**	**209**		**1,360**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 1. Military Road / Ben Boyd Road

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



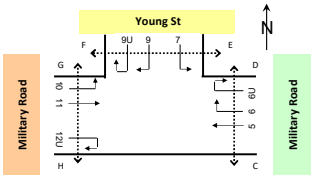
MATRIX Traffic and Transport Data

	Approach	Ben Boyd Rd			Military Rd			Ben Boyd Rd			Military Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:15 to 8:15	206	9	**215**	2,214	225	**2,439**	181	3	**184**	1,883	194	**2,077**	**4,915**
PM	16:45 to 17:45	239	0	**239**	1,747	134	**1,881**	201	4	**205**	2,234	145	**2,379**	**4,704**

Approach	Ben Boyd Rd			Military Rd			Ben Boyd Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	177	10	**187**	2,128	193	**2,321**	154	3	**157**	1,896	186	**2,082**	**4,747**
7:15 to 8:15	206	9	**215**	2,214	225	**2,439**	181	3	**184**	1,883	194	**2,077**	**4,915**
7:30 to 8:30	241	13	**254**	2,151	234	**2,385**	202	4	**206**	1,844	187	**2,031**	**4,876**
7:45 to 8:45	258	12	**270**	2,047	219	**2,266**	195	4	**199**	1,822	189	**2,011**	**4,746**
8:00 to 9:00	256	13	**269**	1,887	203	**2,090**	180	6	**186**	1,736	185	**1,921**	**4,466**
AM Totals	**433**	**23**	**456**	**4,015**	**396**	**4,411**	**334**	**9**	**343**	**3,632**	**371**	**4,003**	**9,213**
16:15 to 17:15	233	2	**235**	1,592	142	**1,734**	206	3	**209**	2,263	142	**2,405**	**4,583**
16:30 to 17:30	239	2	**241**	1,694	151	**1,845**	200	5	**205**	2,236	152	**2,388**	**4,679**
16:45 to 17:45	239	0	**239**	1,747	134	**1,881**	201	4	**205**	2,234	145	**2,379**	**4,704**
17:00 to 18:00	237	2	**239**	1,719	123	**1,842**	205	4	**209**	2,244	149	**2,393**	**4,683**
17:15 to 18:15	236	2	**238**	1,627	112	**1,739**	184	5	**189**	2,238	152	**2,390**	**4,556**
PM Totals	**469**	**4**	**473**	**3,219**	**254**	**3,473**	**390**	**8**	**398**	**4,501**	**294**	**4,795**	**9,139**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 2. Military Road / Young St

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



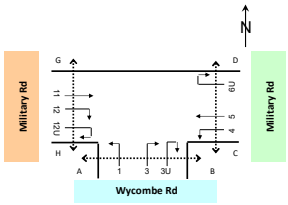
MATRIX Traffic and Transport Data

	Approach		Military Road			Young St			Military Road			Grand Total
	Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:15	to 8:15	2,240	227	**2,467**	0	0	**0**	1,679	177	**1,856**	**4,323**
PM	16:45	to 17:45	1,767	126	**1,893**	0	0	**0**	2,060	145	**2,205**	**4,098**

Approach		Military Road			Young St			Military Road			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00	to 8:00	2,145	192	**2,337**	0	0	**0**	1,703	168	**1,871**	**4,208**
7:15	to 8:15	2,240	227	**2,467**	0	0	**0**	1,679	177	**1,856**	**4,323**
7:30	to 8:30	2,176	233	**2,409**	0	0	**0**	1,614	174	**1,788**	**4,197**
7:45	to 8:45	2,076	218	**2,294**	0	0	**0**	1,575	175	**1,750**	**4,044**
8:00	to 9:00	1,894	199	**2,093**	0	0	**0**	1,467	179	**1,646**	**3,739**
AM Totals		**4,039**	**391**	**4,430**	**0**	**0**	**0**	**3,170**	**347**	**3,517**	**7,947**
16:15	to 17:15	1,616	139	**1,755**	0	0	**0**	2,067	136	**2,203**	**3,958**
16:30	to 17:30	1,713	146	**1,859**	0	0	**0**	2,062	144	**2,206**	**4,065**
16:45	to 17:45	1,767	126	**1,893**	0	0	**0**	2,060	145	**2,205**	**4,098**
17:00	to 18:00	1,744	117	**1,861**	0	0	**0**	2,057	146	**2,203**	**4,064**
17:15	to 18:15	1,664	107	**1,771**	0	0	**0**	2,067	150	**2,217**	**3,988**
PM Totals		**3,280**	**246**	**3,526**	**0**	**0**	**0**	**4,134**	**286**	**4,420**	**7,946**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 3. Military Road / Wycombe Road

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



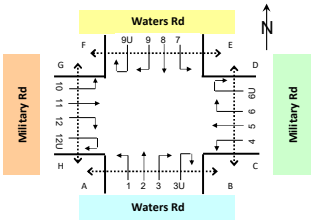
MATRIX Traffic and Transport Data

	Approach	Wycombe Rd			Military Rd				Military Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
AM	7:15 to 8:15	160	14	**174**	2,173	228	**2,401**		1,690	175	**1,865**	**4,440**
PM	16:45 to 17:45	171	10	**181**	1,725	130	**1,855**		2,090	147	**2,237**	**4,273**

Approach	Wycombe Rd			Military Rd				Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
7:00 to 8:00	135	11	**146**	2,083	197	**2,280**		1,729	167	**1,896**	**4,322**
7:15 to 8:15	160	14	**174**	2,173	228	**2,401**		1,690	175	**1,865**	**4,440**
7:30 to 8:30	186	18	**204**	2,104	236	**2,340**		1,606	173	**1,779**	**4,323**
7:45 to 8:45	191	17	**208**	2,003	222	**2,225**		1,552	172	**1,724**	**4,157**
8:00 to 9:00	205	16	**221**	1,816	201	**2,017**		1,450	179	**1,629**	**3,867**
AM Totals	**340**	**27**	**367**	**3,899**	**398**	**4,297**		**3,179**	**346**	**3,525**	**8,189**
16:15 to 17:15	161	8	**169**	1,574	142	**1,716**		2,092	138	**2,230**	**4,115**
16:30 to 17:30	175	11	**186**	1,678	147	**1,825**		2,097	145	**2,242**	**4,253**
16:45 to 17:45	171	10	**181**	1,725	130	**1,855**		2,090	147	**2,237**	**4,273**
17:00 to 18:00	165	11	**176**	1,722	127	**1,849**		2,074	149	**2,223**	**4,248**
17:15 to 18:15	154	11	**165**	1,669	120	**1,789**		2,098	150	**2,248**	**4,202**
PM Totals	**315**	**19**	**334**	**3,243**	**262**	**3,505**		**4,190**	**288**	**4,478**	**8,317**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 4. Military Road / Waters Road

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



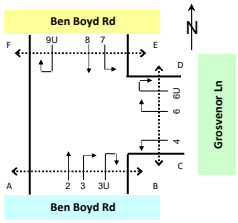
MATRIX Traffic and Transport Data

	Approach	Waters Rd			Military Rd			Waters Rd			Military Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:15 to 8:15	26	10	**36**	2,190	218	**2,408**	93	5	**98**	1,765	183	**1,948**	**4,490**
PM	16:30 to 17:30	68	2	**70**	1,655	148	**1,803**	152	0	**152**	2,208	151	**2,359**	**4,384**

Approach	Waters Rd			Military Rd			Waters Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	23	6	**29**	2,098	191	**2,289**	69	1	**70**	1,783	177	**1,960**	**4,348**
7:15 to 8:15	26	10	**36**	2,190	218	**2,408**	93	5	**98**	1,765	183	**1,948**	**4,490**
7:30 to 8:30	40	11	**51**	2,119	225	**2,344**	101	6	**107**	1,709	184	**1,893**	**4,395**
7:45 to 8:45	48	11	**59**	2,013	213	**2,226**	104	8	**112**	1,645	179	**1,824**	**4,221**
8:00 to 9:00	45	12	**57**	1,826	191	**2,017**	101	8	**109**	1,546	188	**1,734**	**3,917**
AM Totals	**68**	**18**	**86**	**3,924**	**382**	**4,306**	**170**	**9**	**179**	**3,329**	**365**	**3,694**	**8,265**
16:15 to 17:15	78	2	**80**	1,543	142	**1,685**	149	0	**149**	2,196	141	**2,337**	**4,251**
16:30 to 17:30	68	2	**70**	1,655	148	**1,803**	152	0	**152**	2,208	151	**2,359**	**4,384**
16:45 to 17:45	62	0	**62**	1,697	130	**1,827**	141	0	**141**	2,199	153	**2,352**	**4,382**
17:00 to 18:00	61	0	**61**	1,686	127	**1,813**	136	0	**136**	2,184	156	**2,340**	**4,350**
17:15 to 18:15	61	1	**62**	1,625	120	**1,745**	113	0	**113**	2,200	158	**2,358**	**4,278**
PM Totals	**139**	**3**	**142**	**3,168**	**262**	**3,430**	**262**	**0**	**262**	**4,396**	**299**	**4,695**	**8,529**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 5. Ben Boyd Road / Grosvenor Lane

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



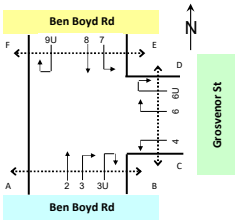
MATRIX Traffic and Transport Data

	Approach	Ben Boyd Rd			Grosvenor Ln			Ben Boyd Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	448	20	**468**	0	0	**0**	202	6	**208**	**676**
PM	16:15 to 17:15	415	6	**421**	0	0	**0**	219	4	**223**	**644**

Approach	Ben Boyd Rd			Grosvenor Ln			Ben Boyd Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	317	22	**339**	0	0	**0**	165	3	**168**	**507**
7:15 to 8:15	367	22	**389**	0	0	**0**	197	3	**200**	**589**
7:30 to 8:30	404	20	**424**	0	0	**0**	207	4	**211**	**635**
7:45 to 8:45	448	20	**468**	0	0	**0**	202	6	**208**	**676**
8:00 to 9:00	453	18	**471**	0	0	**0**	187	9	**196**	**667**
AM Totals	**770**	**40**	**810**	**0**	**0**	**0**	**352**	**12**	**364**	**1,174**
16:15 to 17:15	415	6	**421**	0	0	**0**	219	4	**223**	**644**
16:30 to 17:30	396	4	**400**	0	0	**0**	215	5	**220**	**620**
16:45 to 17:45	395	1	**396**	0	0	**0**	220	5	**225**	**621**
17:00 to 18:00	412	2	**414**	0	0	**0**	217	4	**221**	**635**
17:15 to 18:15	426	2	**428**	0	0	**0**	203	5	**208**	**636**
PM Totals	**841**	**8**	**849**	**0**	**0**	**0**	**422**	**9**	**431**	**1,280**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 6. Ben Boyd Road / Grosvenor Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



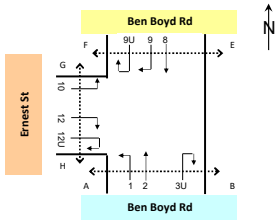
MATRIX Traffic and Transport Data

	Approach	Ben Boyd Rd			Grosvenor St			Ben Boyd Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	327	17	**344**	169	7	**176**	102	1	**103**	**623**
PM	16:15 to 17:15	313	6	**319**	193	2	**195**	82	1	**83**	**597**

Approach	Ben Boyd Rd			Grosvenor St			Ben Boyd Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	244	18	**262**	143	3	**146**	84	2	**86**	**494**
7:15 to 8:15	282	20	**302**	163	4	**167**	100	2	**102**	**571**
7:30 to 8:30	290	18	**308**	161	6	**167**	113	1	**114**	**589**
7:45 to 8:45	327	17	**344**	169	7	**176**	102	1	**103**	**623**
8:00 to 9:00	335	17	**352**	160	8	**168**	100	3	**103**	**623**
AM Totals	**579**	**35**	**614**	**303**	**11**	**314**	**184**	**5**	**189**	**1,117**
16:15 to 17:15	313	6	**319**	193	2	**195**	82	1	**83**	**597**
16:30 to 17:30	303	5	**308**	194	2	**196**	80	2	**82**	**586**
16:45 to 17:45	288	2	**290**	209	2	**211**	76	2	**78**	**579**
17:00 to 18:00	301	3	**304**	206	1	**207**	76	4	**80**	**591**
17:15 to 18:15	310	3	**313**	192	1	**193**	76	4	**80**	**586**
PM Totals	**623**	**9**	**632**	**385**	**3**	**388**	**158**	**5**	**163**	**1,183**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 7. Ben Boyd Road / Ernest Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



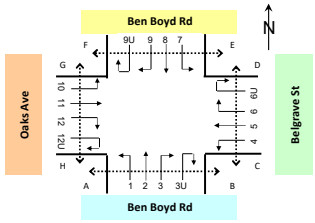
MATRIX Traffic and Transport Data

	Approach	Ben Boyd Rd				Ben Boyd Rd			Ernest St			Grand Total
	Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	278	13	**291**		1,560	19	**1,579**	472	24	**496**	**2,366**
PM	16:45 to 17:45	246	2	**248**		716	14	**730**	1,020	13	**1,033**	**2,011**

Approach	Ben Boyd Rd				Ben Boyd Rd			Ernest St			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	245	17	**262**		1,157	23	**1,180**	369	22	**391**	**1,833**
7:15 to 8:15	264	17	**281**		1,352	19	**1,371**	405	21	**426**	**2,078**
7:30 to 8:30	255	14	**269**		1,523	19	**1,542**	442	20	**462**	**2,273**
7:45 to 8:45	278	13	**291**		1,560	19	**1,579**	472	24	**496**	**2,366**
8:00 to 9:00	282	12	**294**		1,570	17	**1,587**	465	18	**483**	**2,364**
AM Totals	**527**	**29**	**556**		**2,727**	**40**	**2,767**	**834**	**40**	**874**	**4,197**
16:15 to 17:15	263	5	**268**		769	18	**787**	825	14	**839**	**1,894**
16:30 to 17:30	262	5	**267**		754	15	**769**	942	11	**953**	**1,989**
16:45 to 17:45	246	2	**248**		716	14	**730**	1,020	13	**1,033**	**2,011**
17:00 to 18:00	263	3	**266**		677	11	**688**	1,038	10	**1,048**	**2,002**
17:15 to 18:15	246	3	**249**		623	12	**635**	1,085	5	**1,090**	**1,974**
PM Totals	**509**	**8**	**517**		**1,392**	**30**	**1,422**	**1,910**	**19**	**1,929**	**3,868**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 8. Ben Boyd Road / Oaks Avenue

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



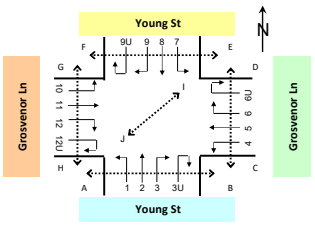
MATRIX Traffic and Transport Data

	Approach	Ben Boyd Rd			Belgrave St			Ben Boyd Rd			Oaks Ave			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	652	31	**683**	1,550	19	**1,569**	32	0	**32**	27	0	**27**	**2,311**
PM	16:45 to 17:45	1,178	14	**1,192**	700	13	**713**	36	2	**38**	34	1	**35**	**1,978**

Approach	Ben Boyd Rd			Belgrave St			Ben Boyd Rd			Oaks Ave			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	512	32	**544**	1,150	23	**1,173**	24	0	**24**	15	0	**15**	**1,756**
7:15 to 8:15	561	30	**591**	1,344	19	**1,363**	26	0	**26**	19	0	**19**	**1,999**
7:30 to 8:30	602	27	**629**	1,514	18	**1,532**	30	0	**30**	23	0	**23**	**2,214**
7:45 to 8:45	652	31	**683**	1,550	19	**1,569**	32	0	**32**	27	0	**27**	**2,311**
8:00 to 9:00	645	23	**668**	1,559	19	**1,578**	27	0	**27**	25	0	**25**	**2,298**
AM Totals	**1,157**	**55**	**1,212**	**2,709**	**42**	**2,751**	**51**	**0**	**51**	**40**	**0**	**40**	**4,054**
16:15 to 17:15	997	16	**1,013**	753	17	**770**	26	2	**28**	38	1	**39**	**1,850**
16:30 to 17:30	1,109	14	**1,123**	737	15	**752**	32	2	**34**	37	1	**38**	**1,947**
16:45 to 17:45	1,178	14	**1,192**	700	13	**713**	36	2	**38**	34	1	**35**	**1,978**
17:00 to 18:00	1,199	10	**1,209**	666	11	**677**	38	1	**39**	34	1	**35**	**1,960**
17:15 to 18:15	1,244	7	**1,251**	619	14	**633**	30	0	**30**	20	1	**21**	**1,935**
PM Totals	**2,241**	**23**	**2,264**	**1,372**	**31**	**1,403**	**56**	**2**	**58**	**58**	**2**	**60**	**3,785**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 9. Young Street / Grosvenor Lane

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



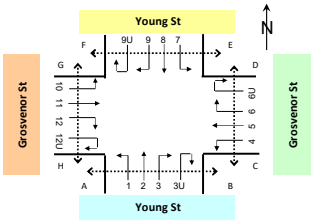
MATRIX Traffic and Transport Data

	Approach	Young St			Grosvenor Ln			Young St			Grosvenor Ln			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	4	0	**4**	0	0	**0**	79	6	**85**	98	3	**101**	**190**
PM	16:45 to 17:45	10	0	**10**	1	0	**1**	94	0	**94**	147	1	**148**	**253**

Approach	Young St			Grosvenor Ln			Young St			Grosvenor Ln			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	2	0	**2**	0	0	**0**	63	0	**63**	77	4	**81**	**146**
7:15 to 8:15	2	0	**2**	0	0	**0**	74	3	**77**	85	4	**89**	**168**
7:30 to 8:30	3	0	**3**	0	0	**0**	77	5	**82**	89	3	**92**	**177**
7:45 to 8:45	4	0	**4**	0	0	**0**	79	6	**85**	98	3	**101**	**190**
8:00 to 9:00	2	0	**2**	0	0	**0**	74	6	**80**	90	1	**91**	**173**
AM Totals	**4**	**0**	**4**	**0**	**0**	**0**	**137**	**6**	**143**	**167**	**5**	**172**	**319**
16:15 to 17:15	9	0	**9**	1	0	**1**	83	0	**83**	132	1	**133**	**226**
16:30 to 17:30	9	0	**9**	1	0	**1**	91	0	**91**	134	1	**135**	**236**
16:45 to 17:45	10	0	**10**	1	0	**1**	94	0	**94**	147	1	**148**	**253**
17:00 to 18:00	8	0	**8**	0	0	**0**	85	0	**85**	145	0	**145**	**238**
17:15 to 18:15	9	0	**9**	0	0	**0**	90	0	**90**	154	0	**154**	**253**
PM Totals	**18**	**0**	**18**	**1**	**0**	**1**	**173**	**0**	**173**	**286**	**1**	**287**	**479**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 10. Young Street / Grosvenor Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



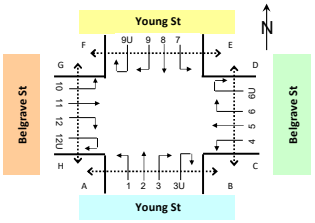
MATRIX Traffic and Transport Data

	Approach	Young St			Grosvenor St			Young St			Grosvenor St			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	54	1	55	189	6	195	147	2	149	121	6	127	526
PM	17:15 to 18:15	97	0	97	222	1	223	180	0	180	123	0	123	623

Approach	Young St			Grosvenor St			Young St			Grosvenor St			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	39	0	39	162	4	166	125	0	125	61	3	64	394
7:15 to 8:15	39	0	39	183	5	188	143	0	143	77	4	81	451
7:30 to 8:30	38	0	38	195	6	201	144	2	146	99	5	104	489
7:45 to 8:45	54	1	55	189	6	195	147	2	149	121	6	127	526
8:00 to 9:00	48	1	49	171	7	178	152	2	154	116	6	122	503
AM Totals	**87**	**1**	**88**	**333**	**11**	**344**	**277**	**2**	**279**	**177**	**9**	**186**	**897**
16:15 to 17:15	73	1	74	200	1	201	144	0	144	109	0	109	528
16:30 to 17:30	82	1	83	207	1	208	162	0	162	106	0	106	559
16:45 to 17:45	98	1	99	228	1	229	179	0	179	111	0	111	618
17:00 to 18:00	89	0	89	224	0	224	189	0	189	117	0	117	619
17:15 to 18:15	97	0	97	222	1	223	180	0	180	123	0	123	623
PM Totals	**170**	**1**	**171**	**422**	**2**	**424**	**324**	**0**	**324**	**232**	**0**	**232**	**1,151**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 11. Young Street / Belgrave Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



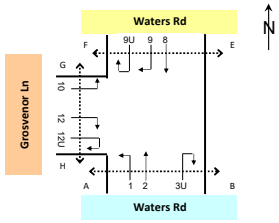
MATRIX Traffic and Transport Data

	Approach	Young St			Belgrave St			Young St			Belgrave St			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	127	1	**128**	1,533	19	**1,552**	147	1	**148**	573	31	**604**	**2,432**
PM	16:45 to 17:45	156	0	**156**	690	11	**701**	156	1	**157**	1,074	10	**1,084**	**2,098**

Approach	Young St			Belgrave St			Young St			Belgrave St			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	92	2	**94**	1,188	23	**1,211**	120	0	**120**	467	30	**497**	**1,922**
7:15 to 8:15	107	2	**109**	1,354	18	**1,372**	139	0	**139**	498	29	**527**	**2,147**
7:30 to 8:30	119	1	**120**	1,510	17	**1,527**	145	0	**145**	533	26	**559**	**2,351**
7:45 to 8:45	127	1	**128**	1,533	19	**1,552**	147	1	**148**	573	31	**604**	**2,432**
8:00 to 9:00	122	1	**123**	1,558	20	**1,578**	145	1	**146**	550	24	**574**	**2,421**
AM Totals	**214**	**3**	**217**	**2,746**	**43**	**2,789**	**265**	**1**	**266**	**1,017**	**54**	**1,071**	**4,343**
16:15 to 17:15	125	0	**125**	729	16	**745**	149	0	**149**	899	12	**911**	**1,930**
16:30 to 17:30	138	0	**138**	715	13	**728**	163	1	**164**	997	10	**1,007**	**2,037**
16:45 to 17:45	156	0	**156**	690	11	**701**	156	1	**157**	1,074	10	**1,084**	**2,098**
17:00 to 18:00	141	0	**141**	668	7	**675**	157	2	**159**	1,113	5	**1,118**	**2,093**
17:15 to 18:15	160	0	**160**	621	8	**629**	140	3	**143**	1,162	4	**1,166**	**2,098**
PM Totals	**285**	**0**	**285**	**1,350**	**24**	**1,374**	**289**	**3**	**292**	**2,061**	**16**	**2,077**	**4,028**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 12. Waters Road / Grosvenor Lane

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



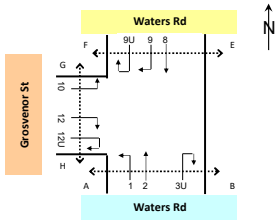
MATRIX Traffic and Transport Data

	Approach	Waters Rd				Waters Rd			Grosvenor Ln			Grand Total
	Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
AM	8:00 to 9:00	79	6	**85**		69	2	**71**	75	8	**83**	**239**
PM	16:45 to 17:45	71	2	**73**		107	0	**107**	133	3	**136**	**316**

Approach	Waters Rd				Waters Rd			Grosvenor Ln			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	50	5	**55**		42	0	**42**	62	3	**65**	**162**
7:15 to 8:15	67	5	**72**		63	0	**63**	65	7	**72**	**207**
7:30 to 8:30	70	5	**75**		74	1	**75**	62	8	**70**	**220**
7:45 to 8:45	68	6	**74**		73	2	**75**	67	8	**75**	**224**
8:00 to 9:00	79	6	**85**		69	2	**71**	75	8	**83**	**239**
AM Totals	**129**	**11**	**140**		**111**	**2**	**113**	**137**	**11**	**148**	**401**
16:15 to 17:15	69	2	**71**		102	0	**102**	131	3	**134**	**307**
16:30 to 17:30	65	2	**67**		106	0	**106**	130	3	**133**	**306**
16:45 to 17:45	71	2	**73**		107	0	**107**	133	3	**136**	**316**
17:00 to 18:00	68	0	**68**		99	0	**99**	136	2	**138**	**305**
17:15 to 18:15	78	0	**78**		83	0	**83**	131	1	**132**	**293**
PM Totals	**147**	**2**	**149**		**185**	**0**	**185**	**262**	**4**	**266**	**600**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 13. Waters Road / Grosvenor Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



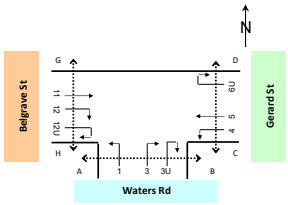
MATRIX Traffic and Transport Data

	Approach	Waters Rd				Waters Rd			Grosvenor St			Grand Total
	Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
AM	8:00 to 9:00	122	9	**131**		184	2	**186**	103	1	**104**	**421**
PM	16:45 to 17:45	171	5	**176**		116	1	**117**	156	0	**156**	**449**

Approach	Waters Rd				Waters Rd			Grosvenor St			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00	91	5	**96**		129	0	**129**	55	1	**56**	**281**
7:15 to 8:15	107	6	**113**		176	0	**176**	74	1	**75**	**364**
7:30 to 8:30	110	8	**118**		195	0	**195**	91	1	**92**	**405**
7:45 to 8:45	105	9	**114**		197	2	**199**	100	1	**101**	**414**
8:00 to 9:00	122	9	**131**		184	2	**186**	103	1	**104**	**421**
AM Totals	**213**	**14**	**227**		**313**	**2**	**315**	**158**	**2**	**160**	**702**
16:15 to 17:15	151	5	**156**		123	1	**124**	161	0	**161**	**441**
16:30 to 17:30	151	5	**156**		116	1	**117**	165	0	**165**	**438**
16:45 to 17:45	171	5	**176**		116	1	**117**	156	0	**156**	**449**
17:00 to 18:00	162	2	**164**		112	1	**113**	152	0	**152**	**429**
17:15 to 18:15	176	1	**177**		98	0	**98**	145	0	**145**	**420**
PM Totals	**327**	**6**	**333**		**221**	**1**	**222**	**306**	**0**	**306**	**861**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 14. Waters Road / Belgrave Street

Day/Date : Wed, 20 July 2022
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



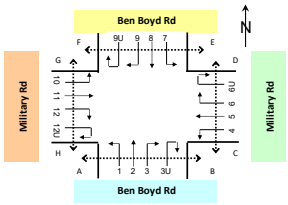
MATRIX Traffic and Transport Data

	Approach	Waters Rd			Gerard St				Belgrave St			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
AM	7:45 to 8:45	142	4	**146**	1,676	19	**1,695**		537	27	**564**	**2,405**
PM	17:15 to 18:15	161	0	**161**	665	8	**673**		1,368	6	**1,374**	**2,208**

Approach	Waters Rd			Gerard St				Belgrave St			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
7:00 to 8:00	105	3	**108**	1,273	23	**1,296**		433	29	**462**	**1,866**
7:15 to 8:15	123	3	**126**	1,480	17	**1,497**		452	28	**480**	**2,103**
7:30 to 8:30	138	3	**141**	1,652	17	**1,669**		498	24	**522**	**2,332**
7:45 to 8:45	142	4	**146**	1,676	19	**1,695**		537	27	**564**	**2,405**
8:00 to 9:00	148	3	**151**	1,687	19	**1,706**		520	23	**543**	**2,400**
AM Totals	**253**	**6**	**259**	**2,960**	**42**	**3,002**		**953**	**52**	**1,005**	**4,266**
16:15 to 17:15	180	3	**183**	802	14	**816**		867	12	**879**	**1,878**
16:30 to 17:30	174	3	**177**	780	11	**791**		960	10	**970**	**1,938**
16:45 to 17:45	174	3	**177**	754	9	**763**		1,036	11	**1,047**	**1,987**
17:00 to 18:00	167	1	**168**	722	7	**729**		1,073	6	**1,079**	**1,976**
17:15 to 18:15	161	0	**161**	665	8	**673**		1,368	6	**1,374**	**2,208**
PM Totals	**341**	**3**	**344**	**1,467**	**22**	**1,489**		**2,235**	**18**	**2,253**	**4,086**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 1. Military Road / Ben Boyd Road

Day/Date : Sat, 23rd July 2022
Weather : Rainy
Description : Classified Intersection Count
: Peak Hour Summary



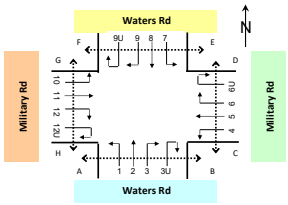
MATRIX Traffic and Transport Data

Approach	Ben Boyd Rd			Military Rd			Ben Boyd Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
12:15 to 13:15	268	5	**273**	1,930	57	**1,987**	242	4	**246**	2,122	53	**2,175**	**4,681**

Approach	Ben Boyd Rd			Military Rd			Ben Boyd Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:45 to 12:45	281	4	**285**	1,862	44	**1,906**	228	2	**230**	2,109	57	**2,166**	**4,587**
12:00 to 13:00	281	7	**288**	1,880	50	**1,930**	238	4	**242**	2,062	54	**2,116**	**4,576**
12:15 to 13:15	268	5	**273**	1,930	57	**1,987**	242	4	**246**	2,122	53	**2,175**	**4,681**
12:30 to 13:30	251	4	**255**	1,915	56	**1,971**	247	4	**251**	2,120	47	**2,167**	**4,644**
12:45 to 13:45	256	4	**260**	1,886	53	**1,939**	248	3	**251**	2,060	47	**2,107**	**4,557**
Total	**537**	**8**	**545**	**3,748**	**97**	**3,845**	**476**	**5**	**481**	**4,169**	**104**	**4,273**	**9,144**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 4. Military Road / Waters Road

Day/Date : Sat, 23rd July 2022
Weather : Rainy
Description : Classified Intersection Count
: Peak Hour Summary



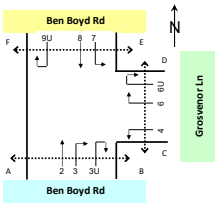
MATRIX Traffic and Transport Data

Approach	Waters Rd			Military Rd			Waters Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
12:15 to 13:15	154	2	**156**	1,842	57	**1,899**	119	1	**120**	2,030	57	**2,087**	**4,262**

Approach	Waters Rd			Military Rd			Waters Rd			Military Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:45 to 12:45	152	2	**154**	1,824	45	**1,869**	139	1	**140**	2,015	62	**2,077**	**4,240**
12:00 to 13:00	156	3	**159**	1,804	52	**1,856**	137	1	**138**	1,984	62	**2,046**	**4,199**
12:15 to 13:15	154	2	**156**	1,842	57	**1,899**	119	1	**120**	2,030	57	**2,087**	**4,262**
12:30 to 13:30	146	1	**147**	1,801	59	**1,860**	119	0	**119**	2,010	53	**2,063**	**4,189**
12:45 to 13:45	131	2	**133**	1,826	60	**1,886**	136	0	**136**	1,990	50	**2,040**	**4,195**
Total	**283**	**4**	**287**	**3,650**	**105**	**3,755**	**275**	**1**	**276**	**4,005**	**112**	**4,117**	**8,435**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 5. Ben Boyd Road / Grosvenor Lane

Day/Date : Sat, 23rd July 2022
Weather : Rainy
Description : Classified Intersection Count
: Peak Hour Summary



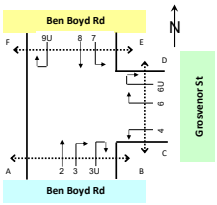
MATRIX Traffic and Transport Data

Approach	Ben Boyd Rd			Grosvenor Ln			Ben Boyd Rd				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
12:15 to 13:15	479	3	**482**	0	0	**0**	264	5	**269**		**751**

Approach	Ben Boyd Rd			Grosvenor Ln			Ben Boyd Rd				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
11:45 to 12:45	460	5	**465**	0	0	**0**	245	2	**247**		**712**
12:00 to 13:00	468	6	**474**	0	0	**0**	254	5	**259**		**733**
12:15 to 13:15	479	3	**482**	0	0	**0**	264	5	**269**		**751**
12:30 to 13:30	462	4	**466**	0	0	**0**	269	4	**273**		**739**
12:45 to 13:45	454	3	**457**	0	0	**0**	271	3	**274**		**731**
Total	**914**	**8**	**922**	**0**	**0**	**0**	**516**	**5**	**521**		**1,443**

Job No. : AUNSW4228
Client : Stantec Australia Pty Ltd
Suburb : Neutral Bay
Location : 6. Ben Boyd Road / Grosvenor Street

Day/Date : Sat, 23rd July 2022
Weather : Rainy
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

Approach	Ben Boyd Rd			Grosvenor St			Ben Boyd Rd				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
12:15 to 13:15	366	3	**369**	243	3	**246**	99	2	**101**		**716**

Approach	Ben Boyd Rd			Grosvenor St			Ben Boyd Rd				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
11:45 to 12:45	342	4	**346**	211	1	**212**	105	1	**106**		**664**
12:00 to 13:00	349	5	**354**	230	3	**233**	98	2	**100**		**687**
12:15 to 13:15	366	3	**369**	243	3	**246**	99	2	**101**		**716**
12:30 to 13:30	342	3	**345**	250	2	**252**	109	2	**111**		**708**
12:45 to 13:45	344	2	**346**	245	2	**247**	102	1	**103**		**696**
Total	**686**	**6**	**692**	**456**	**3**	**459**	**207**	**2**	**209**		**1,360**

Appendix B Parking survey results

Connect with us

Client Stantec Australia Pty Ltd
Date Wed, 28th June 2023
Time 07:00-19:00 (12 hours)
Description Parking Occupancy Survey

Street Name	Side of Street	Between	Restriction	Applicable Hours	Supply	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Grosvenor St	North	Ben Boyd Rd & Ben Boyd Ln	No Stopping														
			No Parking	Authorised car share vehicles excepted area 100	**1**	1	1	1	1	1	1	1	1	1	1	1	1
			1/2P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**6**	1	3	3	0	3	1	4	4	2	4	1	5
			No Stopping														
		Ben Boyd Ln & Young Ln	2P	Meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**9**	3	8	8	7	7	8	6	6	5	6	3	6
			No Stopping														
		Young Ln & Young St	1/2P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**3**	0	2	2	2	2	2	3	3	2	1	3	3
			No Stopping							1							
		Young St & Cooper Ln	1/2P	90' angle rear in only vehicles under 6m only 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**12**	2	9	8	8	6	9	8	7	10	2	9	9
			No Stopping														
		Cooper Ln & Waters Ln	1/2P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**15**	4	8	8	8	7	9	9	7	8	12	9	9
			No Stopping														
		Waters Ln & Waters Rd	1/2P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**5**	2	4	4	4	4	5	4	3	5	4	4	3
			No Stopping														
	South	Waters Rd & Waters Ln	No Stopping														
			Work zone	7am-5pm(Mon-Fri) & 8am-1pm(Sat)	**17**	1	13	5	5	5	10	0	0	1	4	2	7
			No Stopping														
		Waters Ln & Cooper Ln	2P	90' angle rear in only vehicles under 6m only meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**22**	4	4	4	9	8	10	15	7	5	8	3	9
			No Stopping														
		Cooper Ln & Young St	2P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**5**	2	2	3	3	3	3	5	3	4	3	5	4
			No Stopping														
		Young St & Young Ln	2P	90' angle rear in only vehicles under 6m only meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**13**	4	5	3	2	3	4	4	5	6	3	6	7
			No Stopping														
		Young Ln & Ben Boyd Ln	2P	90' angle rear in only vehicles under 6m only meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**20**	6	12	10	10	10	12	8	9	7	8	10	12
			No Stopping														
		Ben Boyd Ln & Ben Boyd Rd	2P	90' angle rear in only vehicles under 6m only meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**12**	6	5	4	6	2	6	11	11	7	10	10	12
			No Stopping														
Total					**140**	**36**	**76**	**63**	**65**	**62**	**80**	**78**	**66**	**63**	**66**	**66**	**87**
% Capacity						**26%**	**54%**	**45%**	**46%**	**44%**	**57%**	**56%**	**47%**	**45%**	**47%**	**47%**	**62%**
Young St	East	Grosvenor St & Grosvenor Ln	No Stopping														
			No Parking														
			No Stopping														
		Grosvenor Ln & Military Rd	1/2P	60' angle front in only vehicles under 6m only 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**5**	5	5	5	4	5	4	5	5	5	4	4	5
			Loading zone	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	2	2	2	2	0	1	1	1	0	1	0	2
			No Stopping														
	West	Military Rd & Grosvenor Ln	No Stopping														
			Mail zone		**2**	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping	Mon-Sun													
		Grosvenor Ln & Grosvenor St	No Stopping														

Total					**9**	**7**	**7**	**7**	**6**	**5**	**5**	**6**	**6**	**5**	**5**	**4**	**7**
% Capacity						**78%**	**78%**	**78%**	**67%**	**56%**	**56%**	**67%**	**67%**	**56%**	**56%**	**44%**	**78%**
Grosvenor Ln	North	Young St & Cooper Ln	No Stopping														1
			Loading zone		**1**	0	0	0	1	1	0	0	1	1	0	1	1
			1/4P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**2**	2	2	2	2	0	2	1	2	1	2	2	2
			1/2P & Taxi zone	1/2P - 11am-6pm(Mon-Sun) / Taxi zone - 4am-11am(Mon-Sun)	**3**	0	2	2	2	2	2	2	2	2	2	2	2
			No Stopping														
		Cooper Ln & Waters Ln	Taxi zone		**2**	0	0	0	0	0	0	1	1	0	0	0	0
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**4**	2	3	3	4	4	3	4	4	4	4	4	4
			No Stopping														
			No Parking	Community buses excepted	**2**	0	0	0	0	0	1	0	0	0	0	0	0
			No Stopping														1
		Waters Ln & Waters Rd	Loading zone	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	2	1	2	0	2	2	2	1	2	2	2	2
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**3**	1	3	3	3	3	3	3	3	2	2	2	3
			NP	Authorised car share vehicles excepted area 100	**1**	1	1	1	1	1	1	1	1	1	1	1	1
			No Stopping														
	South	Waters Rd & Grosvenor Ln E	No Stopping														
		Grosvenor Ln & Grosvenor Ln	No Stopping														
		Grosvenor Ln & Young St	No Stopping														
Total					**20**	**8**	**12**	**13**	**13**	**13**	**14**	**14**	**15**	**13**	**13**	**14**	**17**
% Capacity						**40%**	**60%**	**65%**	**65%**	**65%**	**70%**	**70%**	**75%**	**65%**	**65%**	**70%**	**85%**
Waters Rd	East	11 Waters St & Military Rd	No Stopping														
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	1	0	2	2	2	2	2	2	2	2	2
			No Parking														
			Reserved	Disabled	**1**	1	0	1	1	1	1	0	1	1	0	0	0
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**7**	3	7	7	6	7	7	7	7	7	7	7	7
			No Stopping														
	West	Military Rd & Grosvenor Ln	No Stopping														
			Loading zone		**2**	2	2	1	1	0	0	1	1	1	0	1	1
			No Stopping														
			1P	Meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**2**	1	2	0	1	1	2	1	1	2	1	2	2
			No Parking	Solo M-Cycle in marked space excepted	**1**	0	0	0	0	0	0	1	0	0	0	0	0
			No Stopping														1
		Grosvenor Ln & Grosvenor St	1P		**3**	0	1	1	1	3	3	2	3	2	2	3	3
			No Stopping														
Total					**18**	**7**	**13**	**10**	**12**	**14**	**15**	**14**	**15**	**15**	**12**	**15**	**16**
% Capacity						**39%**	**72%**	**56%**	**67%**	**78%**	**83%**	**78%**	**83%**	**83%**	**67%**	**83%**	**89%**
	North	Ben Boyd Rd & Young St	No Stopping														
			No Parking	10am-3pm(Mon-Fri)	**3**	0	0	0	0	0	0	0	0	0	0	0	0
			1/2P	10am-3pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**15**	0	0	0	9	11	13	13	9	0	0	0	0
			No Stopping														
		Young St & Waters Rd	No Stopping														
			Bus zone														
			No Stopping														
			2P	10am-3pm(Mon-Fri) & 8:30am-4pm(Sat)	**7**	0	0	0	5	6	7	5	6	0	0	0	0
			No Parking														
		Waters Rd & 260 Military Rd	No Stopping														
			1P	10am-3pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	0	0	0	1	2	0	0	0	0	0	0
			No Parking								1						
			No Stopping														
			1P	10am-3pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**5**	0	0	0	1	2	3	4	1	0	0	0	0
			Bus zone														

Military Rd			No Stopping														
	South	Hampden Ave & Rangers Rd	No Stopping														
			1P	10am - 6pm (Mon - Fri), 8:30am - 12:30pm (Sat)	**2**	0	0	0	0	1	2	2	2	1	1	2	1
			No Parking														
			1P	10am - 6pm (Mon - Fri), 8:30am - 12:30pm (Sat)	**3**	0	0	0	2	1	1	3	2	2	3	3	3
			No Parking														
			1P	10am - 6pm (Mon - Fri), 8:30am - 12:30pm (Sat)	**7**	0	0	0	7	7	6	7	7	7	6	6	5
			Loading zone + Bus zone	Loading zone - 10am-6pm(Mon-Fri) / Bus zone - 6am-10am(Mon-Fri)	**4**	0	0	0	0	0	0	1	1	0	0	0	0
		Rangers Rd & Wycombe Rd	No Stopping														
			Bus zone														
		Wycombe Rd & May Gibbs Pl	No Stopping														
			1/2P	10am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**14**	0	0	0	10	9	13	12	12	4	5	9	9
		May Gibbs Pl & Bydown St	Mail zone		**1**	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping														
		Bydown St & Ben Boyd Rd	No Stopping														
			1/2P	10am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**8**	0	0	0	2	2	3	1	1	2	2	1	2
			No Stopping														
Total					**71**	**0**	**0**	**0**	**36**	**40**	**51**	**48**	**41**	**16**	**17**	**21**	**20**
% Capacity						**0%**	**0%**	**0%**	**51%**	**56%**	**72%**	**68%**	**58%**	**23%**	**24%**	**30%**	**28%**
Wycombe Rd	East	Military Rd & Yeo St	No Stopping														
			Bus zone														
			Bus Zone + 1/2P	Bus zone - 6:30am-9:30am(Mon-Fri) / 1/2P - 9:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	0	1	1	1	2	0	1	1	0	0	2
			1/2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	2	2	2	2	2	1	0	2	2	1	2
			Mail zone		**1**	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping														
	West	Yeo St & Military Rd	No Stopping														
			Bus zone														
			No Stopping														
Total					**5**	**0**	**2**	**3**	**3**	**3**	**4**	**1**	**1**	**3**	**2**	**1**	**4**
% Capacity						**0%**	**40%**	**60%**	**60%**	**60%**	**80%**	**20%**	**20%**	**60%**	**40%**	**20%**	**80%**
	North	Ben Boyd Rd & Yeo Ln	No Stopping														
		Yeo Ln & Bydown St	1P	8:30am-6pm(Mon-Fri) Permit holders excepted Area 29	**4**	2	2	4	4	2	2	3	3	4	3	3	3
			No Stopping														
		Bydown St & Barry St	1P	8:30am-6pm(Mon-Fri) Permit holders excepted Area 29	**4**	3	3	4	4	3	3	3	3	3	3	2	2
			No Parking	Authorised car share vehicles excepted area 100	**2**	2	2	2	2	1	2	2	2	2	2	2	2
			No Stopping	Fire brigade vehicles excepted	**1**	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping												1		
		Barry St & May Ln	1P	8:30am-6pm(Mon-Fri) Permit holders excepted Area 29	**7**	2	5	6	6	3	6	7	5	7	6	4	7
		May Ln & Wycombe Rd	No Parking														
			No Stopping														
		Wycombe Rd & Military Ln	1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	1	1	2	0	2	1	2	2	2	0	2
			2P	Disabled	**1**	0	0	1	1	1	1	1	0	0	1	0	0
			No Stopping														
		Military Ln & Rangers Rd	1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**1**	0	1	1	1	1	1	1	1	0	1	1	1
			1P	motorbikes in marked space only	**3**	2	2	2	2	2	2	2	2	2	2	2	2
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**4**	2	2	2	3	2	4	4	4	3	3	2	4
			1P	motorbikes in marked space only	**3**	2	3	3	3	3	3	3	3	3	3	3	3
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	1	2	0	1	1	1	1	1	2	2	2
			No Parking														
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**3**	0	0	1	2	2	2	1	1	0	1	1	2
			No Stopping														
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**3**	1	1	1	0	2	3	2	1	1	2	1	3

Yeo St			Reserved	motorbikes in marked space only	**5**	0	0	0	0	0	0	0	0	0	0	0	0
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**3**	1	2	2	2	2	2	2	1	2	1	2	3
			Reserved	motorbikes in marked space only	**3**	0	0	0	0	0	0	0	0	0	0	0	0
	South	Rangers Rd & Rangers Ln	No Stopping														
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29	**6**	2	5	5	5	5	5	4	4	5	4	5	4
			1P	Motorcycles only	**3**	0	0	0	0	0	0	0	0	0	0	0	0
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29	**3**	0	3	3	3	2	2	3	3	3	3	2	3
			No Parking														
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29	**1**	1	1	1	1	1	1	1	1	1	1	1	1
			No Parking														
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29	**3**	1	3	3	3	2	2	3	3	3	2	2	2
		Rangers Ln & Wycombe Rd	No Parking														
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29	**3**	3	2	3	2	2	2	2	3	3	2	3	3
		Wycombe Rd & Barry Ln	No Stopping														
		Barry Ln & Barry St	No Stopping														
			1P + 1/4P	1P - 9:30am-4pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29 1/4P - 7:30am-9:30am & 4pm-6pm (Mon-Fri)	**5**	2	4	3	4	3	4	4	4	4	4	3	5
		Barry St & Bydown St	No Stopping														
			2P	8:30am-6pm(Mon-Fri) Permit holders excepted Area 29	**4**	1	2	3	3	3	4	3	3	4	4	4	1
		Bydown St & Ben Boyd Rd	No Stopping														
			2P	8:30am-6pm(Mon-Fri) Permit holders excepted Area 29	**2**	0	0	0	2	2	1	2	2	2	0	0	1
			4P	Disabled 8:30am-6pm(Mon-Sun)	**1**	0	0	0	0	0	0	0	1	1	0	0	0
			No Stopping														
Total					**82**	**27**	**45**	**53**	**55**	**45**	**55**	**55**	**53**	**56**	**53**	**45**	**56**
% Capacity						**33%**	**55%**	**65%**	**67%**	**55%**	**67%**	**67%**	**65%**	**68%**	**65%**	**55%**	**68%**
Rangers Rd	East	Military Rd & 8 Rangers Rd	No Stopping														1
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**6**	5	4	4	6	5	6	6	6	6	3	6	6
			Reserved	Motorcycles only	**3**	0	0	0	0	0	1	1	1	2	1	1	1
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted area 29	**3**	3	3	2	3	1	3	3	0	1	1	2	3
			Reserved	Motorcycles only	**2**	0	0	1	1	1	2	2	1	1	1	1	1
	West	Yeo St & Military Rd	No Stopping														
			Reserved	Disabled only	**2**	0	0	0	0	0	2	1	0	1	1	0	0
			Taxi zone		**2**	0	0	2	0	2	0	1	0	0	0	1	2
			Taxi zone & Bus zone	Taxi zone - other times Bus zone - 5:45am-10am & 5:45pm-11:45pm	**6**	0	0	0	3	4	0	2	1	1	3	1	3
			No Stopping														
Total					**24**	**8**	**7**	**9**	**13**	**13**	**14**	**16**	**9**	**12**	**10**	**12**	**17**
% Capacity						**33%**	**29%**	**38%**	**54%**	**54%**	**58%**	**67%**	**38%**	**50%**	**42%**	**50%**	**71%**
Off Street Parking 1			1 1/2P	One period per day 8am-10pm(Mon-Fri) & 8am-8pm(Sat) & 8am-5pm(Sun&Public Hols)	**63**	31	60	58	52	61	62	61	57	56	47	48	54
			Reserved	Motorcycles only	**11**	3	3	3	3	3	3	3	3	3	3	2	2
			Reserved	Disabled	**4**	1	3	2	4	3	4	4	4	4	3	1	1
			1 1/2P	One period per day 8am-10pm(Mon-Fri) & 8am-8pm(Sat) & 8am-5pm(Sun&Public Hols) Small vehicles only	**1**	0	0	0	0	0	0	0	0	0	0	0	0
			Loading zone		**8**	4	4	5	5	5	3	4	3	3	3	3	1
Total					**87**	**39**	**70**	**68**	**64**	**72**	**72**	**72**	**67**	**66**	**56**	**54**	**58**
% Capacity						**45%**	**80%**	**78%**	**74%**	**83%**	**83%**	**83%**	**77%**	**76%**	**64%**	**62%**	**67%**
		Basement	2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**19**	15	15	19	19	11	19	19	18	14	17	16	14
			2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**7**	6	7	6	5	7	7	7	3	4	7	6	5

Off Street Parking 2		Rooftop	2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Small cars only	**2**	0	0	2	2	2	2	1	1	1	1	1	1
			2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**1**	1	1	1	1	1	1	1	1	0	1	1	0
			No Parking														
			2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**4**	4	4	4	4	4	4	3	3	3	4	3	3
Total					**33**	**26**	**27**	**32**	**31**	**25**	**33**	**31**	**26**	**22**	**30**	**27**	**23**
% Capacity						**79%**	**82%**	**97%**	**94%**	**76%**	**100%**	**94%**	**79%**	**67%**	**91%**	**82%**	**70%**

Client Stantec Australia Pty Ltd
Date Sat, 1st July 2023
Time 08:00-14:00 (6 hours)
Description Parking Occupancy Survey

Street Name	Side of Street	Between	Restriction	Applicable Hours	Supply	8:00	9:00	10:00	11:00	12:00	13:00
Grosvenor St	North	Ben Boyd Rd & Ben Boyd Ln	No Stopping								
			No Parking	Authorised car share vehicles excepted area 100	**1**	1	1	1	1	1	1
			1/2P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**6**	1	0	3	4	6	5
			No Stopping								
		Ben Boyd Ln & Young Ln	2P	Meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**9**	2	4	3	3	7	9
			No Stopping								
		Young Ln & Young St	1/2P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**3**	0	0	1	0	2	3
			No Stopping								
		Young St & Cooper Ln	1/2P	90' angle rear in only vehicles under 6m only 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**12**	1	1	4	7	7	11
			No Stopping								
		Cooper Ln & Waters Ln	1/2P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**15**	4	9	12	13	12	14
			No Stopping								
		Waters Ln & Waters Rd	1/2P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**5**	2	3	2	1	4	5
			No Stopping								
	South	Waters Rd & Waters Ln	No Stopping								
			Work zone	7am-5pm(Mon-Fri) & 8am-1pm(Sat)	**17**	12	12	4	4	10	14
			No Stopping								
		Waters Ln & Cooper Ln	2P	90' angle rear in only vehicles under 6m only meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**22**	1	2	1	12	19	20
			No Stopping								
		Cooper Ln & Young St	2P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**5**	0	2	4	4	5	5
			No Stopping								
		Young St & Young Ln	2P	90' angle rear in only vehicles under 6m only meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**13**	0	2	3	2	11	13
			No Stopping								
		Young Ln & Ben Boyd Ln	2P	90' angle rear in only vehicles under 6m only meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**20**	7	11	9	10	17	18
			No Stopping								
		Ben Boyd Ln & Ben Boyd Rd	2P	90' angle rear in only vehicles under 6m only meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat) Permit holder excepted area 27	**12**	6	4	1	3	9	12
			No Stopping								
Total					**140**	**37**	**51**	**48**	**64**	**110**	**130**
% Capacity						**26%**	**36%**	**34%**	**46%**	**79%**	**93%**
	East	Grosvenor St & Grosvenor Ln	No Stopping								
			No Parking								

Young St			No Stopping								
		Grosvenor Ln & Military Rd	1/2P	60' angle front in only vehicles under 6m only 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**5**	3	5	5	5	5	5
			Loading zone	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	1	1	1	1	2	2
			No Stopping								
	West	Military Rd & Grosvenor Ln	No Stopping								
			Mail zone		**2**	0	0	0	0	0	0
			No Stopping	Mon-Sun							
		Grosvenor Ln & Grosvenor St	No Stopping								
Total					**9**	**4**	**6**	**6**	**6**	**7**	**7**
% Capacity						**44%**	**67%**	**67%**	**67%**	**78%**	**78%**
Grosvenor Ln	North	Young St & Cooper Ln	No Stopping								
			Loading zone		**1**	0	0	1	1	0	0
			1/4P	8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**2**	0	2	2	1	2	2
			1/2P & Taxi zone	1/2P - 11am-6pm(Mon-Sun) / Taxi zone - 4am-11am(Mon-Sun)	**3**	0	2	2	2	3	3
			No Stopping								
		Cooper Ln & Waters Ln	Taxi zone		**2**	0	0	0	0	0	0
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**4**	3	4	4	4	4	4
			No Stopping								
			No Parking	Community buses excepted	**2**	0	0	0	0	0	0
			No Stopping								
		Waters Ln & Waters Rd	Loading zone	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	1	2	2	2	2
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**3**	0	2	3	3	3	3
			NP	Authorised car share vehicles excepted area 100	**1**	1	1	1	1	1	1
			No Stopping								
	South	Waters Rd & Grosvenor Ln E	No Stopping								
		Grosvenor Ln & Grosvenor Ln	No Stopping								
		Grosvenor Ln & Young St	No Stopping								
Total					**20**	**4**	**12**	**15**	**14**	**15**	**15**
% Capacity						**20%**	**60%**	**75%**	**70%**	**75%**	**75%**
Waters Rd	East	11 Waters St & Military Rd	No Stopping								
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	2	1	2	2	2
			No Parking								
			Reserved	Disabled	**1**	1	1	0	0	0	0
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**7**	6	6	7	7	7	7
			No Stopping								
	West	Military Rd & Grosvenor Ln	No Stopping								
			Loading zone		**2**	0	0	1	0	0	0
			No Stopping								
			1P	Meter 8:30am-6pm (Mon-Fri) & 8:30am-4pm(Sat)	**2**	0	1	1	2	2	2
			No Parking	Solo M-Cycle in marked space excepted	**1**	0	0	0	1	0	0
			No Stopping								
		Grosvenor Ln & Grosvenor St	1P		**3**	0	1	2	3	3	3
			No Stopping								
Total					**18**	**7**	**11**	**12**	**15**	**14**	**14**

% Capacity						39%	61%	67%	83%	78%	78%
Military Rd	North	Ben Boyd Rd & Young St	No Stopping								
			No Parking	10am-3pm(Mon-Fri)	**3**	2	2	2	3	3	3
			1/2P	10am-3pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**15**	3	7	10	13	14	11
			No Stopping								
		Young St & Waters Rd	No Stopping								
			Bus zone								
			No Stopping								
			2P	10am-3pm(Mon-Fri) & 8:30am-4pm(Sat)	**7**	5	6	5	6	6	7
			No Parking								
		Waters Rd & 260 Military Rd	No Stopping								
			1P	10am-3pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	0	2	2	2	2
			No Parking								
			No Stopping								
			1P	10am-3pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**5**	1	1	3	5	5	5
			Bus zone							1	1
			No Stopping								
	South	Hampden Ave & Rangers Rd	No Stopping								
			1P	10am - 6pm (Mon - Fri), 8:30am - 12:30pm (Sat)	**2**	1	1	0	0	1	2
			No Parking								
			1P	10am - 6pm (Mon - Fri), 8:30am - 12:30pm (Sat)	**3**	0	1	3	2	2	2
			No Parking								
			1P	10am - 6pm (Mon - Fri), 8:30am - 12:30pm (Sat)	**7**	5	7	4	5	3	2
			Loading zone + Bus zone	Loading zone - 10am-6pm(Mon-Fri) / Bus zone - 6am-10am(Mon-Fri)	**4**	2	4	1	1	2	4
		Rangers Rd & Wycombe Rd	No Stopping								
			Bus zone								
		Wycombe Rd & May Gibbs Pl	No Stopping								
			1/2P	10am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**14**	4	7	12	11	12	13
		May Gibbs Pl & Bydown St	Mail zone		**1**	0	0	0	0	0	0
			No Stopping								
		Bydown St & Ben Boyd Rd	No Stopping								
			1/2P	10am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**8**	4	5	7	7	8	7
			No Stopping								
Total					**71**	**27**	**41**	**49**	**55**	**59**	**59**
% Capacity						38%	58%	69%	77%	83%	83%
Wycombe Rd	East	Military Rd & Yeo St	No Stopping								
			Bus zone								
			Bus Zone + 1/2P	Bus zone - 6:30am-9:30am(Mon-Fri) / 1/2P - 9:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	0	1	1	2	1
			1/2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	1	1	0	2	1
			Mail zone		**1**	0	0	0	0	0	0
			No Stopping								
	West	Yeo St & Military Rd	No Stopping								
			Bus zone								
			No Stopping								

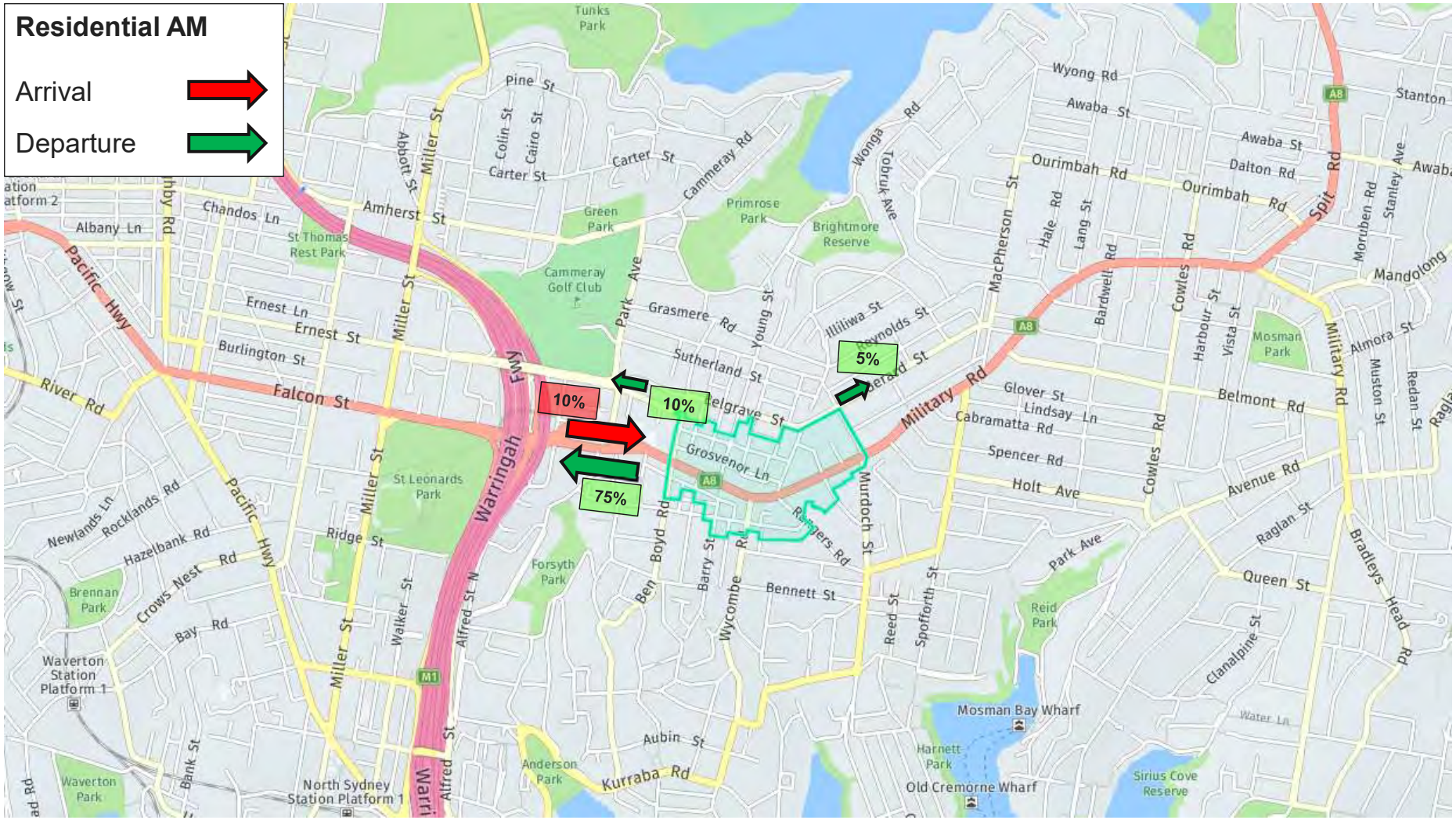
Total					**5**	**0**	**1**	**2**	**1**	**4**	**2**
% Capacity						**0%**	**20%**	**40%**	**20%**	**80%**	**40%**
Yeo St	North	Ben Boyd Rd & Yeo Ln	No Stopping								
		Yeo Ln & Bydown St	1P	8:30am-6pm(Mon-Fri) Permit holders excepted Area 29	**4**	3	3	4	4	4	4
			No Stopping								
		Bydown St & Barry St	1P	8:30am-6pm(Mon-Fri) Permit holders excepted Area 29	**4**	2	1	3	3	4	3
			No Parking	Authorised car share vehicles excepted area 100	**2**	2	2	2	1	0	0
			No Stopping	Fire brigade vehicles excepted	**1**	0	0	0	0	0	0
			No Stopping								
		Barry St & May Ln	1P	8:30am-6pm(Mon-Fri) Permit holders excepted Area 29	**7**	3	2	4	5	6	7
		May Ln & Wycombe Rd	No Parking								
			No Stopping								
		Wycombe Rd & Military Ln	1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	2	2	2	2	2	2
			2P	Disabled	**1**	1	1	1	1	1	1
			No Stopping								
		Military Ln & Rangers Rd	1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**1**	1	1	1	1	1	1
			1P	motorbikes in marked space only	**3**	1	1	1	1	1	1
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**4**	1	3	3	3	3	3
			1P	motorbikes in marked space only	**3**	1	0	3	2	3	3
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**2**	0	0	1	2	2	2
			No Parking								
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**3**	3	3	3	3	3	3
			No Stopping								
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**3**	1	2	2	3	3	3
			Reserved	motorbikes in marked space only	**5**	0	0	0	0	0	0
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**3**	0	1	2	3	2	3
			Reserved	motorbikes in marked space only	**3**	0	0	0	0	0	0
	South	Rangers Rd & Rangers Ln	No Stopping								
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29	**6**	4	4	5	4	5	5
			1P	Motorcycles only	**3**	0	0	0	0	0	0
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29	**3**	2	2	3	3	3	3
			No Parking								
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29	**1**	1	1	1	1	1	1
			No Parking								
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29	**3**	2	2	3	2	2	3
		Rangers Ln & Wycombe Rd	No Parking								
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29	**3**	2	3	3	3	3	3
		Wycombe Rd & Barry Ln	No Stopping								
		Barry Ln & Barry St	No Stopping								
			1P + 1/4P	1P - 9:30am-4pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted Area 29 1/4P - 7:30am-9:30am & 4pm-6pm (Mon-Fri)	**5**	1	1	3	4	4	4
		Barry St & Bydown St	No Stopping								

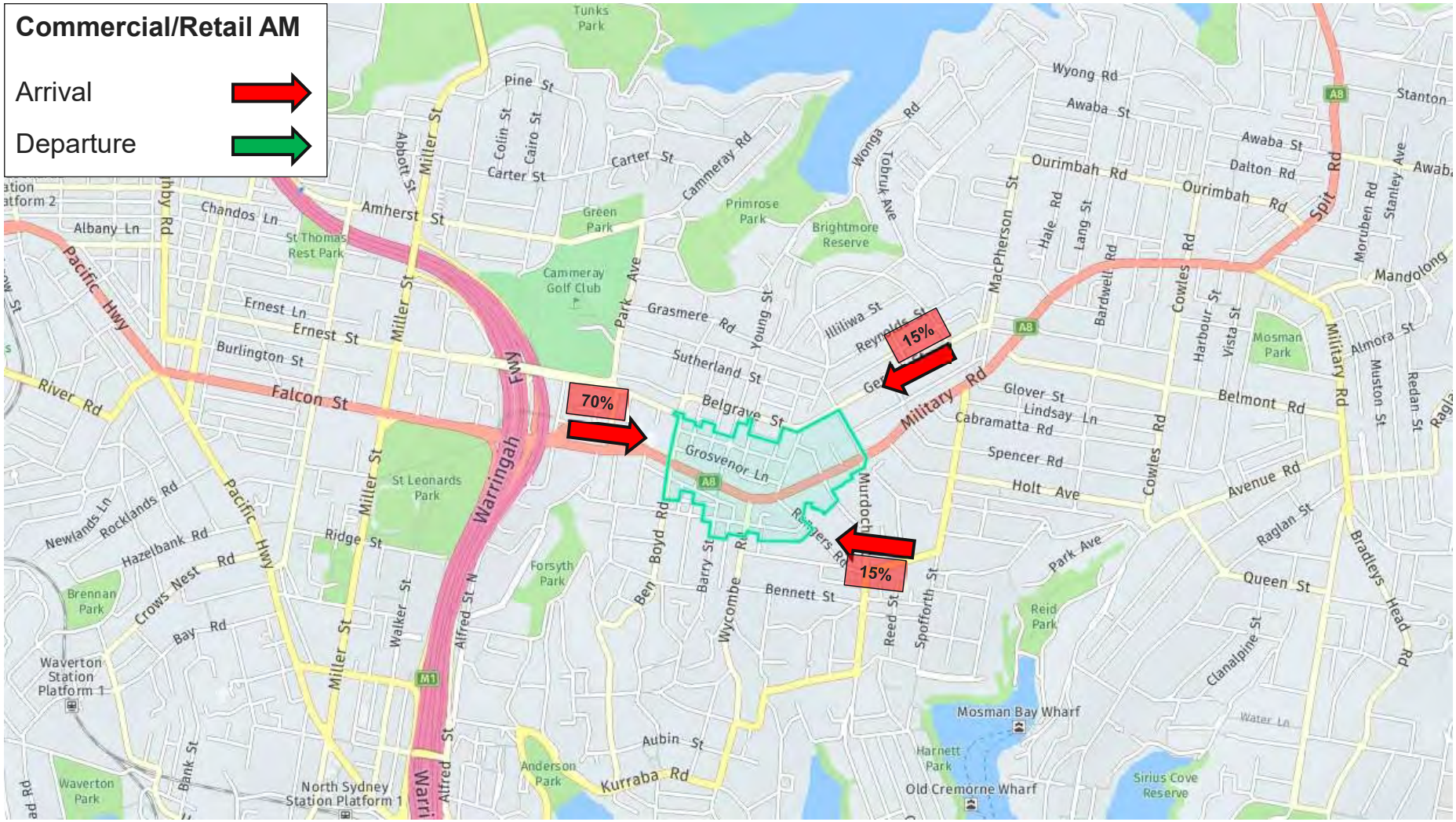
			2P	8:30am-6pm(Mon-Fri) Permit holders excepted Area 29	**4**	2	4	4	4	4	4
		Bydown St & Ben Boyd Rd	No Stopping								
			2P	8:30am-6pm(Mon-Fri) Permit holders excepted Area 29	**2**	1	2	2	2	1	1
			4P	Disabled 8:30am-6pm(Mon-Sun)	**1**	0	0	0	0	0	0
			No Stopping								
Total					**82**	**36**	**41**	**56**	**57**	**58**	**60**
% Capacity						**44%**	**50%**	**68%**	**70%**	**71%**	**73%**
Rangers Rd	East	Military Rd & 8 Rangers Rd	No Stopping								
			1P	Meter 8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**6**	2	6	5	6	5	6
			Reserved	Motorcycles only	**3**	0	0	1	0	1	1
			1P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Permit holders excepted area 29	**3**	0	1	2	3	3	2
			Reserved	Motorcycles only	**2**	0	1	1	1	1	1
	West	Yeo St & Military Rd	No Stopping								
			Reserved	Disabled only	**2**	0	0	1	1	1	1
			Taxi zone		**2**	0	1	0	0	0	0
			Taxi zone & Bus zone	Taxi zone - other times Bus zone - 5:45am-10am & 5:45pm-11:45pm	**6**	0	1	2	3	3	4
			No Stopping								
Total					**24**	**2**	**10**	**12**	**14**	**14**	**15**
% Capacity						**8%**	**42%**	**50%**	**58%**	**58%**	**63%**
Off Street Parking 1			1 1/2P	One period per day 8am-10pm(Mon-Fri) & 8am-8pm(Sat) & 8am-5pm(Sun&Public Hols)	**63**	37	54	61	62	63	63
			Reserved	Motorcycles only	**11**	6	6	4	6	3	2
			Reserved	Disabled	**4**	0	3	4	3	3	2
			1 1/2P	One period per day 8am-10pm(Mon-Fri) & 8am-8pm(Sat) & 8am-5pm(Sun&Public Hols) Small vehicles only	**1**	0	1	1	1	1	1
			Loading zone		**8**	1	2	3	3	4	3
Total					**87**	**44**	**66**	**73**	**75**	**74**	**71**
% Capacity						**51%**	**76%**	**84%**	**86%**	**85%**	**82%**
Off Street Parking 2		Basement	2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**19**	5	9	12	12	8	6
		Rooftop	2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**7**	4	6	7	7	6	7
			2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat) Small cars only	**2**	0	1	2	2	1	1
			2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**1**	1	1	1	0	1	1
			No Parking								
			2P	8:30am-6pm(Mon-Fri) & 8:30am-12:30pm(Sat)	**4**	3	3	4	4	3	4
Total					**33**	**13**	**20**	**26**	**25**	**19**	**19**
% Capacity						**39%**	**61%**	**79%**	**76%**	**58%**	**58%**

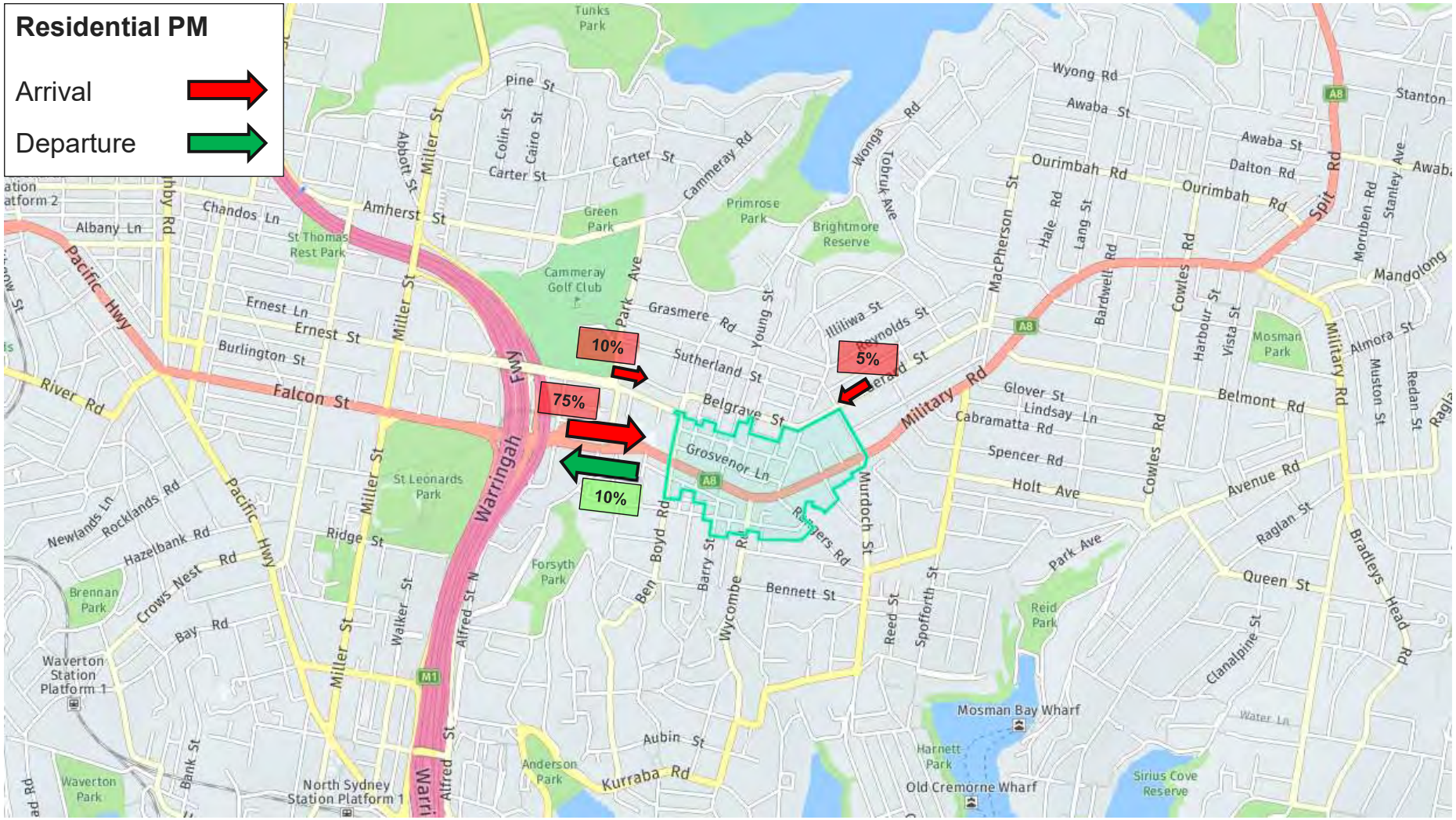
Appendix C Trip Distribution

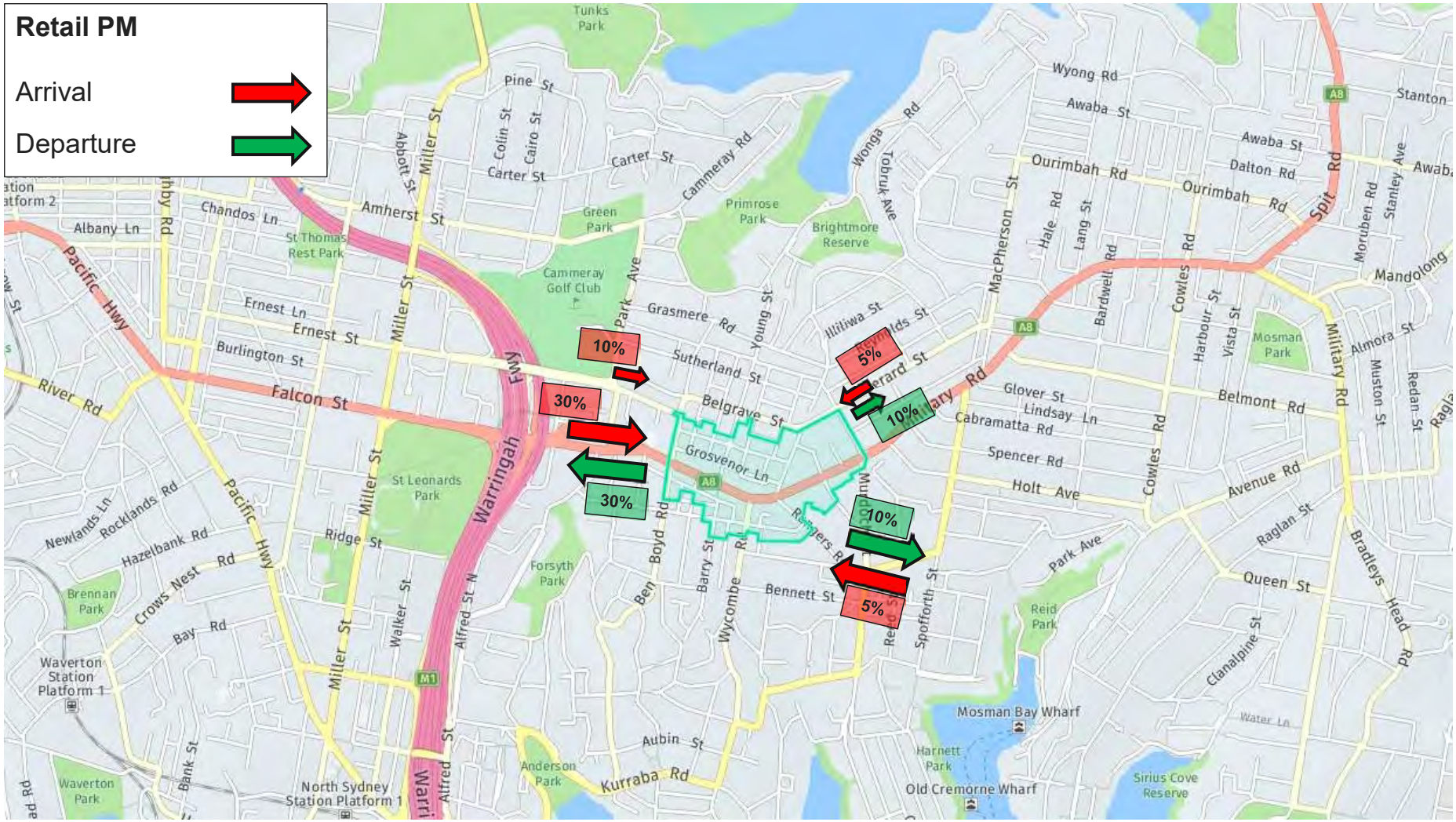


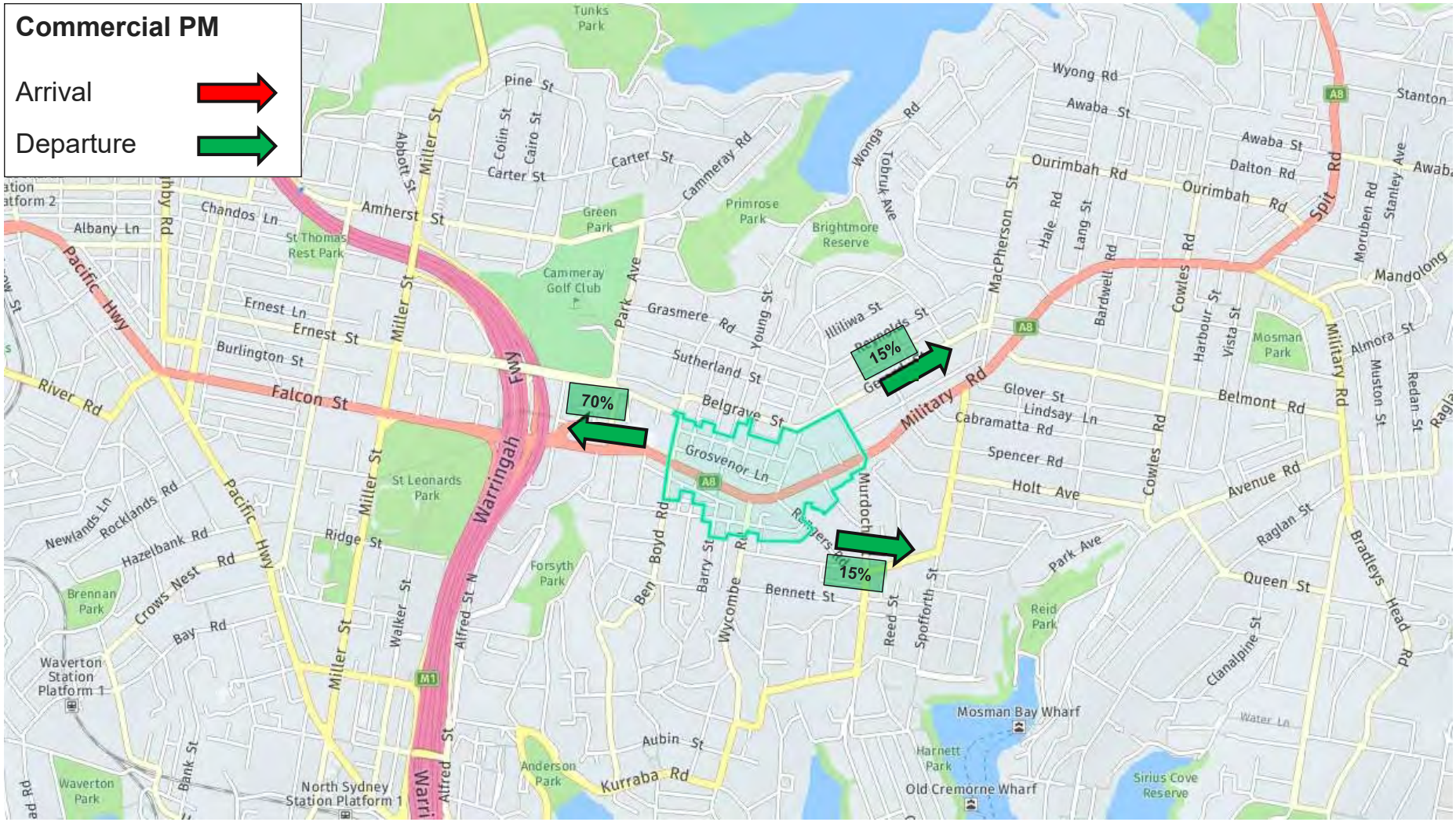
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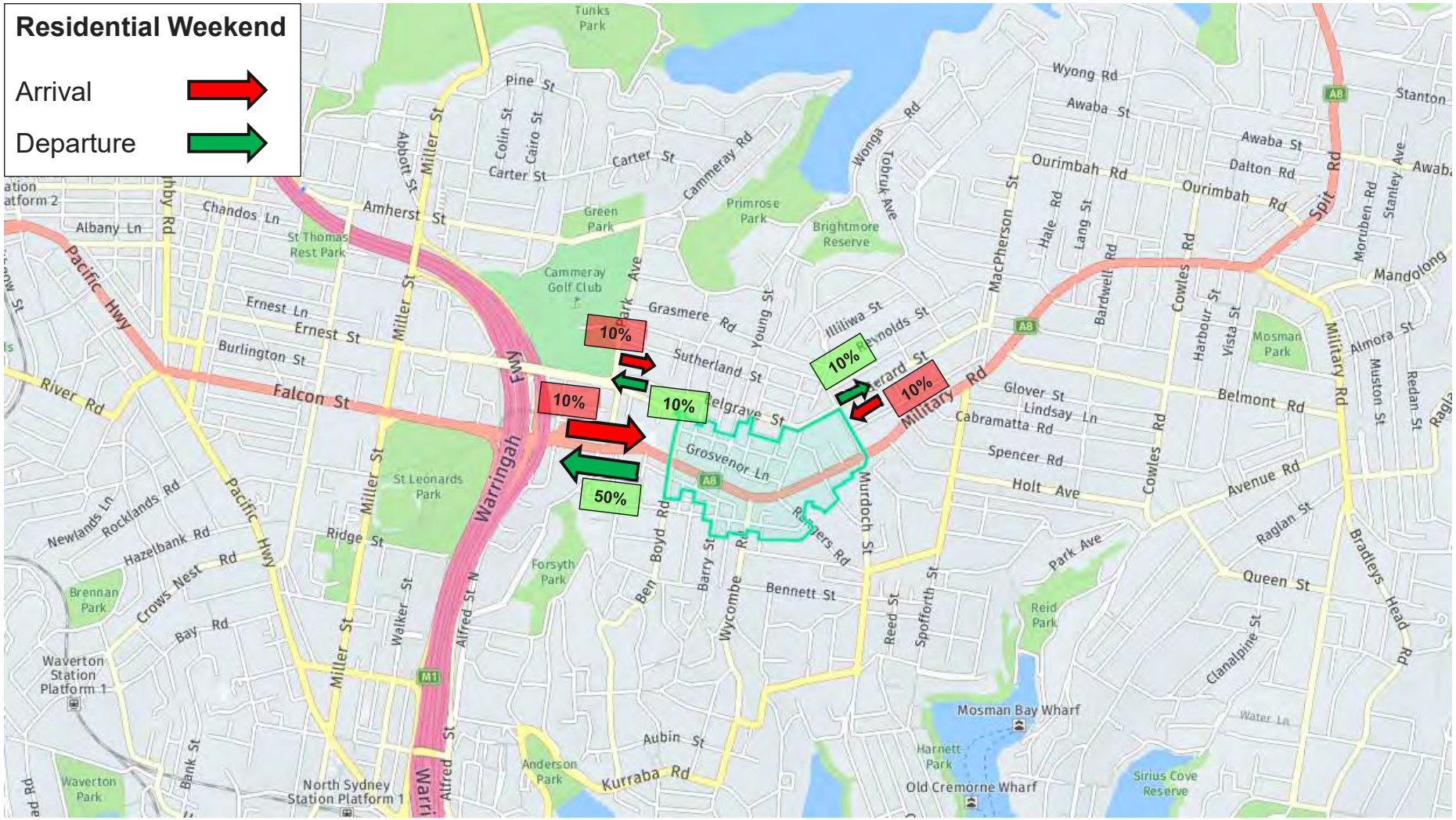

Residential AM
Arrival
Departure
10%
10%
5%
75%
Tunks Park
Pine St
Wyong Rd
Awaba St
Stanton
Carter St
Cammeray Rd
Wonga Rd
Toburk Ave
Ourimbah Rd
Dalton Rd
Awaba
Albany Ln
Chandos Ln
Amherst St
St Thomas Rest Park
Green Park
Primrose Park
Brightmore Reserve
Stanley Ave
Mortuben Rd
Spit Rd
Mandolong
Pacific Hwy
Cammeray Golf Club
Park Ave
Grasmere Rd
Young St
Illiliwa St
Reynolds St
MacPherson St
Hale Rd
Lang St
Bardwell Rd
Cowles Rd
Harbour St
Vista St
Mosman Park
Almora St
Muston St
Redan St
Ernest Ln
Ernest St
Burlington St
Sutherland St
Falcon St
River Rd
Warringah Fwy
Military Rd
Glover St
Lindsay Ln
Belmont Rd
Cabramatta Rd
Spencer Rd
Holt Ave
Avenue Rd
Raglan St
Queen St
Bradleys Head Rd
Grosvenor Ln
Murdoch St
Rangers Rd
Park Ave
Miller St
St Leonards Park
Ridge St
Newlands Ln
Rocklands Rd
Hazelbank Rd
Crows Nest Rd
Bay Rd
Brennan Park
Waverton Station Platform 1
Walker St
Alfred St N
Forsyth Park
Ben Boyd Rd
Barry St
Wycombe
Bennett St
Reed St
Spofforth St
Reid Park
Clanalpine St
Water Ln
Mosman Bay Wharf
Harnett Park
Old Cremorne Wharf
Sirius Cove Reserve
Aubin St
Anderson Park
Kurraba Rd
North Sydney Station Platform 1
Waverton Park
Bank St
Alfred St
M1
A8

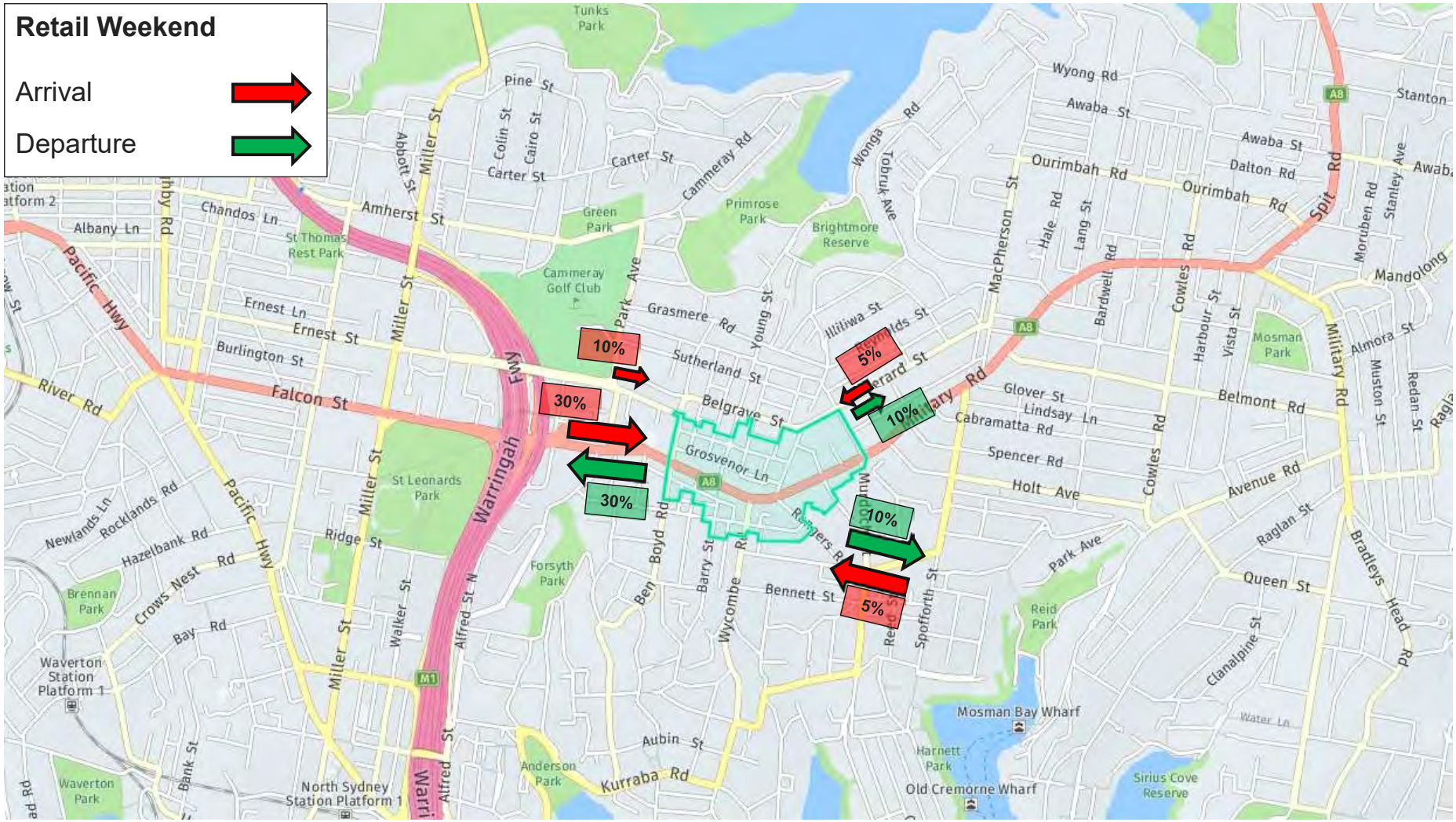

Commercial/Retail AM
Arrival
Departure
70%
15%
15%
Falcon St
Military Rd
Warringah Fwy
Pacific Hwy
Miller St
Spit Rd
Belgrave St
Grosvenor Ln
Sutherland St
Grasmere Rd
Amherst St
Carter St
Cammeray Rd
Cammeray Golf Club
Primrose Park
Brightmore Reserve
Green Park
St Leonards Park
Forsyth Park
Anderson Park
Reid Park
Harnett Park
Mosman Park
Mosman Bay Wharf
Old Cremorne Wharf
Sirius Cove Reserve
North Sydney Station Platform 1
Waverton Station Platform 1
Waverton Park
Brennan Park
Tunks Park
St Thomas Rest Park
Bennett St
Kurraba Rd
Aubin St
Ridge St
Crows Nest Rd
Bay Rd
Hazelbank Rd
Rocklands Rd
Newlands Ln
River Rd
Albany Ln
Chandos Ln
Ernest Ln
Ernest St
Burlington St
Pine St
Colin St
Cairo St
Abbott St
Alfred St N
Walker St
Ben Boyd Rd
Barry St
Wycombe
Reed St
Spofforth St
Rangers Rd
Murdoch
Holt Ave
Spencer Rd
Cabramatta Rd
Glover St
Lindsay Ln
Belmont Rd
Avenue Rd
Queen St
Raglan St
Park Ave
Bradleys Head Rd
Clanalpine St
Water Ln
Wyong Rd
Awaba St
Ourimbah Rd
Dalton Rd
Stanley Ave
Moruben Rd
Mandolong
Almora St
Muston St
Redan St
Military Rd
Cowles Rd
Harbour St
Vista St
Bardwell Rd
Hale Rd
Lang St
MacPherson St
Wonga Rd
Tobruk Ave
Young St
Park Ave
Illiliwa St
Stanton
A8
M1


Residential PM
Arrival
Departure
10%
75%
10%
5%
Tunks Park
Pine St
Wyong Rd
Awaba St
Stanton
Carter St
Cammeray Rd
Wonga Rd
Toburk Ave
Ourimbah Rd
Dalton Rd
Spit Rd
Stanley Ave
Albany Ln
Chandos Ln
Amherst St
Green Park
Primrose Park
Brightmore Reserve
MacPherson St
Hale Rd
Lang St
Bardwell Rd
Cowles Rd
Harbour St
Vista St
Mosman Park
Mandolong
Pacific Hwy
St Thomas Rest Park
Cammeray Golf Club
Park Ave
Grasmere Rd
Young St
Illiliwa St
Reynolds St
Ernest Ln
Ernest St
Burlington St
Sutherland St
Belgrave St
Falcon St
River Rd
Warringah Fwy
Miller St
Military Rd
Glover St
Lindsay Ln
Belmont Rd
Cabramatta Rd
Spencer Rd
Holt Ave
Avenue Rd
Grosvenor Ln
Murdoch St
Rangers Rd
Ben Boyd Rd
Barry St
Wycombe
Bennett St
Park Ave
Queen St
Raglan St
Bradleys Head Rd
Reed St
Spofforth St
Reid Park
Clanalpine St
Almora St
Muston St
Redan St
Ridge St
Forsyth Park
St Leonards Park
Newlands Ln
Rocklands Rd
Hazelbank Rd
Crows Nest Rd
Bay Rd
Brennan Park
Waverton Station Platform 1
Walker St
Alfred St N
Alfred St
Aubin St
Anderson Park
Kurraba Rd
Mosman Bay Wharf
Water Ln
Harnett Park
Old Cremorne Wharf
Sirius Cove Reserve
Waverton Park
Bank St
North Sydney Station Platform 1
M1
A8


Retail PM
Arrival
Departure
10%
30%
30%
10%
5%
10%
10%
5%
Tunks Park
Pine St
Wyong Rd
Awaba St
Stanton
Carter St
Cammeray Rd
Wonga Rd
Toburk Ave
Ourimbah Rd
Dalton Rd
Spit Rd
Albany Ln
Chandos Ln
Amherst St
Green Park
Primrose Park
Brightmore Reserve
MacPherson St
Hale Rd
Lang St
Bardwell Rd
Cowles Rd
Harbour St
Vista St
Mosman Park
Mandolong
Pacific Hwy
Ernest Ln
Ernest St
Miller St
Park Ave
Grasmere Rd
Young St
Illiliwa St
Cammeray Golf Club
Burlington St
River Rd
Falcon St
Sutherland St
Belgrave St
Warringah Fwy
Grosvenor Ln
Glover St
Lindsay Ln
Cabramatta Rd
Belmont Rd
Military Rd
Almora St
Muston St
Redan St
Spencer Rd
Holt Ave
Avenue Rd
Raglan St
Queen St
Bradleys Head Rd
Park Ave
Ben Boyd Rd
Barry St
Wycombe
Bennett St
Spofforth St
Reid Park
Clanalpine St
Mosman Bay Wharf
Water Ln
Harnett Park
Old Cremorne Wharf
Sirius Cove Reserve
Newlands Ln
Rocklands Rd
Hazelbank Rd
Crows Nest Rd
Bay Rd
Ridge St
Walker St
Brennan Park
Waverton Station Platform 1
Waverton Park
Bank St
North Sydney Station Platform 1
Alfred St N
Aubin St
Anderson Park
Kurraba Rd
Forsyth Park
St Leonards Park
St Thomas Rest Park
M1
A8


Commercial PM
Arrival
Departure
70%
15%
15%
Military Rd
Falcon St
Pacific Hwy
Warringah Fwy
Miller St
Spit Rd
Belgrave St
Grosvenor Ln
Sutherland St
Grasmere Rd
Amherst St
Cammeray Golf Club
Primrose Park
Brightmore Reserve
Green Park
St Leonards Park
Forsyth Park
Anderson Park
Mosman Park
Reid Park
Harnett Park
Mosman Bay Wharf
Old Cremorne Wharf
Sirius Cove Reserve
Waverton Station Platform 1
North Sydney Station Platform 1
Waverton Park
Brennan Park
Tunks Park
Cammeray Golf Club
Kurraba Rd
Bennett St
Holt Ave
Belmont Rd
Avenue Rd
Queen St
Park Ave
Glover St
Lindsay Ln
Cabramatta Rd
Spencer Rd
Ourimbah Rd
Awaba St
Wyong Rd
Mandolong
Ben Boyd Rd
Barry St
Wycombe
Reed St
Spofforth St
Murdoch St
MacPherson St
Young St
Park Ave
Ridge St
Walker St
Alfred St N
Alfred St
Aubin St
Bay Rd
Crows Nest Rd
Hazelbank Rd
Rocklands Rd
Newlands Ln
Albany Ln
Chandos Ln
Ernest Ln
Ernest St
Burlington St
River Rd
Pine St
Carter St
Cairo St
Colin St
Abbott St
Cammeray Rd
Wonga Rd
Toburk Ave
Hale Rd
Lang St
Bardwell Rd
Cowles Rd
Harbour St
Vista St
Military Rd
Almora St
Muston St
Redan St
Stanley Ave
Moruben Rd
Dalton Rd
Stanton
Bradleys Head Rd
Clanalpine St
Water Ln
Raglan St
Park Ave
Bank St
M1
A8


Residential Weekend
Arrival
Departure
10%
10%
10%
10%
10%
50%
Tunks Park
Pine St
Miller St
Colin St
Cairo St
Carter St
Cammeray Rd
Wonga Rd
Toburk Ave
Wyong Rd
Awaba St
Stanton
Ourimbah Rd
Dalton Rd
Spit Rd
Stanley Ave
Mortuben Rd
Mandolong
Albany Ln
Chandos Ln
Amherst St
St Thomas Rest Park
Green Park
Primrose Park
Brightmore Reserve
Cammeray Golf Club
Park Ave
Grasmere Rd
Young St
Illiliwa St
Reynolds St
MacPherson St
Hale Rd
Lang St
Bardwell Rd
Cowles Rd
Harbour St
Vista St
Mosman Park
Almora St
Muston St
Redan St
Pacific Hwy
Ernest Ln
Ernest St
Burlington St
River Rd
Falcon St
Sutherland St
Belgrave St
Gerard St
Military Rd
Glover St
Lindsay Ln
Belmont Rd
Cabramatta Rd
Spencer Rd
Holt Ave
Avenue Rd
Raglan St
Queen St
Bradleys Head Rd
Warringah Fwy
Grosvenor Ln
Rangers Rd
Murdoch St
Park Ave
Reid Park
Clanalpine St
Water Ln
Mosman Bay Wharf
Harnett Park
Old Cremorne Wharf
Sirius Cove Reserve
St Leonards Park
Miller St
Ridge St
Walker St
Alfred St N
Alfred St
Newlands Ln
Rocklands Rd
Hazelbank Rd
Crows Nest Rd
Bay Rd
Brennan Park
Waverton Station Platform 1
Waverton Park
Bank St
North Sydney Station Platform 1
Forsyth Park
Ben Boyd Rd
Barry St
Wycombe
Bennett St
Reed St
Spofforth St
Aubin St
Anderson Park
Kurraba Rd
M1
A8


Retail Weekend
Arrival
Departure
10%
30%
30%
10%
5%
10%
10%
5%
Tunks Park
Pine St
Wyong Rd
Awaba St
Stanton
Colin St
Cairo St
Carter St
Cammeray Rd
Wonga Rd
Toburk Ave
Ourimbah Rd
Dalton Rd
Spit Rd
Stanley Ave
Abbott St
Miller St
Amherst St
Green Park
Primrose Park
Brightmore Reserve
MacPherson St
Hale Rd
Lang St
Cowles Rd
Moruben Rd
Albany Ln
Chandos Ln
St Thomas Rest Park
Cammeray Golf Club
Park Ave
Grasmere Rd
Young St
Illiliwa St
Bardwell Rd
Harbour St
Vista St
Mosman Park
Mandolong
Pacific Hwy
Ernest Ln
Ernest St
Burlington St
Falcon St
River Rd
Sutherland St
Belgrave St
Warringah Fwy
Grosvenor Ln
Glover St
Lindsay Ln
Cabramatta Rd
Belmont Rd
Military Rd
Almora St
Muston St
Redan St
Spencer Rd
Holt Ave
Avenue Rd
Raglan St
Queen St
Bradleys Head Rd
Park Ave
Reid Park
Clanalpine St
Water Ln
Mosman Bay Wharf
Harnett Park
Old Cremorne Wharf
Sirius Cove Reserve
Newlands Ln
Rocklands Rd
Hazelbank Rd
Crows Nest Rd
Bay Rd
Brennan Park
Waverton Station Platform 1
Waverton Park
Bank St
Ridge St
Walker St
St Leonards Park
Forsyth Park
Ben Boyd Rd
Barry St
Wycombe
Bennett St
Spofforth St
Alfred St N
Alfred St
Aubin St
Anderson Park
Kurraba Rd
North Sydney Station Platform 1
M1
A8

Appendix D SIDRA (Existing and Future)



Connect with us

MOVEMENT SUMMARY

Site: I-04 [Military Rd / Rangers Rd / Waters Rd Existing Weekday PM Peak (Site Folder: Calibrated - Existing)]

Military Road / Rangers Road / Waters Road
Existing Weekday PM Peak
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rangers Road (S)														
1	L2	70	2	74	2.9	0.206	10.3	LOS A	0.6	4.4	0.48	0.75	0.48	36.8
Approach		70	2	74	2.9	0.206	10.3	LOS A	0.6	4.4	0.48	0.75	0.48	36.8
East: Military Road (E)														
4	L2	37	0	37	0.0	0.105	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	55.6
5	T1	1766	148	1766	8.4	0.435	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.5
Approach		1803	148	1803	8.2	0.435	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.3
North: Waters Roa (N)														
7	L2	152	0	160	0.0	0.665	26.2	LOS B	3.4	24.1	0.82	1.22	1.52	25.7
Approach		152	0	160	0.0	0.665	26.2	LOS B	3.4	24.1	0.82	1.22	1.52	25.7
West: Military Road (W)														
10	L2	71	2	71	2.8	0.268	4.8	LOS A	0.0	0.0	0.00	0.15	0.00	14.7
11	T1	2288	149	2288	6.5	0.767	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	57.7
Approach		2359	151	2359	6.4	0.767	0.3	NA	0.0	0.0	0.00	0.02	0.00	56.0
All Vehicles		4384	301	4396	6.9	0.767	1.4	NA	3.4	24.1	0.04	0.07	0.06	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I-01 [Military Rd / Ben Boyd Rd Existing Weekday AM Peak (Site Folder: Calibrated - Existing)]

Military Road / Ben Boyd Road
Existing Weekday AM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ben Boyd Road (S)														
1	L2	75	2	79	2.7	0.610	69.8	LOS E	5.7	40.6	1.00	0.80	1.04	9.4
2	T1	118	6	124	5.1	0.813	68.8	LOS E	9.5	69.1	1.00	0.93	1.22	8.4
3	R2	22	1	23	4.5	0.813	73.7	LOS F	9.5	69.1	1.00	0.94	1.24	12.0
Approach		215	9	226	4.2	0.813	69.7	LOS E	9.5	69.1	1.00	0.89	1.16	9.2
East: Military Road (E)														
4	L2	31	2	31	6.5	0.242	10.2	LOS A	4.0	49.6	0.30	0.32	0.30	42.1
5	T1	2408	223	2408	9.3	* 1.003	68.9	LOS E	107.6	760.7	0.94	1.19	1.31	12.2
Approach		2439	225	2439	9.2	1.003	68.1	LOS E	107.6	760.7	0.93	1.18	1.29	10.2
North: Ben Boyd Road (N)														
7	L2	7	0	7	0.0	0.372	59.8	LOS E	5.3	37.0	0.96	0.75	0.96	9.8
8	T1	122	1	128	0.8	* 0.931	67.0	LOS E	8.0	57.2	0.97	0.87	1.19	8.7
9	R2	55	2	58	3.6	0.931	87.4	LOS F	8.0	57.2	1.00	1.07	1.58	4.2
Approach		184	3	194	1.6	0.931	72.8	LOS F	8.0	57.2	0.98	0.92	1.29	7.1
West: Military Road (W)														
10	L2	268	16	268	6.0	0.303	10.6	LOS A	7.2	63.4	0.35	0.59	0.35	16.2
11	T1	1809	178	1809	9.8	0.593	6.6	LOS A	22.6	165.5	0.46	0.44	0.46	40.3
Approach		2077	194	2077	9.3	0.593	7.2	LOS A	22.6	165.5	0.44	0.46	0.44	36.3
All Vehicles		4915	431	4936	8.7	1.003	42.7	LOS D	107.6	760.7	0.73	0.85	0.93	14.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ben Boyd Road (S)												
P1	Full	63	66	5.3	LOS A	0.1	0.1	0.29	0.29	31.9	32.0	1.00
East: Military Road (E)												
P2	Full	49	52	59.3	LOS E	0.2	0.2	0.96	0.96	93.4	41.0	0.44
North: Ben Boyd Road (N)												
P3	Full	101	106	5.3	LOS A	0.1	0.1	0.29	0.29	32.0	32.0	1.00

West: Military Road (W)											
P4	Full	44	46	59.3	LOS E	0.2	0.2	0.96	0.96	93.4	41.0	0.44
All Pedestrians		257	271	24.8	LOS C	0.2	0.2	0.53	0.53	54.2	35.3	0.65

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-01 [Military Rd / Ben Boyd Rd Existing Weekday PM Peak (Site Folder: Calibrated - Existing)]

Military Road / Ben Boyd Road
Existing Weekday PM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ben Boyd Road (S)														
1	L2	60	0	63	0.0	0.672	75.6	LOS F	8.7	60.9	1.00	0.83	1.05	9.4
2	T1	152	0	160	0.0	0.960	85.9	LOS F	10.7	75.2	1.00	1.01	1.39	6.9
3	R2	27	0	28	0.0	0.960	101.9	LOS F	10.7	75.2	1.00	1.12	1.61	9.2
Approach		239	0	252	0.0	0.960	85.2	LOS F	10.7	75.2	1.00	0.98	1.33	7.8
East: Military Road (E)														
4	L2	31	2	31	6.5	0.041	12.5	LOS A	0.8	6.5	0.32	0.58	0.32	34.0
5	T1	1850	132	1850	7.1	0.820	11.2	LOS A	41.8	296.0	0.68	0.64	0.68	33.2
Approach		1881	134	1881	7.1	0.820	11.2	LOS A	41.8	296.0	0.67	0.64	0.67	33.2
North: Ben Boyd Road (N)														
7	L2	8	1	8	12.5	0.438	63.1	LOS E	7.3	51.8	0.96	0.77	0.96	9.3
8	T1	149	1	157	0.7	* 0.974	73.3	LOS F	8.7	62.3	0.97	0.88	1.19	8.1
9	R2	48	2	51	4.2	0.974	104.2	LOS F	8.7	62.3	1.00	1.11	1.68	3.7
Approach		205	4	216	2.0	0.974	80.2	LOS F	8.7	62.3	0.98	0.93	1.30	6.8
West: Military Road (W)														
10	L2	241	1	241	0.4	0.435	13.7	LOS A	13.8	119.8	0.45	0.56	0.45	14.7
11	T1	2138	144	2138	6.7	* 0.967	51.2	LOS D	82.6	579.7	0.93	1.08	1.16	13.5
Approach		2379	145	2379	6.1	0.967	47.4	LOS D	82.6	579.7	0.88	1.03	1.09	12.8
All Vehicles		4704	283	4727	6.0	0.974	36.5	LOS C	82.6	579.7	0.81	0.87	0.94	15.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ben Boyd Road (S)												
P1	Full	127	134	6.0	LOS A	0.2	0.2	0.29	0.29	32.7	32.0	0.98
East: Military Road (E)												
P2	Full	70	74	64.3	LOS F	0.3	0.3	0.96	0.96	98.5	41.0	0.42
North: Ben Boyd Road (N)												
P3	Full	198	208	6.1	LOS A	0.2	0.2	0.30	0.30	32.7	32.0	0.98

West: Military Road (W)											
P4 Full	82	86	64.4	LOS F	0.3	0.3	0.96	0.96	98.5	41.0	0.42
All Pedestrians	477	502	24.6	LOS C	0.3	0.3	0.51	0.51	53.7	34.9	0.65

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-01 [Military Rd / Ben Boyd Rd Existing Saturday Peak (Site Folder: Calibrated - Existing)]

Military Road / Ben Boyd Road
Existing Saturday Mid-day Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ben Boyd Road (S)														
1	L2	86	3	91	3.5	0.598	64.2	LOS E	10.2	72.8	0.98	0.81	0.98	20.3
2	T1	216	4	227	1.9	*0.920	71.1	LOS F	14.8	105.2	0.99	1.00	1.28	17.7
3	R2	46	0	48	0.0	0.920	82.8	LOS F	14.8	105.2	1.00	1.10	1.44	18.8
Approach		348	7	366	2.0	0.920	71.0	LOS F	14.8	105.2	0.99	0.97	1.23	18.5
East: Military Road (E)														
4	L2	48	1	51	2.1	0.056	17.1	LOS B	1.3	9.2	0.43	0.67	0.43	37.5
5	T1	1939	56	2041	2.9	*0.972	58.3	LOS E	88.0	622.7	0.97	1.14	1.25	11.5
Approach		1987	57	2092	2.9	0.972	57.3	LOS E	88.0	622.7	0.96	1.13	1.23	12.1
North: Ben Boyd Road (N)														
7	L2	17	0	18	0.0	0.311	51.0	LOS D	6.4	45.7	0.90	0.73	0.90	11.1
8	T1	225	5	237	2.2	0.777	55.5	LOS D	13.7	97.4	0.96	0.84	1.03	20.7
9	R2	71	0	75	0.0	0.777	63.9	LOS E	13.7	97.4	1.00	0.92	1.12	4.2
Approach		313	5	329	1.6	0.777	57.2	LOS E	13.7	97.4	0.96	0.85	1.04	16.2
West: Military Road (W)														
10	L2	388	1	388	0.3	0.368	21.0	LOS B	13.1	92.2	0.58	0.75	0.58	14.4
11	T1	1869	52	1869	2.8	0.713	13.3	LOS A	36.2	255.2	0.67	0.62	0.67	30.6
Approach		2257	53	2257	2.3	0.713	14.6	LOS B	36.2	257.2	0.66	0.65	0.66	27.6
All Vehicles		4905	122	5044	2.5	0.972	39.2	LOS C	88.0	622.7	0.83	0.88	0.96	16.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ben Boyd Road (S)												
P1	Full	110	116	8.9	LOS A	0.2	0.2	0.37	0.37	35.6	32.0	0.90
East: Military Road (E)												
P2	Full	55	58	52.8	LOS E	0.2	0.2	0.90	0.90	86.9	41.0	0.47
North: Ben Boyd Road (N)												
P3	Full	176	185	8.9	LOS A	0.3	0.3	0.37	0.37	35.6	32.0	0.90

West: Military Road (W)											
P4 Full	71	75	52.8	LOS E	0.2	0.2	0.90	0.90	87.0	41.0	0.47
All Pedestrians	412	434	22.3	LOS C	0.3	0.3	0.53	0.53	51.3	34.8	0.68

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-02 [Military Rd (b/w Ben Boyd Rd & Wycombe Rd)
Existing Weekday AM Peak (Site Folder: Calibrated - Existing)]

Military Road / Young Street
Existing Weekday AM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Military Road (E)														
5	T1	2431	223	2431	9.2	* 1.004	69.2	LOS E	114.3	807.0	0.94	1.16	1.28	13.7
Approach		2431	223	2431	9.2	1.004	69.2	LOS E	114.3	807.0	0.94	1.16	1.28	11.4
West: Military Road (W)														
11	T1	1838	179	1838	9.7	0.729	7.1	LOS A	36.2	263.7	0.45	0.42	0.45	42.9
Approach		1838	179	1838	9.7	0.729	7.1	LOS A	36.2	263.7	0.45	0.42	0.45	42.8
All Vehicles		4269	402	4269	9.4	1.004	42.5	LOS C	114.3	807.0	0.73	0.84	0.92	16.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
West: Military Road (W)												
P4	Full	88	93	64.4	LOS F	0.4	0.4	0.96	0.96	100.0	42.8	0.43
All Pedestrians		88	93	64.4	LOS F	0.4	0.4	0.96	0.96	100.0	42.8	0.43

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-02 [Military Rd (b/w Ben Boyd Rd & Wycombe Rd)
Existing Weekday PM Peak (Site Folder: Calibrated - Existing)]

Military Road / Young Street
Existing Weekday PM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 136 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Military Road (E)														
5	T1	1857	128	1857	6.9	0.614	5.1	LOS A	22.7	168.6	0.41	0.38	0.41	45.7
Approach		1857	128	1857	6.9	0.614	5.1	LOS A	22.7	168.6	0.41	0.38	0.41	45.7
West: Military Road (W)														
11	T1	2173	145	2173	6.7	* 0.903	20.8	LOS B	53.2	373.0	0.71	0.73	0.79	27.0
Approach		2173	145	2173	6.7	0.903	20.8	LOS B	53.2	373.0	0.71	0.73	0.79	26.3
All Vehicles		4030	273	4030	6.8	0.903	13.5	LOS A	53.2	373.0	0.57	0.57	0.61	32.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
West: Military Road (W)												
P4	Full	259	273	62.8	LOS F	1.0	1.0	0.97	0.97	98.5	42.8	0.43
All Pedestrians		259	273	62.8	LOS F	1.0	1.0	0.97	0.97	98.5	42.8	0.43

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-02 [Military Rd (b/w Ben Boyd Rd & Wycombe Rd)
Existing Saturday Peak (Site Folder: Calibrated - Existing)]

Military Road / Young Street
Existing Saturday Mid-day Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 136 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Military Road (E)														
5	T1	1877	129	1877	6.9	* 0.901	22.4	LOS B	53.2	389.7	0.76	0.79	0.85	25.2
Approach		1877	129	1877	6.9	0.901	22.4	LOS B	53.2	389.7	0.76	0.79	0.85	25.2
West: Military Road (W)														
11	T1	1932	53	1932	2.7	0.624	4.7	LOS A	24.3	172.1	0.38	0.35	0.38	46.4
Approach		1932	53	1932	2.7	0.624	4.7	LOS A	24.3	172.1	0.38	0.35	0.38	46.4
All Vehicles		3809	182	3809	4.8	0.901	13.4	LOS A	53.2	389.7	0.57	0.57	0.61	32.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
West: Military Road (W)												
P4	Full	300	316	63.0	LOS F	1.2	1.2	0.97	0.97	98.6	42.8	0.43
All Pedestrians		300	316	63.0	LOS F	1.2	1.2	0.97	0.97	98.6	42.8	0.43

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-03 [Military Rd / Wycombe Rd Existing Weekday AM Peak (Site Folder: Calibrated - Existing)]

Military Road / Wycombe Road
Existing Weekday AM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wycombe Road (S)														
1	L2	89	6	94	6.7	* 0.853	84.9	LOS F	7.3	54.0	1.00	0.98	1.39	7.1
3	R2	85	8	89	9.4	0.600	73.7	LOS F	6.2	46.6	1.00	0.79	1.02	6.3
Approach		174	14	183	8.0	0.853	79.4	LOS F	7.3	54.0	1.00	0.89	1.21	6.7
East: Military Road (E)														
4	L2	59	11	59	18.6	0.050	10.9	LOS A	1.2	9.4	0.31	0.63	0.31	23.4
5	T1	2342	217	2342	9.3	* 1.023	84.1	LOS F	117.0	828.6	0.94	1.23	1.37	10.0
Approach		2401	228	2401	9.5	1.023	82.3	LOS F	117.0	828.6	0.93	1.22	1.34	7.8
West: Military Road (W)														
11	T1	1865	175	1865	9.4	0.838	10.1	LOS A	53.2	386.9	0.62	0.58	0.62	33.0
Approach		1865	175	1865	9.4	0.838	10.1	LOS A	53.2	386.9	0.62	0.58	0.62	33.0
All Vehicles		4440	417	4449	9.4	1.023	51.9	LOS D	117.0	828.6	0.80	0.94	1.03	11.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Wycombe Road (S)												
P1	Full	85	89	6.9	LOS A	0.1	0.1	0.32	0.32	36.3	35.2	0.97
East: Military Road (E)												
P2	Full	228	240	64.8	LOS F	0.9	0.9	0.97	0.97	99.6	41.8	0.42
West: Military Road (W)												
P4	Full	62	65	64.3	LOS F	0.2	0.2	0.96	0.96	102.5	45.8	0.45
All Pedestrians		375	395	51.6	LOS E	0.9	0.9	0.82	0.82	85.7	41.0	0.48

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: I-03 [Military Rd / Wycombe Rd Existing Weekday PM Peak (Site Folder: Calibrated - Existing)]

Military Road / Wycombe Road
Existing Weekday PM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 139 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wycombe Road (S)														
1	L2	77	5	81	6.5	0.529	72.4	LOS F	5.5	40.5	1.00	0.77	1.00	8.1
3	R2	104	5	109	4.8	* 0.942	95.0	LOS F	8.9	64.9	1.00	1.07	1.57	5.0
Approach		181	10	191	5.5	0.942	85.4	LOS F	8.9	64.9	1.00	0.94	1.33	6.1
East: Military Road (E)														
4	L2	75	7	75	9.3	0.182	11.4	LOS A	3.8	40.5	0.34	0.46	0.34	26.4
5	T1	1780	123	1780	6.9	0.569	7.4	LOS A	23.2	164.5	0.45	0.43	0.45	37.7
Approach		1855	130	1855	7.0	0.569	7.5	LOS A	23.2	164.5	0.45	0.43	0.45	37.2
West: Military Road (W)														
11	T1	2237	147	2237	6.6	* 0.965	47.8	LOS D	80.9	567.1	0.89	1.01	1.11	13.6
Approach		2237	147	2237	6.6	0.965	47.8	LOS D	80.9	567.1	0.89	1.01	1.11	12.3
All Vehicles		4273	287	4283	6.7	0.965	32.0	LOS C	80.9	567.1	0.70	0.76	0.83	16.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Wycombe Road (S)												
P1	Full	131	138	6.7	LOS A	0.2	0.2	0.31	0.31	36.0	35.2	0.98
East: Military Road (E)												
P2	Full	356	375	64.6	LOS F	1.4	1.4	0.97	0.97	99.5	41.8	0.42
West: Military Road (W)												
P4	Full	112	118	63.9	LOS F	0.4	0.4	0.96	0.96	99.6	42.8	0.43
All Pedestrians		599	631	51.8	LOS E	1.4	1.4	0.83	0.83	85.6	40.5	0.47

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: I-03 [Military Rd / Wycombe Rd Existing Saturday Peak (Site Folder: Calibrated - Existing)]

Military Road / Wycombe Road
Existing Weekday PM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 139 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wycombe Road (S)														
1	L2	97	6	102	6.2	0.665	74.2	LOS F	7.1	52.2	1.00	0.82	1.07	7.9
3	R2	132	6	139	4.5	* 1.193	253.0	LOS F	20.0	145.5	1.00	1.51	2.45	1.9
Approach		229	12	241	5.2	1.193	177.3	LOS F	20.0	145.5	1.00	1.22	1.87	3.1
East: Military Road (E)														
4	L2	95	9	95	9.5	0.121	11.7	LOS A	2.8	25.0	0.34	0.56	0.34	24.2
5	T1	1780	123	1780	6.9	0.606	7.7	LOS A	25.5	186.0	0.48	0.45	0.48	37.0
Approach		1875	132	1875	7.0	0.606	7.9	LOS A	25.5	186.0	0.47	0.46	0.47	36.3
West: Military Road (W)														
11	T1	2237	147	2237	6.6	* 0.965	48.5	LOS D	79.0	577.7	0.87	1.00	1.09	12.7
Approach		2237	147	2237	6.6	0.965	48.5	LOS D	79.0	577.7	0.87	1.00	1.09	12.4
All Vehicles		4341	291	4353	6.7	1.193	38.1	LOS C	79.0	577.7	0.71	0.78	0.87	14.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Wycombe Road (S)												
P1	Full	131	138	6.7	LOS A	0.2	0.2	0.31	0.31	36.0	35.2	0.98
East: Military Road (E)												
P2	Full	356	375	64.6	LOS F	1.4	1.4	0.97	0.97	99.5	41.8	0.42
West: Military Road (W)												
P4	Full	112	118	63.9	LOS F	0.4	0.4	0.96	0.96	99.6	42.8	0.43
All Pedestrians		599	631	51.8	LOS E	1.4	1.4	0.83	0.83	85.6	40.5	0.47

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: I-04 [Military Rd / Rangers Rd / Waters Rd Existing Weekday AM Peak (Revised) (Site Folder: Calibrated - Existing)]

Military Road / Rangers Road / Waters Road
Existing Weekday AM Peak
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rangers Road (S)														
1	L2	36	11	38	30.6	0.130	12.0	LOS A	0.4	3.3	0.50	0.76	0.50	35.1
Approach		36	11	38	30.6	0.130	12.0	LOS A	0.4	3.3	0.50	0.76	0.50	35.1
East: Military Road (E)														
4	L2	45	1	45	2.2	0.110	5.6	LOS A	0.0	0.0	0.00	0.18	0.00	55.3
5	T1	2363	148	2363	6.3	0.392	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach		2408	149	2408	6.2	0.392	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.4
North: Waters Roa (N)														
7	L2	98	6	103	6.1	0.708	43.6	LOS D	3.2	23.3	0.91	1.23	1.71	18.6
Approach		98	6	103	6.1	0.708	43.6	LOS D	3.2	23.3	0.91	1.23	1.71	18.6
West: Military Road (W)														
10	L2	71	2	71	2.8	0.389	4.8	LOS A	0.0	0.0	0.00	0.10	0.00	15.3
11	T1	1877	149	1877	7.9	1.112	6.9	LOS A	0.0	0.0	0.00	0.02	0.00	22.2
Approach		1948	151	1948	7.8	1.112	6.8	NA	0.0	0.0	0.00	0.02	0.00	22.0
All Vehicles		4490	317	4497	7.1	1.112	4.1	NA	3.2	23.3	0.03	0.05	0.04	33.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I-04 [Military Rd / Rangers Rd / Waters Rd Existing Saturday Peak (Revised) (Site Folder: Calibrated - Existing)]

Military Road / Rangers Road / Waters Road
Existing Saturday Mid-day Peak
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rangers Road (S)														
1	L2	72	2	76	2.8	0.211	10.3	LOS A	0.6	4.5	0.48	0.76	0.49	36.7
Approach		72	2	76	2.8	0.211	10.3	LOS A	0.6	4.5	0.48	0.76	0.49	36.7
East: Military Road (E)														
4	L2	37	0	37	0.0	0.105	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	55.6
5	T1	1914	148	1914	7.7	0.473	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.4
Approach		1951	148	1951	7.6	0.473	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.3
North: Waters Roa (N)														
7	L2	152	0	160	0.0	0.698	28.7	LOS C	3.7	26.0	0.84	1.25	1.65	24.5
Approach		152	0	160	0.0	0.698	28.7	LOS C	3.7	26.0	0.84	1.25	1.65	24.5
West: Military Road (W)														
10	L2	73	2	73	2.7	0.285	4.8	LOS A	0.0	0.0	0.00	0.15	0.00	14.8
11	T1	2437	149	2437	6.1	0.814	0.2	LOS A	0.0	0.0	0.00	0.01	0.00	57.2
Approach		2510	151	2510	6.0	0.814	0.3	NA	0.0	0.0	0.00	0.02	0.00	55.6
All Vehicles		4685	301	4697	6.4	0.814	1.4	NA	3.7	26.0	0.04	0.07	0.06	54.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I-01 [Military Rd / Ben Boyd Rd 2041 Future Weekday AM Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Ben Boyd Road
2041 Future with Growth Scenario Weekday AM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ben Boyd Road (S)														
1	L2	83	2	87	2.4	0.553	70.5	LOS F	7.0	50.0	1.00	0.79	1.00	9.4
2	T1	130	6	137	4.6	0.737	68.4	LOS E	10.2	73.9	1.00	0.87	1.09	8.5
3	R2	24	1	25	4.2	0.737	73.3	LOS F	10.2	73.9	1.00	0.88	1.11	12.1
Approach		237	9	249	3.8	0.737	69.6	LOS E	10.2	73.9	1.00	0.84	1.06	9.2
East: Military Road (E)														
4	L2	34	2	34	5.9	0.249	11.1	LOS A	4.7	56.7	0.32	0.34	0.32	40.6
5	T1	2658	246	2658	9.3	* 1.140	170.1	LOS F	175.7	1250.6	0.95	1.64	1.86	7.0
Approach		2692	248	2692	9.2	1.140	168.1	LOS F	175.7	1250.6	0.94	1.62	1.84	4.5
North: Ben Boyd Road (N)														
7	L2	8	0	8	0.0	0.332	61.8	LOS E	5.7	40.0	0.94	0.74	0.94	9.5
8	T1	135	1	142	0.7	* 0.829	66.1	LOS E	9.2	65.4	0.97	0.83	1.08	8.7
9	R2	61	2	64	3.3	0.829	79.1	LOS F	9.2	65.4	1.00	0.95	1.27	4.6
Approach		204	3	215	1.5	0.829	69.8	LOS E	9.2	65.4	0.98	0.86	1.13	7.3
West: Military Road (W)														
10	L2	296	18	296	6.1	0.329	11.7	LOS A	8.9	77.3	0.38	0.61	0.38	15.5
11	T1	1997	197	1997	9.9	0.670	8.7	LOS A	31.4	230.4	0.53	0.51	0.53	36.6
Approach		2293	215	2293	9.4	0.670	9.1	LOS A	31.4	230.4	0.51	0.52	0.51	33.3
All Vehicles		5426	475	5449	8.7	1.140	92.8	LOS F	175.7	1250.6	0.76	1.09	1.22	7.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ben Boyd Road (S)												
P1	Full	63	66	6.0	LOS A	0.1	0.1	0.29	0.29	32.7	32.0	0.98
East: Military Road (E)												
P2	Full	49	52	64.3	LOS F	0.2	0.2	0.96	0.96	98.4	41.0	0.42
North: Ben Boyd Road (N)												
P3	Full	101	106	6.0	LOS A	0.1	0.1	0.29	0.29	32.7	32.0	0.98

West: Military Road (W)											
P4 Full	44	46	64.3	LOS F	0.2	0.2	0.96	0.96	98.4	41.0	0.42
All Pedestrians	257	271	27.1	LOS C	0.2	0.2	0.53	0.53	56.5	35.3	0.62

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-01 [Military Rd / Ben Boyd Rd 2041 Future Weekday PM Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Ben Boyd Road
2041 Future Weekday PM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ben Boyd Road (S)														
1	L2	66	0	69	0.0	0.763	78.8	LOS F	10.3	71.8	1.00	0.89	1.14	9.2
2	T1	168	0	177	0.0	1.090	127.6	LOS F	15.5	108.8	1.00	1.15	1.67	4.8
3	R2	30	0	32	0.0	1.090	174.2	LOS F	15.5	108.8	1.00	1.35	2.07	5.6
Approach		264	0	278	0.0	1.090	120.7	LOS F	15.5	108.8	1.00	1.11	1.58	5.7
East: Military Road (E)														
4	L2	34	2	34	5.9	0.045	12.5	LOS A	0.9	7.2	0.33	0.58	0.33	34.0
5	T1	2042	146	2042	7.1	0.906	24.1	LOS B	63.7	453.8	0.81	0.83	0.88	22.0
Approach		2076	148	2076	7.1	0.906	23.9	LOS B	63.7	453.8	0.80	0.82	0.88	22.1
North: Ben Boyd Road (N)														
7	L2	9	1	9	11.1	0.497	63.7	LOS E	8.4	59.4	0.97	0.78	0.97	9.2
8	T1	164	1	173	0.6	* 1.104	96.1	LOS F	12.9	91.7	0.98	0.94	1.32	6.3
9	R2	53	2	56	3.8	1.104	182.2	LOS F	12.9	91.7	1.00	1.32	2.15	2.2
Approach		226	4	238	1.8	1.104	115.0	LOS F	12.9	91.7	0.98	1.03	1.50	4.8
West: Military Road (W)														
10	L2	266	1	266	0.4	0.480	14.1	LOS A	16.2	138.2	0.47	0.58	0.47	14.6
11	T1	2360	159	2360	6.7	* 1.067	112.3	LOS F	127.6	900.2	0.93	1.38	1.53	7.7
Approach		2626	160	2626	6.1	1.067	102.3	LOS F	127.6	900.2	0.89	1.30	1.42	6.7
All Vehicles		5192	312	5218	6.0	1.104	72.7	LOS F	127.6	900.2	0.86	1.09	1.22	9.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ben Boyd Road (S)												
P1	Full	127	134	6.0	LOS A	0.2	0.2	0.29	0.29	32.7	32.0	0.98
East: Military Road (E)												
P2	Full	70	74	64.3	LOS F	0.3	0.3	0.96	0.96	98.5	41.0	0.42
North: Ben Boyd Road (N)												
P3	Full	198	208	6.1	LOS A	0.2	0.2	0.30	0.30	32.7	32.0	0.98

West: Military Road (W)											
P4 Full	82	86	64.4	LOS F	0.3	0.3	0.96	0.96	98.5	41.0	0.42
All Pedestrians	477	502	24.6	LOS C	0.3	0.3	0.51	0.51	53.7	34.9	0.65

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-01 [Military Rd / Ben Boyd Rd 2041 Future Saturday Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Ben Boyd Road
2041 Future Saturday Mid-day Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ben Boyd Road (S)														
1	L2	94	3	99	3.2	0.710	64.2	LOS E	12.3	88.2	0.98	0.85	1.04	20.3
2	T1	238	4	251	1.7	* 1.092	121.3	LOS F	22.6	160.2	0.99	1.22	1.66	12.0
3	R2	50	0	53	0.0	1.092	170.3	LOS F	22.6	160.2	1.00	1.47	2.09	10.8
Approach		382	7	402	1.8	1.092	113.7	LOS F	22.6	160.2	0.99	1.16	1.56	13.2
East: Military Road (E)														
4	L2	53	1	56	1.9	0.064	18.0	LOS B	1.5	10.6	0.45	0.67	0.45	37.0
5	T1	2140	62	2253	2.9	* 1.097	148.8	LOS F	143.4	1016.3	1.00	1.63	1.86	5.1
Approach		2193	63	2308	2.9	1.097	145.7	LOS F	143.4	1016.3	0.99	1.60	1.82	5.4
North: Ben Boyd Road (N)														
7	L2	18	0	19	0.0	0.367	49.2	LOS D	8.2	58.4	0.89	0.74	0.89	11.5
8	T1	249	6	262	2.4	0.918	61.8	LOS E	15.8	112.1	0.95	0.91	1.15	19.4
9	R2	78	0	82	0.0	0.918	80.7	LOS F	15.8	112.1	1.00	1.10	1.41	3.6
Approach		345	6	363	1.7	0.918	65.4	LOS E	15.8	112.1	0.96	0.95	1.19	14.9
West: Military Road (W)														
10	L2	429	1	429	0.2	0.418	22.7	LOS B	15.5	108.8	0.62	0.77	0.62	13.6
11	T1	2063	57	2063	2.8	0.805	16.3	LOS B	46.4	328.3	0.78	0.73	0.78	27.6
Approach		2492	58	2492	2.3	0.805	17.4	LOS B	46.4	330.6	0.75	0.74	0.75	25.1
All Vehicles		5412	134	5566	2.5	1.097	80.7	LOS F	143.4	1016.3	0.88	1.14	1.28	9.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ben Boyd Road (S)												
P1	Full	110	116	9.7	LOS A	0.2	0.2	0.39	0.39	36.3	32.0	0.88
East: Military Road (E)												
P2	Full	55	58	51.0	LOS E	0.2	0.2	0.89	0.89	85.2	41.0	0.48
North: Ben Boyd Road (N)												
P3	Full	176	185	9.7	LOS A	0.3	0.3	0.39	0.39	36.4	32.0	0.88

West: Military Road (W)											
P4	Full	71	75	51.0	LOS E	0.2	0.2	0.89	0.89	85.2	41.0	0.48
All Pedestrians		412	434	22.3	LOS C	0.3	0.3	0.54	0.54	51.3	34.8	0.68

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-02 [Military Rd (b/w Ben Boyd Rd & Wycombe Rd) 2041 Future Weekday AM Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Young Street
2041 Future Weekday AM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Military Road (E)														
5	T1	2683	246	2683	9.2	* 1.123	155.7	LOS F	171.9	1222.2	0.95	1.58	1.79	8.4
Approach		2683	246	2683	9.2	1.123	155.7	LOS F	171.9	1222.2	0.95	1.58	1.79	5.6
West: Military Road (W)														
11	T1	2029	198	2029	9.8	0.805	8.2	LOS A	46.3	338.9	0.51	0.48	0.51	41.4
Approach		2029	198	2029	9.8	0.805	8.2	LOS A	46.3	338.9	0.51	0.48	0.51	41.3
All Vehicles		4712	444	4712	9.4	1.123	92.2	LOS F	171.9	1222.2	0.76	1.10	1.23	8.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
West: Military Road (W)												
P4	Full	88	93	64.4	LOS F	0.4	0.4	0.96	0.96	100.0	42.8	0.43
All Pedestrians		88	93	64.4	LOS F	0.4	0.4	0.96	0.96	100.0	42.8	0.43

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-02 [Military Rd (b/w Ben Boyd Rd & Wycombe Rd) 2041 Future Weekday PM Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Young Street
2041 Future Weekday PM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 136 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Military Road (E)														
5	T1	2049	141	2049	6.9	0.677	5.7	LOS A	28.0	207.4	0.45	0.42	0.45	44.5
Approach		2049	141	2049	6.9	0.677	5.7	LOS A	28.0	207.4	0.45	0.42	0.45	44.5
West: Military Road (W)														
11	T1	2398	160	2398	6.7	* 0.996	61.6	LOS E	101.3	713.5	0.90	1.10	1.21	14.1
Approach		2398	160	2398	6.7	0.996	61.6	LOS E	101.3	713.5	0.90	1.10	1.21	12.5
All Vehicles		4447	301	4447	6.8	0.996	35.9	LOS C	101.3	713.5	0.69	0.79	0.86	18.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
West: Military Road (W)												
P4	Full	259	273	62.8	LOS F	1.0	1.0	0.97	0.97	98.5	42.8	0.43
All Pedestrians		259	273	62.8	LOS F	1.0	1.0	0.97	0.97	98.5	42.8	0.43

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-02 [Military Rd (b/w Ben Boyd Rd & Wycombe Rd) 2041 Future Saturday Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Young Street
2041 Future Saturday Mid-day Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 136 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Military Road (E)														
5	T1	2073	143	2073	6.9	* 0.995	69.9	LOS E	102.7	753.3	1.00	1.24	1.36	11.3
Approach		2073	143	2073	6.9	0.995	69.9	LOS E	102.7	753.3	1.00	1.24	1.36	11.3
West: Military Road (W)														
11	T1	2132	58	2132	2.7	0.694	5.3	LOS A	30.6	216.3	0.42	0.39	0.42	45.3
Approach		2132	58	2132	2.7	0.694	5.3	LOS A	30.6	216.3	0.42	0.39	0.42	45.2
All Vehicles		4205	201	4205	4.8	0.995	37.2	LOS C	102.7	753.3	0.71	0.81	0.88	18.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
West: Military Road (W)												
P4	Full	300	316	63.0	LOS F	1.2	1.2	0.97	0.97	98.6	42.8	0.43
All Pedestrians		300	316	63.0	LOS F	1.2	1.2	0.97	0.97	98.6	42.8	0.43

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-03 [Military Rd / Wycombe Rd 2041 Future Weekday AM Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Wycombe Road
2041 Future Weekday AM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wycombe Road (S)														
1	L2	99	7	104	7.1	* 0.951	103.3	LOS F	9.1	67.9	1.00	1.11	1.64	6.0
3	R2	94	9	99	9.6	0.664	74.8	LOS F	6.9	52.4	1.00	0.82	1.07	6.2
Approach		193	16	203	8.3	0.951	89.5	LOS F	9.1	67.9	1.00	0.97	1.36	6.1
East: Military Road (E)														
4	L2	65	12	65	18.5	0.055	10.9	LOS A	1.3	10.4	0.31	0.63	0.31	23.4
5	T1	2585	239	2585	9.2	* 1.144	174.1	LOS F	173.0	1233.9	0.95	1.65	1.88	6.5
Approach		2650	251	2650	9.5	1.144	170.1	LOS F	173.0	1233.9	0.93	1.63	1.84	4.0
West: Military Road (W)														
11	T1	2058	193	2058	9.4	0.924	16.6	LOS B	79.4	579.8	0.73	0.72	0.76	25.8
Approach		2058	193	2058	9.4	0.924	16.6	LOS B	79.4	579.8	0.73	0.72	0.76	25.6
All Vehicles		4901	460	4911	9.4	1.144	102.5	LOS F	173.0	1233.9	0.85	1.22	1.37	6.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Wycombe Road (S)												
P1	Full	85	89	6.9	LOS A	0.1	0.1	0.32	0.32	36.3	35.2	0.97
East: Military Road (E)												
P2	Full	228	240	64.8	LOS F	0.9	0.9	0.97	0.97	99.6	41.8	0.42
West: Military Road (W)												
P4	Full	62	65	64.3	LOS F	0.2	0.2	0.96	0.96	100.1	43.0	0.43
All Pedestrians		375	395	51.6	LOS E	0.9	0.9	0.82	0.82	85.3	40.5	0.47

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: I-03 [Military Rd / Wycombe Rd 2041 Future Weekday PM Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Wycombe Road
2041 Future Weekday PM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 139 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wycombe Road (S)														
1	L2	85	6	89	7.1	0.586	73.0	LOS F	6.1	45.3	1.00	0.78	1.01	8.0
3	R2	115	6	121	5.2	* 1.044	140.1	LOS F	12.4	90.3	1.00	1.24	1.91	3.4
Approach		200	12	211	6.0	1.044	111.6	LOS F	12.4	90.3	1.00	1.05	1.53	4.8
East: Military Road (E)														
4	L2	83	8	83	9.6	0.189	11.4	LOS A	4.0	42.1	0.35	0.47	0.35	26.2
5	T1	1965	136	1965	6.9	0.634	8.1	LOS A	28.3	201.2	0.49	0.47	0.49	36.5
Approach		2048	144	2048	7.0	0.634	8.2	LOS A	28.3	201.2	0.49	0.47	0.49	36.1
West: Military Road (W)														
11	T1	2469	162	2469	6.6	* 1.065	105.3	LOS F	125.6	885.4	0.90	1.30	1.46	7.8
Approach		2469	162	2469	6.6	1.065	105.3	LOS F	125.6	885.4	0.90	1.30	1.46	6.3
All Vehicles		4717	318	4728	6.7	1.065	63.5	LOS E	125.6	885.4	0.73	0.93	1.04	9.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Wycombe Road (S)												
P1	Full	131	138	6.7	LOS A	0.2	0.2	0.31	0.31	36.0	35.2	0.98
East: Military Road (E)												
P2	Full	356	375	64.6	LOS F	1.4	1.4	0.97	0.97	99.5	41.8	0.42
West: Military Road (W)												
P4	Full	112	118	63.9	LOS F	0.4	0.4	0.96	0.96	99.6	42.8	0.43
All Pedestrians		599	631	51.8	LOS E	1.4	1.4	0.83	0.83	85.6	40.5	0.47

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: I-03 [Military Rd / Wycombe Rd 2041 Future Saturday Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Wycombe Road
2041 Future Saturday Mid-day Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 139 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wycombe Road (S)														
1	L2	108	7	114	6.5	0.742	76.1	LOS F	8.1	59.5	1.00	0.86	1.14	7.8
3	R2	146	7	154	4.8	* 1.322	360.6	LOS F	27.0	197.0	1.00	1.73	2.89	1.4
Approach		254	14	267	5.5	1.322	239.6	LOS F	27.0	197.0	1.00	1.36	2.14	2.3
East: Military Road (E)														
4	L2	105	10	105	9.5	0.129	11.7	LOS A	3.0	26.8	0.34	0.57	0.34	24.1
5	T1	1965	136	1965	6.9	0.671	8.5	LOS A	31.0	227.1	0.53	0.50	0.53	35.7
Approach		2070	146	2070	7.1	0.671	8.6	LOS A	31.0	227.1	0.52	0.50	0.52	35.0
West: Military Road (W)														
11	T1	2469	162	2469	6.6	* 1.065	104.4	LOS F	122.5	897.2	0.89	1.28	1.44	6.7
Approach		2469	162	2469	6.6	1.065	104.4	LOS F	122.5	897.2	0.89	1.28	1.44	6.4
All Vehicles		4793	322	4806	6.7	1.322	70.7	LOS F	122.5	897.2	0.74	0.95	1.08	8.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Wycombe Road (S)												
P1	Full	131	138	6.7	LOS A	0.2	0.2	0.31	0.31	36.0	35.2	0.98
East: Military Road (E)												
P2	Full	356	375	64.6	LOS F	1.4	1.4	0.97	0.97	99.5	41.8	0.42
West: Military Road (W)												
P4	Full	112	118	63.9	LOS F	0.4	0.4	0.96	0.96	99.6	42.8	0.43
All Pedestrians		599	631	51.8	LOS E	1.4	1.4	0.83	0.83	85.6	40.5	0.47

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: I-04 [Military Rd / Rangers Rd / Waters Rd 2041 Future Saturday Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Rangers Road / Waters Road
2041 Future Saturday Mid-day Peak
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rangers Road (S)														
1	L2	172	2	181	1.2	0.499	13.5	LOS A	2.4	16.7	0.59	0.92	0.89	34.3
Approach		172	2	181	1.2	0.499	13.5	LOS A	2.4	16.7	0.59	0.92	0.89	34.3
East: Military Road (E)														
4	L2	71	0	71	0.0	0.124	5.6	LOS A	0.0	0.0	0.00	0.24	0.00	54.6
5	T1	2040	163	2040	8.0	0.508	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.3
Approach		2111	163	2111	7.7	0.508	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.0
North: Waters Roa (N)														
7	L2	168	0	177	0.0	0.647	22.8	LOS B	3.5	24.4	0.77	1.21	1.41	27.7
Approach		168	0	177	0.0	0.647	22.8	LOS B	3.5	24.4	0.77	1.21	1.41	27.7
West: Military Road (W)														
10	L2	165	2	165	1.2	0.301	4.8	LOS A	0.0	0.0	0.00	0.31	0.00	14.7
11	T1	2278	164	2278	7.2	0.787	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	57.6
Approach		2443	166	2443	6.8	0.787	0.5	NA	0.0	0.0	0.00	0.04	0.00	54.0
All Vehicles		4894	331	4912	6.7	0.787	1.7	NA	3.5	24.4	0.05	0.11	0.08	52.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I-04 [Military Rd / Rangers Rd / Waters Rd 2041 Future Weekday AM Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Rangers Road / Waters Road
2041 Future Weekday AM Peak
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rangers Road (S)														
1	L2	40	11	42	27.5	0.142	11.8	LOS A	0.4	3.5	0.50	0.76	0.50	35.3
Approach		40	11	42	27.5	0.142	11.8	LOS A	0.4	3.5	0.50	0.76	0.50	35.3
East: Military Road (E)														
4	L2	50	1	50	2.0	0.113	5.6	LOS A	0.0	0.0	0.00	0.20	0.00	55.1
5	T1	2608	163	2608	6.3	0.435	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.5
Approach		2658	164	2658	6.2	0.435	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.3
North: Waters Roa (N)														
7	L2	108	6	114	5.6	0.894	73.5	LOS F	5.5	40.2	0.97	1.49	2.72	12.7
Approach		108	6	114	5.6	0.894	73.5	LOS F	5.5	40.2	0.97	1.49	2.72	12.7
West: Military Road (W)														
10	L2	78	2	78	2.6	0.430	4.8	LOS A	0.0	0.0	0.00	0.09	0.00	15.3
11	T1	2072	164	2072	7.9	1.227	13.4	LOS A	0.0	0.0	0.00	0.02	0.00	13.9
Approach		2150	166	2150	7.7	1.227	13.0	NA	0.0	0.0	0.00	0.02	0.00	13.9
All Vehicles		4956	347	4964	7.0	1.227	7.5	NA	5.5	40.2	0.03	0.06	0.07	24.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I-04 [Military Rd / Rangers Rd / Waters Rd Future 2041 Weekday PM Peak (Site Folder: Calibrated - Future (2041))]

Military Road / Rangers Road / Waters Road
2041 Future Weekday PM Peak
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rangers Road (S)														
1	L2	77	2	81	2.6	0.226	10.5	LOS A	0.7	5.0	0.49	0.76	0.50	36.6
Approach		77	2	81	2.6	0.226	10.5	LOS A	0.7	5.0	0.49	0.76	0.50	36.6
East: Military Road (E)														
4	L2	41	0	41	0.0	0.108	5.6	LOS A	0.0	0.0	0.00	0.17	0.00	55.4
5	T1	1949	163	1949	8.4	0.484	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.4
Approach		1990	163	1990	8.2	0.484	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.2
North: Waters Roa (N)														
7	L2	168	0	177	0.0	0.790	34.4	LOS C	5.0	34.8	0.89	1.37	2.09	22.0
Approach		168	0	177	0.0	0.790	34.4	LOS C	5.0	34.8	0.89	1.37	2.09	22.0
West: Military Road (W)														
10	L2	78	2	78	2.6	0.296	4.8	LOS A	0.0	0.0	0.00	0.15	0.00	14.8
11	T1	2525	164	2525	6.5	0.846	0.2	LOS A	0.0	0.0	0.00	0.01	0.00	56.6
Approach		2603	166	2603	6.4	0.846	0.4	NA	0.0	0.0	0.00	0.02	0.00	55.1
All Vehicles		4838	331	4851	6.8	0.846	1.7	NA	5.0	34.8	0.04	0.08	0.08	53.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I-01 [Military Rd / Ben Boyd Rd 2041 Future with Growth Scenario Weekday AM Peak (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Ben Boyd Road
2041 Future with Growth Scenario Weekday AM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ben Boyd Road (S)														
1	L2	84	2	88	2.4	0.541	70.4	LOS E	6.8	48.4	0.99	0.79	0.99	9.4
2	T1	130	6	137	4.6	0.721	67.2	LOS E	10.3	75.2	1.00	0.86	1.08	8.6
3	R2	24	1	25	4.2	0.721	72.0	LOS F	10.3	75.2	1.00	0.87	1.09	12.3
Approach		238	9	251	3.8	0.721	68.8	LOS E	10.3	75.2	1.00	0.84	1.05	9.3
East: Military Road (E)														
4	L2	34	2	34	5.9	0.249	11.0	LOS A	4.7	56.7	0.32	0.34	0.32	40.6
5	T1	2707	246	2707	9.1	* 1.163	188.1	LOS F	187.1	1330.9	0.95	1.71	1.95	6.6
Approach		2741	248	2741	9.0	1.163	185.9	LOS F	187.1	1330.9	0.94	1.70	1.93	4.1
North: Ben Boyd Road (N)														
7	L2	8	0	8	0.0	0.475	62.5	LOS E	8.4	59.4	0.96	0.78	0.96	9.4
8	T1	135	1	142	0.7	* 1.187	82.7	LOS F	19.9	140.9	0.97	0.87	1.15	7.2
9	R2	114	2	120	1.8	1.187	248.8	LOS F	19.9	140.9	1.00	1.53	2.43	1.6
Approach		257	3	271	1.2	1.187	155.8	LOS F	19.9	140.9	0.98	1.16	1.71	3.3
West: Military Road (W)														
10	L2	333	18	333	5.4	0.356	11.9	LOS A	10.1	85.6	0.39	0.63	0.39	15.3
11	T1	1997	197	1997	9.9	0.670	8.7	LOS A	31.4	230.4	0.53	0.51	0.53	36.6
Approach		2330	215	2330	9.2	0.670	9.2	LOS A	31.4	230.4	0.51	0.53	0.51	32.9
All Vehicles		5566	475	5592	8.5	1.187	105.6	LOS F	187.1	1330.9	0.77	1.14	1.29	6.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ben Boyd Road (S)												
P1	Full	63	66	6.0	LOS A	0.1	0.1	0.29	0.29	32.7	32.0	0.98
East: Military Road (E)												
P2	Full	49	52	64.3	LOS F	0.2	0.2	0.96	0.96	98.4	41.0	0.42
North: Ben Boyd Road (N)												

P3	Full	101	106	6.0	LOS A	0.1	0.1	0.29	0.29	32.7	32.0	0.98
West: Military Road (W)												
P4	Full	44	46	64.3	LOS F	0.2	0.2	0.96	0.96	98.4	41.0	0.42
All Pedestrians		257	271	27.1	LOS C	0.2	0.2	0.53	0.53	56.5	35.3	0.62

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-01 [Military Rd / Ben Boyd Rd 2041 Future with Growth Scenario Weekday PM Peak (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Ben Boyd Road
2041 Future with Growth Scenario Weekday PM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ben Boyd Road (S)														
1	L2	66	0	69	0.0	0.728	77.8	LOS F	9.5	66.6	1.00	0.86	1.10	9.2
2	T1	168	0	177	0.0	1.039	110.7	LOS F	14.6	102.4	1.00	1.12	1.58	5.5
3	R2	30	0	32	0.0	1.039	139.9	LOS F	14.6	102.4	1.00	1.27	1.87	6.9
Approach		264	0	278	0.0	1.039	105.8	LOS F	14.6	102.4	1.00	1.07	1.49	6.4
East: Military Road (E)														
4	L2	34	2	34	5.9	0.046	12.4	LOS A	0.9	7.3	0.33	0.57	0.33	34.0
5	T1	2054	146	2054	7.1	0.912	25.6	LOS B	65.9	469.2	0.82	0.84	0.90	21.1
Approach		2088	148	2088	7.1	0.912	25.4	LOS B	65.9	469.2	0.81	0.84	0.89	21.3
North: Ben Boyd Road (N)														
7	L2	9	1	9	11.1	0.603	64.0	LOS E	10.4	73.9	0.99	0.81	0.99	9.2
8	T1	164	1	173	0.6	* 1.340	100.4	LOS F	20.2	143.5	0.99	0.91	1.24	6.0
9	R2	85	2	89	2.4	1.340	376.4	LOS F	20.2	143.5	1.00	1.65	2.97	1.1
Approach		258	4	272	1.6	1.340	190.1	LOS F	20.2	143.5	0.99	1.15	1.80	2.9
West: Military Road (W)														
10	L2	333	1	333	0.3	0.493	14.7	LOS B	17.1	145.1	0.49	0.62	0.49	14.0
11	T1	2360	159	2360	6.7	* 1.096	136.1	LOS F	140.2	989.2	0.95	1.50	1.68	6.7
Approach		2693	160	2693	5.9	1.096	121.1	LOS F	140.2	989.2	0.89	1.39	1.53	5.7
All Vehicles		5303	312	5330	5.9	1.340	86.3	LOS F	140.2	989.2	0.87	1.15	1.29	7.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ben Boyd Road (S)												
P1	Full	127	134	6.0	LOS A	0.2	0.2	0.29	0.29	32.7	32.0	0.98
East: Military Road (E)												
P2	Full	70	74	64.3	LOS F	0.3	0.3	0.96	0.96	98.5	41.0	0.42
North: Ben Boyd Road (N)												

P3	Full	198	208	6.1	LOS A	0.2	0.2	0.30	0.30	32.7	32.0	0.98
West: Military Road (W)												
P4	Full	82	86	64.4	LOS F	0.3	0.3	0.96	0.96	98.5	41.0	0.42
All Pedestrians		477	502	24.6	LOS C	0.3	0.3	0.51	0.51	53.7	34.9	0.65

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-01 [Military Rd / Ben Boyd Rd 2041 Future with Growth Scenario Saturday Peak (Updated signals) (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Ben Boyd Road
2041 Future with Growth Scenario Saturday Mid-day Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ben Boyd Road (S)														
1	L2	97	3	102	3.1	0.629	62.8	LOS E	11.3	81.1	0.98	0.81	0.98	20.6
2	T1	238	4	251	1.7	0.968	79.6	LOS F	17.8	125.7	0.99	1.07	1.37	16.5
3	R2	50	0	53	0.0	0.968	96.9	LOS F	17.8	125.7	1.00	1.21	1.58	16.9
Approach		385	7	405	1.8	0.968	77.6	LOS F	17.8	125.7	0.99	1.02	1.30	17.4
East: Military Road (E)														
4	L2	53	1	56	1.9	0.064	17.9	LOS B	1.5	10.6	0.45	0.67	0.45	37.0
5	T1	2264	62	2383	2.7	* 1.158	199.3	LOS F	172.7	1222.7	1.00	1.86	2.15	3.9
Approach		2317	63	2439	2.7	1.158	195.2	LOS F	172.7	1222.7	0.99	1.83	2.11	4.1
North: Ben Boyd Road (N)														
7	L2	18	0	19	0.0	0.454	50.2	LOS D	10.5	74.8	0.91	0.76	0.91	11.3
8	T1	249	6	262	2.4	* 1.135	99.5	LOS F	33.5	236.4	0.94	1.05	1.37	13.9
9	R2	167	0	176	0.0	1.135	201.2	LOS F	33.5	236.4	1.00	1.58	2.23	1.8
Approach		434	6	457	1.4	1.135	136.6	LOS F	33.5	236.4	0.96	1.24	1.68	7.4
West: Military Road (W)														
10	L2	425	1	425	0.2	0.414	22.7	LOS B	15.3	107.5	0.62	0.77	0.62	13.6
11	T1	2063	57	2063	2.8	0.805	16.3	LOS B	46.4	328.3	0.78	0.73	0.78	27.6
Approach		2488	58	2488	2.3	0.805	17.4	LOS B	46.4	330.6	0.75	0.74	0.75	25.1
All Vehicles		5624	134	5789	2.4	1.158	105.9	LOS F	172.7	1222.7	0.89	1.26	1.44	7.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ben Boyd Road (S)												
P1	Full	110	116	9.7	LOS A	0.2	0.2	0.39	0.39	36.3	32.0	0.88
East: Military Road (E)												
P2	Full	55	58	51.0	LOS E	0.2	0.2	0.89	0.89	85.2	41.0	0.48
North: Ben Boyd Road (N)												

P3	Full	176	185	9.7	LOS A	0.3	0.3	0.39	0.39	36.4	32.0	0.88
West: Military Road (W)												
P4	Full	71	75	51.0	LOS E	0.2	0.2	0.89	0.89	85.2	41.0	0.48
All Pedestrians		412	434	22.3	LOS C	0.3	0.3	0.54	0.54	51.3	34.8	0.68

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-02 [Military Rd (b/w Ben Boyd Rd & Wycombe Rd) 2041 Future with Growth Scenario Weekday AM Peak (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Young Street
2041 Future with Growth Scenario Weekday AM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Military Road (E)														
5	T1	2738	246	2738	9.0	* 1.148	175.3	LOS F	184.6	1312.0	0.95	1.66	1.89	7.9
Approach		2738	246	2738	9.0	1.148	175.3	LOS F	184.6	1312.0	0.95	1.66	1.89	5.0
West: Military Road (W)														
11	T1	2029	198	2029	9.8	0.805	8.2	LOS A	46.3	338.9	0.51	0.48	0.51	41.4
Approach		2029	198	2029	9.8	0.805	8.2	LOS A	46.3	338.9	0.51	0.48	0.51	41.3
All Vehicles		4767	444	4767	9.3	1.148	104.2	LOS F	184.6	1312.0	0.76	1.16	1.30	8.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
West: Military Road (W)												
P4	Full	88	93	64.4	LOS F	0.4	0.4	0.96	0.96	100.0	42.8	0.43
All Pedestrians		88	93	64.4	LOS F	0.4	0.4	0.96	0.96	100.0	42.8	0.43

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-02 [Military Rd (b/w Ben Boyd Rd & Wycombe Rd) 2041 Future with Growth Scenario Weekday PM Peak (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Young Street
2041 Future with Growth Scenario Weekday PM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 136 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Military Road (E)														
5	T1	2053	141	2053	6.9	0.679	5.7	LOS A	28.1	208.3	0.45	0.42	0.45	44.5
Approach		2053	141	2053	6.9	0.679	5.7	LOS A	28.1	208.3	0.45	0.42	0.45	44.5
West: Military Road (W)														
11	T1	2398	160	2398	6.7	* 0.996	61.6	LOS E	101.3	713.5	0.90	1.10	1.21	14.1
Approach		2398	160	2398	6.7	0.996	61.6	LOS E	101.3	713.5	0.90	1.10	1.21	12.5
All Vehicles		4451	301	4451	6.8	0.996	35.8	LOS C	101.3	713.5	0.69	0.79	0.86	18.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
West: Military Road (W)												
P4	Full	259	273	62.8	LOS F	1.0	1.0	0.97	0.97	98.5	42.8	0.43
All Pedestrians		259	273	62.8	LOS F	1.0	1.0	0.97	0.97	98.5	42.8	0.43

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-02 [Military Rd (b/w Ben Boyd Rd & Wycombe Rd) 2041 Future with Growth Scenario Saturday Peak (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Young Street
2041 Future with Growth Scenario Saturday Mid-day Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 136 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Military Road (E)														
5	T1	2073	143	2073	6.9	* 0.995	69.9	LOS E	102.7	753.3	1.00	1.24	1.36	11.3
Approach		2073	143	2073	6.9	0.995	69.9	LOS E	102.7	753.3	1.00	1.24	1.36	11.3
West: Military Road (W)														
11	T1	2132	58	2132	2.7	0.694	5.3	LOS A	30.6	216.3	0.42	0.39	0.42	45.3
Approach		2132	58	2132	2.7	0.694	5.3	LOS A	30.6	216.3	0.42	0.39	0.42	45.2
All Vehicles		4205	201	4205	4.8	0.995	37.2	LOS C	102.7	753.3	0.71	0.81	0.88	18.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
West: Military Road (W)												
P4	Full	300	316	63.0	LOS F	1.2	1.2	0.97	0.97	98.6	42.8	0.43
All Pedestrians		300	316	63.0	LOS F	1.2	1.2	0.97	0.97	98.6	42.8	0.43

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: I-03 [Military Rd / Wycombe Rd 2041 Future with Growth Scenario Weekday AM Peak (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Wycombe Road
2041 Future with Growth Scenario Weekday AM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wycombe Road (S)														
1	L2	118	7	124	5.9	* 1.124	204.4	LOS F	16.1	118.5	1.00	1.40	2.24	3.1
3	R2	94	9	99	9.6	0.664	74.8	LOS F	6.9	52.4	1.00	0.82	1.07	6.2
Approach		212	16	223	7.5	1.124	146.9	LOS F	16.1	118.5	1.00	1.14	1.72	3.8
East: Military Road (E)														
4	L2	65	12	65	18.5	0.055	10.9	LOS A	1.3	10.4	0.31	0.63	0.31	23.4
5	T1	2620	239	2620	9.1	* 1.160	187.3	LOS F	181.1	1291.1	0.95	1.71	1.95	6.2
Approach		2685	251	2685	9.3	1.160	183.1	LOS F	181.1	1291.1	0.94	1.68	1.91	3.7
West: Military Road (W)														
11	T1	2058	193	2058	9.4	0.924	16.6	LOS B	79.4	579.8	0.73	0.72	0.76	25.8
Approach		2058	193	2058	9.4	0.924	16.6	LOS B	79.4	579.8	0.73	0.72	0.76	25.6
All Vehicles		4955	460	4966	9.3	1.160	112.5	LOS F	181.1	1291.1	0.85	1.26	1.43	5.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Wycombe Road (S)												
P1	Full	85	89	6.9	LOS A	0.1	0.1	0.32	0.32	36.3	35.2	0.97
East: Military Road (E)												
P2	Full	228	240	64.8	LOS F	0.9	0.9	0.97	0.97	99.6	41.8	0.42
West: Military Road (W)												
P4	Full	62	65	64.3	LOS F	0.2	0.2	0.96	0.96	102.5	45.8	0.45
All Pedestrians		375	395	51.6	LOS E	0.9	0.9	0.82	0.82	85.7	41.0	0.48

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: I-03 [Military Rd / Wycombe Rd 2041 Future with Growth Scenario Weekday PM Peak (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Wycombe Road
2041 Future with Growth Scenario Weekday PM Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 139 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wycombe Road (S)														
1	L2	63	6	66	9.5	0.442	71.8	LOS F	4.4	33.7	0.99	0.76	0.99	8.1
3	R2	115	6	121	5.2	* 1.044	140.1	LOS F	12.4	90.3	1.00	1.24	1.91	3.4
Approach		178	12	187	6.7	1.044	116.0	LOS F	12.4	90.3	1.00	1.07	1.58	4.5
East: Military Road (E)														
4	L2	83	8	83	9.6	0.189	11.4	LOS A	4.0	42.1	0.35	0.47	0.35	26.2
5	T1	1990	136	1990	6.8	0.642	8.1	LOS A	29.0	206.5	0.50	0.47	0.50	36.3
Approach		2073	144	2073	6.9	0.642	8.3	LOS A	29.0	206.5	0.49	0.47	0.49	35.9
West: Military Road (W)														
11	T1	2469	162	2469	6.6	* 1.065	105.3	LOS F	125.6	885.4	0.90	1.30	1.46	7.8
Approach		2469	162	2469	6.6	1.065	105.3	LOS F	125.6	885.4	0.90	1.30	1.46	6.3
All Vehicles		4720	318	4729	6.7	1.065	63.2	LOS E	125.6	885.4	0.73	0.93	1.04	9.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Wycombe Road (S)												
P1	Full	131	138	6.7	LOS A	0.2	0.2	0.31	0.31	36.0	35.2	0.98
East: Military Road (E)												
P2	Full	356	375	64.6	LOS F	1.4	1.4	0.97	0.97	99.5	41.8	0.42
West: Military Road (W)												
P4	Full	112	118	63.9	LOS F	0.4	0.4	0.96	0.96	99.6	42.8	0.43
All Pedestrians		599	631	51.8	LOS E	1.4	1.4	0.83	0.83	85.6	40.5	0.47

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: I-03 [Military Rd / Wycombe Rd 2041 Future with Growth Scenario Saturday Peak (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Wycombe Road
2041 Future with Growth Scenario Saturday Mid-day Peak
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 139 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wycombe Road (S)														
1	L2	160	7	168	4.4	1.083	167.0	LOS F	19.1	139.1	1.00	1.28	2.01	3.8
3	R2	146	7	154	4.8	* 1.322	360.6	LOS F	27.0	197.0	1.00	1.73	2.89	1.4
Approach		306	14	322	4.6	1.322	259.4	LOS F	27.0	197.0	1.00	1.50	2.43	2.2
East: Military Road (E)														
4	L2	105	10	105	9.5	0.129	11.7	LOS A	3.0	26.8	0.34	0.57	0.34	24.1
5	T1	2010	136	2010	6.8	0.686	8.7	LOS A	32.5	237.8	0.54	0.51	0.54	35.3
Approach		2115	146	2115	6.9	0.686	8.8	LOS A	32.5	237.8	0.53	0.51	0.53	34.7
West: Military Road (W)														
11	T1	2469	162	2469	6.6	* 1.065	103.2	LOS F	122.5	897.2	0.89	1.28	1.44	6.7
Approach		2469	162	2469	6.6	1.065	103.2	LOS F	122.5	897.2	0.89	1.28	1.44	6.4
All Vehicles		4890	322	4906	6.6	1.322	72.8	LOS F	122.5	897.2	0.74	0.97	1.11	8.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Wycombe Road (S)												
P1	Full	131	138	6.7	LOS A	0.2	0.2	0.31	0.31	36.0	35.2	0.98
East: Military Road (E)												
P2	Full	356	375	64.6	LOS F	1.4	1.4	0.97	0.97	99.5	41.8	0.42
West: Military Road (W)												
P4	Full	112	118	63.9	LOS F	0.4	0.4	0.96	0.96	99.6	42.8	0.43
All Pedestrians		599	631	51.8	LOS E	1.4	1.4	0.83	0.83	85.6	40.5	0.47

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: I-04 [Military Rd / Rangers Rd / Waters Rd 2041 Future with Growth Scenario Weekday AM Peak (Revised) (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Rangers Road / Waters Road
2041 Future with Growth Scenario Weekday PM Peak
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rangers Road (S)														
1	L2	75	11	79	14.7	0.241	11.6	LOS A	0.8	6.0	0.51	0.78	0.55	35.6
Approach		75	11	79	14.7	0.241	11.6	LOS A	0.8	6.0	0.51	0.78	0.55	35.6
East: Military Road (E)														
4	L2	50	0	50	0.0	0.112	5.6	LOS A	0.0	0.0	0.00	0.20	0.00	55.1
5	T1	2608	163	2608	6.3	0.435	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.5
Approach		2658	163	2658	6.1	0.435	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.3
North: Waters Roa (N)														
7	L2	108	6	114	5.6	0.894	73.5	LOS F	5.5	40.2	0.97	1.49	2.72	12.7
Approach		108	6	114	5.6	0.894	73.5	LOS F	5.5	40.2	0.97	1.49	2.72	12.7
West: Military Road (W)														
10	L2	78	2	78	2.6	0.430	4.8	LOS A	0.0	0.0	0.00	0.09	0.00	15.3
11	T1	2072	164	2072	7.9	1.227	13.4	LOS A	0.0	0.0	0.00	0.02	0.00	13.9
Approach		2150	166	2150	7.7	1.227	13.0	NA	0.0	0.0	0.00	0.02	0.00	13.9
All Vehicles		4991	346	5001	6.9	1.227	7.6	NA	5.5	40.2	0.03	0.06	0.07	24.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I-04 [Military Rd / Rangers Rd / Waters Rd 2041 Future with Growth Scenario Weekday PM Peak (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Rangers Road / Waters Road
2018 Existing Weekday PM Peak
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rangers Road (S)														
1	L2	102	2	107	2.0	0.298	11.2	LOS A	1.0	7.4	0.51	0.80	0.60	36.1
Approach		102	2	107	2.0	0.298	11.2	LOS A	1.0	7.4	0.51	0.80	0.60	36.1
East: Military Road (E)														
4	L2	41	0	41	0.0	0.108	5.6	LOS A	0.0	0.0	0.00	0.17	0.00	55.4
5	T1	1949	163	1949	8.4	0.484	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.4
Approach		1990	163	1990	8.2	0.484	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.2
North: Waters Roa (N)														
7	L2	168	0	177	0.0	0.790	34.4	LOS C	5.0	34.8	0.89	1.37	2.09	22.0
Approach		168	0	177	0.0	0.790	34.4	LOS C	5.0	34.8	0.89	1.37	2.09	22.0
West: Military Road (W)														
10	L2	78	2	78	2.6	0.296	4.8	LOS A	0.0	0.0	0.00	0.15	0.00	14.8
11	T1	2525	164	2525	6.5	0.846	0.2	LOS A	0.0	0.0	0.00	0.01	0.00	56.6
Approach		2603	166	2603	6.4	0.846	0.4	NA	0.0	0.0	0.00	0.02	0.00	55.1
All Vehicles		4863	331	4877	6.8	0.846	1.8	NA	5.0	34.8	0.04	0.08	0.09	53.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I-04 [Military Rd / Rangers Rd / Waters Rd 2041 Future with Growth Scenario Saturday Peak (revised) (Site Folder: Calibrated - Future (2041) with Growth Scenario)]

Military Road / Rangers Road / Waters Road
2041 Future with Growth Scenario Saturday Mid-day Peak
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rangers Road (S)														
1	L2	217	2	228	0.9	0.628	15.8	LOS B	3.7	26.2	0.66	1.02	1.17	32.8
Approach		217	2	228	0.9	0.628	15.8	LOS B	3.7	26.2	0.66	1.02	1.17	32.8
East: Military Road (E)														
4	L2	71	0	71	0.0	0.124	5.6	LOS A	0.0	0.0	0.00	0.24	0.00	54.6
5	T1	2040	163	2040	8.0	0.508	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.3
Approach		2111	163	2111	7.7	0.508	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.0
North: Waters Roa (N)														
7	L2	168	0	177	0.0	0.647	22.8	LOS B	3.5	24.4	0.77	1.21	1.41	27.7
Approach		168	0	177	0.0	0.647	22.8	LOS B	3.5	24.4	0.77	1.21	1.41	27.7
West: Military Road (W)														
10	L2	163	2	163	1.2	0.299	4.8	LOS A	0.0	0.0	0.00	0.31	0.00	14.7
11	T1	2278	164	2278	7.2	0.787	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	57.6
Approach		2441	166	2441	6.8	0.787	0.5	NA	0.0	0.0	0.00	0.04	0.00	54.0
All Vehicles		4937	331	4957	6.7	0.787	1.9	NA	3.7	26.2	0.06	0.12	0.10	52.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Appendix E SIDRA Guidelines - Concepts of intersection capacity and Level of Service



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Guidelines for Evaluation of Intersection Operation

The *RTA Guide to Traffic Generating Developments (October 2002, Issue 2.2)*, details the assessment of intersections. The assessment of the level of service of an intersection is based on the evaluation of the following Measures of Effectiveness:

(a) Average delay (seconds/veh) (all forms of control)

(b) Delay to critical movement (seconds/veh) (all forms of control)

(c) Degree of saturation (traffic signals and roundabouts)

(d) Cycle length (traffic signals)

SIDRA was used to calculate the relevant intersection parameters. The SIDRA software is an advanced lane-based micro-analytical tool for design and evaluation of individual intersections and networks of intersections including modelling of separate movement classes (light vehicles, heavy vehicles, buses, cyclists, large trucks, light rail / trams and so on). It provides estimates of capacity, level of service and a wide range of performance measures, including; delay, queue length and stops for vehicles and pedestrians, as well as fuel consumption, pollution emissions and operating costs.

It can be used to analyse signalised intersections (fixed-time / pretimed and actuated), signalised and unsignalised pedestrian crossings, roundabouts (unsignalised), roundabouts with metering signals, fully-signalised roundabouts, two-way stop sign and give-way / yield sign control, all-way stop sign control, single point interchanges (signalised), freeway diamond interchanges (signalised, roundabout, sign control), diverging diamond interchanges and other alternative intersections and interchanges. It can also be used for uninterrupted traffic flow conditions and merge analysis.

The best indicator of the level of service at an intersection is the average delay experienced by vehicles at that intersection. For traffic signals, the average delay over all movements should be taken. For roundabouts and priority control intersections (with Stop and Give Way signs or operating under the T- junction rule), the critical movement for level of service assessment should be that with the highest average delay.

With traffic signals, delays per approach tend to be equalised, subject to any over-riding requirements of signal co-ordination as well as to variations within individual movements. With roundabouts and priority-controlled intersections, the critical criterion for assessment is the movement with the highest delay per vehicle. With this type of control, the volume balance might be such that some movements suffer high levels of delay while other movements have minimal delay. An overall average delay for the intersection of 25 seconds might not be satisfactory if the average delay on one movement is 60 seconds.

The average delay for LoS 'E' should be no more than 70 seconds. The accepted maximum practical cycle length for traffic signals under saturated conditions is 120 - 140 seconds. Under these conditions 120 seconds is near maximum for two and three phase intersections and 140 seconds near maximum for more complex phase designs. Drivers and pedestrians expect cycle lengths of these magnitudes and their inherent delays in peak hours. A cycle length of 140 seconds for an intersection which is almost saturated has an average vehicle delay of about 70 seconds, although this can vary. If the average vehicle delay is more than 70 seconds, the intersection is assumed to be at LoS 'F'.

Table E1 sets out average delays for different levels of service. There is no consistent correlation between definitions of levels of service for road links as defined elsewhere in this section, and the ranges set out in **Table E1**. In assigning a level of service, the average delay to the motoring public needs to be considered, keeping in mind the location of the intersection. For example, drivers in inner urban areas of Sydney have a higher tolerance of delay than drivers in country areas. **Table E1** provides a recommended baseline for assessment.

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Table E1: Level of Service Criteria for Intersections

Level of Service	Average Delay per Vehicle (sec/veh)	Traffic Signals	Priority Controlled
A	0 < x < 14	Good operation	Good operation
B	14 < x < 28	Good operation with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	28 < x < 42	Satisfactory operation	Satisfactory operation, but crash history study required
D	42 < x < 56	Operating near capacity	Operating near capacity and crash history study required
E	56 < x < 70	At capacity, incidents will cause excessive delays	At capacity, requires other control mode
F	70 < x	Requires further study	Requires other control mode

The figures in **Table E1** are intended as a guide only. Any particular assessment should take into account site-specific factors including 95th percentile queue lengths (and their effect on lane blocking), the influence of nearby intersections and the sensitivity of the location to delays. In many situations, a comparison of the current and future average delay provides a better appreciation of the impact of a proposal, and not simply the change in the level of service.

The intersection degree of saturation (DoS) can also be used to measure the performance of isolated intersections. The DoS value can be determined by computer-based assessment programs. At intersections controlled by traffic signals, both queue length and delays increase rapidly as DoS approaches 1.000. An upper limit of 0.900 is appropriate, however when DoS exceeds 0.850, overflow queues start to become a problem. Satisfactory intersection operation is generally achieved with a DoS of about 0.700 - 0.800. (Note that these figures are based on isolated signalised intersections with cycle lengths of 120 seconds. In coordinated signal systems DoS might be actively maximised at key intersections).

Although in some situations additional traffic does not alter the level of service, particularly where the level of service is 'E' or 'F', additional capacity may still be required. This is particularly appropriate for LoS 'F', where small increases in flow can cause disproportionately greater increases in delay. In this situation, it is advisable to consider means of control to maintain the existing level of absolute delay. Suggested criteria for the evaluation of the capacity of signalised intersections based on the DoS are summarised in **Table E2**.

Table E2: Criteria for Evaluating Capacity of Signalised Intersections

Level of Service	Optimum Cycle Length (seconds)	Movement Degree of Saturation (DoS)	Intersection Degree of Saturation (DoS)
A – Excellent	< 90	< 0.700	< 0.700
B – Very good	< 90	< 0.700	< 0.700
C – Good	90 - 120	0.700 – 0.800	0.700 – 0.850
D – Satisfactory	120 - 140	0.800 – 0.850	0.850 – 0.900
E – Poor	> 140	> 0.850	> 0.900
F – Extra capacity required	> 140	> 0.850	> 0.900

Appendix F Yields for existing land use

Connect with us

HillPDA CONSULTING

Level 3, 234 George St
Sydney NSW 2000
02 9252 8777
sydney@hillpda.com
hillpda.com

ABN 52 003 963 755

Jing Li
North Sydney Council | Senior Strategic Planner UD
Jing.Li@northsydney.nsw.gov.au

14 May 2024

Dear Jing,

Subject: Neutral Bay Feasibility Study - Response to Queries

This letter addresses the comments raised in the public exhibition of the Neutral Bay TC Economic and Feasibility study. We note the following queries:

Item	Query	HillPDA response	Implication
1	Construction cost application of $/GFA	Our adopted construction cost rates were based on FEBA. Fully enclosed building area = 110% X GFA. Internal saleable area = 85% of GFA On review we have recognised an error in a table of the report which will be updated by HillPDA.	No impact to modelling (no other change required)
2	Value of Council Site (190-192 Military Road)	Due to access constraints for the back of the site, the floorspace audit has missed a component of floorspace for the community centre (250sqm) which carried over to the assessment of the 'as is value	Upon re-running the scenarios, the bottom line of the scenarios will not be significantly impacted
3	Value of site 2B		Upon re-running the scenarios, the bottom line of the scenarios will not be significantly impacted

Query 1 – Construction costs (FEBA)

Our adopted construction cost rates were based on FEBA. Fully enclosed building area = 110% X GFA. Internal saleable area = 85% of GFA. On review of the report we have recognised an error in a table of the report which has now been updated by HillPDA.

No additional action required.

Liability limited by a scheme approved under the Professional Standards Legislation

[i]Query 2 –Council owned site – 190-192 Military Road

In response to the query around the Council owned site, HillPDA have identified an underestimate in the volume of floorspace associated to the community centre. Our survey underestimated the area by around 250sqm. We have now revised the value of the Council owned site at $5.1m (previously 2.8m).

Table 1: Site 2A – Estimated 'as is value Updated (refer to Table 33 in the report)

Address	Site area	VG land	Existing NLA				As is value	Including Premium
			Super-market	Retail	Commercial	Residential		
166-174 Military Rd, Neutral Bay	1,088	$11,400,000		1,137	209		$21,210,000	$21,210,000
176 Military Rd, Neutral Bay	145	$1,640,000		188			$3,196,000	$3,196,000
178 Military Rd, Neutral Bay	145	$1,640,000		400			$6,800,000	$6,800,000
180 Military Rd, Neutral Bay	284	$3,070,000		322	178		$7,076,000	$8,845,000
184-186 Military Rd, Neutral Bay	452	$5,120,000		428	159		$8,707,000	$8,707,000
188 Military Rd, Neutral Bay	158	$1,810,000		216			$3,672,000	$4,590,000
190-192 Military Rd, Neutral Bay	310			95	389*		$5,116,000	$5,116,000
			Total				**$55,777,000**	**58,464,000**

*+250sqm in floorspace to community centre

Implication to feasibility

The amendments do not result in any changes to the feasibility of the options. For the initial scenarios which include the Council owned site (as part of 2A), assuming purchase of Council site at market price, Options A and B remain unviable. Option C remain viable, and Option D remains marginal.

Table 2: Site 2A feasibility results summary (assuming purchase of Council sites included in FSR) updated

	Option A 6 storeys	Option B* 8 storeys	Option C 10 storeys	Option D 10 storeys
Previous Version				
Development Margin	6.40%	9.41%	25.34%	18.93%
IRR	9.16%	10.66%	20.40%	16.49%
Updated				
Development Margin	4.04%	7.19%	22.93%	16.63%
IRR	7.45%	9.17%	18.85%	15.00%

We note that the amendments do not result in any significant changes to the feasibility results in Table 35 of the report for the scenarios excluding Council owned site (preferred scenarios).

Query 3 – Site 2B Revision

The "as is" value of 198-200 Military Road was underestimated in the previous model. We previously adopted a commercial office value rather than retail value for the ground floor level. The table below shows the revised "as is" values that were tested in the feasibility assessment.

Table 3: Site 2B – Estimated 'as is value' updated (refer to table 36 in the report)

Address	Site area	VG land	Existing NLA				As is value	Including Premium
			Supermarket @17,000/sqm	Retail @17,000/sqm	Commercial @9,000/sqm	Residential		
198-200 Military Rd, Neutral Bay	500	$5,360,000		558*			9,486,000	9,486,000
202-212 Military Rd, Neutral Bay	1,122	$12,000,000		759	500		$17,403,000	$17,403,000
214 Military Rd, Neutral Bay	219	$2,270,000		220	232		$5,828,000	$7,285,000
Total	**1,840**	**$19,630,000**		**979**	**1,290**		**$32,717,000**	**$34,174,000**

*Previously classified as commercial space

Implication to feasibility

The amendments do not result in any significant changes to the feasibility of the options. All options remain strongly viable.

Table 4: Site 2B feasibility results summary updated

	Option A 6 storeys	Option B* 8 storeys	Option B (Var1) 8 storeys	Option C 10 storeys
Previous Version				
Development Margin	34.07%	46.29%	36.31%	60.77%
IRR	27.94%%	34.24%	28.20%	44.21%
Updated				
Development Margin	22.78%	37.80%	28.32%	52.41%
IRR	20.04%	28.47%	22.73%	38.21%

Yours sincerely,



Adrian Hack
Principal, Urban and Retail Economics
M. Land Econ. B.Town Planning (Hons). MPIA
Adrian.Hack@hillpda.com

SECTION 5 NORTH CREMORNE PLANNING AREA

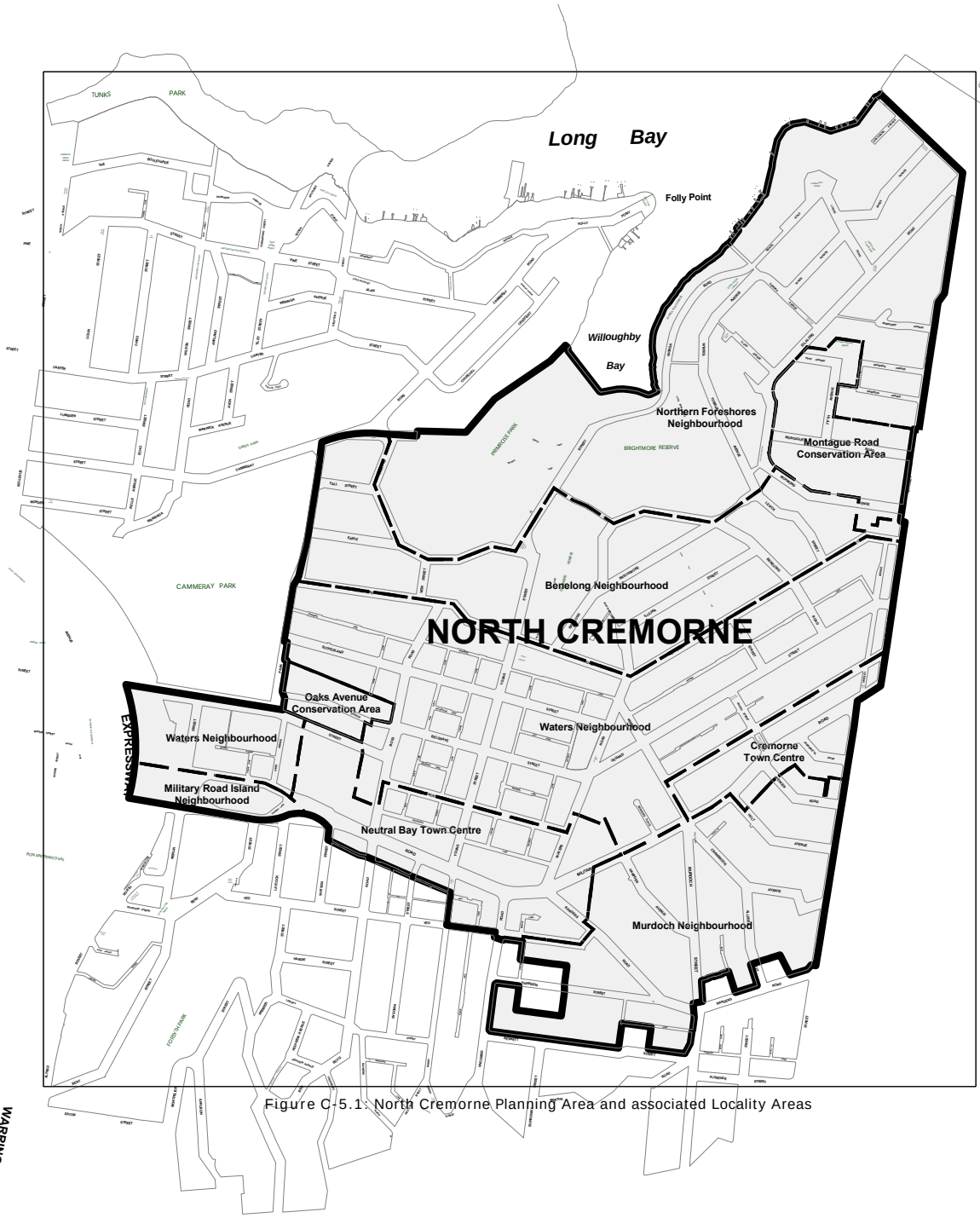
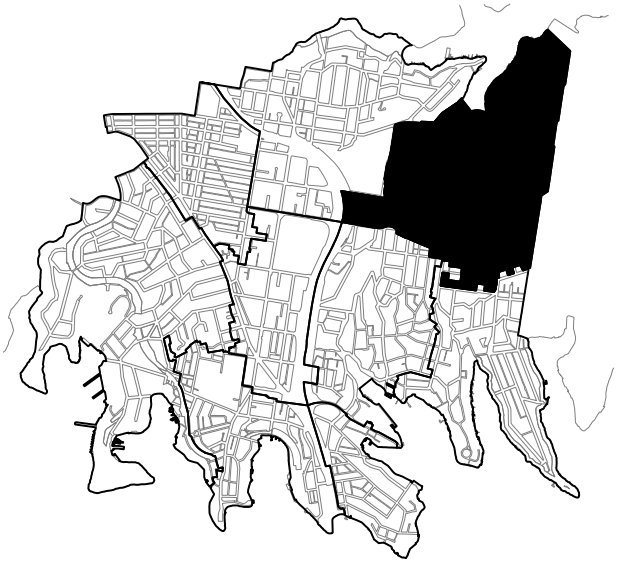


Figure C-5.1: North Cremorne Planning Area and associated Locality Areas

5.0 NORTH CREMORNE PLANNING AREA CHARACTER STATEMENT



The following statement identifies the existing character and the desired future outcome for development in the North Cremorne Planning Area.

North Cremorne is a primarily residential neighbourhood providing a diverse range of housing forms for a mixed population. It is bound on its southern side by the Neutral Bay and Cremorne Town Centres, which are bustling places where people live, shop, eat, work and socialise providing a high level of amenity for all users.

Development within the Planning Area should result in:

- residential growth being provided in accordance with Council's Local Housing Strategy, with the growth concentrated within the Mixed Use zones of the Town Centres located on or in the vicinity of Military Road, and the remainder comprising of multi dwelling housing and residential flat buildings in the surrounding residential areas
- residential densities not being increased in foreshore areas and areas of steep terrain
- development within the *R2 Low Density Residential* zone being of a similar scale to existing characteristic development
- a wide range of residential types and sizes being distributed throughout the area according to zone
- a range of retail and commercial premises, services and facilities being available to the local community within the Town Centres

and where:

Function

- there are safe and accessible community facilities and meeting places
- the few non-residential uses operate without an adverse effect to the amenity of the residential neighbourhood

- services and facilities meet the needs of different population groups
- accessible and safe pedestrian routes are extended throughout the neighbourhood linking to the open spaces of Primrose Park and Brightmore Reserve
- additional public open space is provided for increased residential population
- public transport, cycling and walking are preferred means of transport
- local icons, cultural resources and heritage provide tangible evidence of the area's past and reflect the community's cultural values

Environmental Criteria

- parkland and natural foreshore areas are conserved, protected and easily accessible to pedestrians
- ecology of bushland and wetland areas are protected from adverse impacts of development such as stormwater runoff, dumping of fill soil and vegetation, leaching of fertilisers, spread of introduced plants and weeds and visual impact of structures
- habitat for native fauna is provided through the planting and maintenance of local flora
- good sunlight is available to both public and private spaces

Quality Built Form

- high quality residential accommodation in the Town Centre incorporates internal amenity for residents and energy efficient design
- open meeting places in the form of courtyards act as focal points, and are located in areas that provide relief from traffic noise
- residential development respects and maintains existing characteristic built form with buildings setback from all boundaries and landscaped front gardens, softening the built form
- the built environment is sympathetic to the topography and vegetation, allowing views of the surrounding area and Willoughby Bay
- heritage items are protected and significant streetscape elements are conserved in the Oaks Avenue and Montague conservation areas

Quality Urban Environment

- backyards are provided for a variety of practical and recreational needs of residents
- car parking does not adversely affect the character of the area and quality of residential streets
- front fences are low and offer good outlooks to house fronts and gardens

Efficient Use of Resources

- existing residential buildings are maintained to prevent unnecessary waste of building materials
- stormwater is captured and re-used on site

In addition to the above character statement for the Planning Area, the character statements for the following Locality Areas also require consideration:

Section 5.1: Neutral Bay and Cremorne Town Centres

Section 5.1.4: Tram Depot

Section 5.1.5: 1-11 Rangers Road, 50 Yeo Street & 183-185 Military Road

Section 5.1.6: Grosvenor Plaza

Section 5.2: Military Road Island Neighbourhood

Section 5.3: Waters Neighbourhood

Section 5.3.4: 14-16 Military Road

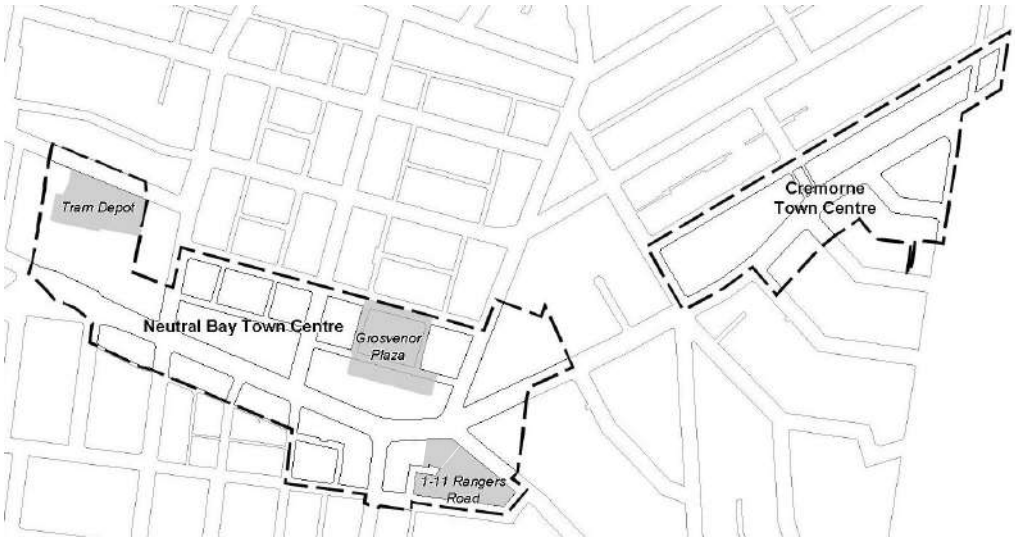
Section 5.4: Benelong and Northern Foreshore Neighbourhood

Section 5.5: Murdoch Neighbourhood

Section 5.6: Montague Road Conservation Area

Section 5.7: Oaks Avenue Conservation Area

5.1 NEUTRAL BAY AND CREMORNE TOWN CENTRES



5.1.1 Significant Elements

Land Use

P1 Predominantly mixed commercial and residential development.

Topography

P2 Generally flat, straddling the topmost part of the ridge along Military Road.

Natural Features

P3 Area forms the topmost part of a ridge following Military Road.

Views

P4 The following views and vistas are to be preserved and where possible enhanced:

(a) District views to Middle & Sydney Harbours from the upper levels of some buildings.

Identity / Icons

P5 Orpheum Theatre is a community focal point and regional attraction that enhances the identity of the area.

P6 Military Road, a major regional thoroughfare.

Subdivision

P7 A diverse mixture of large consolidated sites intermixed with long narrow sites with dual frontages.

Streetscape

P8 Wide fully paved footpaths incorporating outdoor dining areas.

P9 Buildings built to street and laneway frontages.

P10 Continuous awnings along Military Road.

P11 Irregular planting of street trees.

P12 Active frontages to Military Road, Grosvenor Street.

P13 90º on-street parking to Parraween Street.

Public transport

P14 Development is to take advantage of high levels of accessibility to high frequency public bus services along Military Road.

5.1.2 Desired Future Character

Diversity of activities, facilities, opportunities and services

P1 Mixed commercial and residential development, primarily focused on Military Road.

P2 A variety of commercial, retail, restaurants and cafes are provided at footpath level, non-residential or residential on the first floor and residential only on the upper floors.

P3 Commercial activities should be maintained to all street frontages at ground level to stimulate pedestrian activity.

P4 Activities should not have a detrimental impact to the safety and efficiency of vehicular traffic on Military Road.

5.1.3 Desired Built Form

Subdivision

P1 Redevelopment sites should have a frontage of approximately 25m-30m.

Form, massing and scale

P2 Generally 4-5 storeys.

P3 5-6 storeys in the block bounded by Military Road, Cabramatta Road and Spofforth Street.

P4 Larger facades are broken up with changes in building frontage alignment and architectural detailing to reflect the former subdivision patterns, especially fronting Military Road.

Public spaces and facilities

P5 Outdoor dining areas:

(a) are located within clearly defined spaces;

(b) are located away from main roads;

(c) are weather protected; and

(d) provide equal and unobstructed pedestrian movement.

P6 Pedestrian arcades should be provided between Military Road and parallel laneways/streets to the north and south of Military Road to enhance pedestrian connectivity.

P7 Views of shop fronts should not be obstructed from footpaths and roadways.

P8 Encourage the retention and enhancement of trees within the public domain to improve public amenity.

Setbacks

P9 Buildings should be built to all street frontages at ground level, except as follows:

(a) Setback 1.5m from the northern side of Military Road, at ground level between Young Street and Waters Road, and

(b) Setback 1.5m at ground level from all laneways.

Podiums

P10 Podium of 8.5m (two storeys) to Military Road, east of Hampden Avenue, with a setback of 3m above the podium.

P11 Podium of 10m (three storeys) to Military Road, west of Hampden Avenue, with a setback of 3m above the podium.

P12 Podium of 8.5m (two storeys) to laneway frontages and frontages not to Military Road, with a setback of 3m above the podium.

P13 Podium of 8.5m (2 storeys) to the east and west of Barry Street Plaza, with a setback of 3m above the podium.

P14 Provide adequate podium setbacks where a site adjoins residential or open space zones.

Building design

P15 Ground floor access to shops is to be provided to all properties with a frontage to Military Road, a frontage to the Grosvenor Lane car park / plaza, and those with a dual frontage between Military Road and Parraween Street.

P16 Building elements, materials, finishes, and windows should relate to neighbouring buildings.

P17 Laneways should be provided with active frontages, wherever possible.

Car Parking & Access

P18 Vehicular access from sites should not be provided to Military Road.

Noise

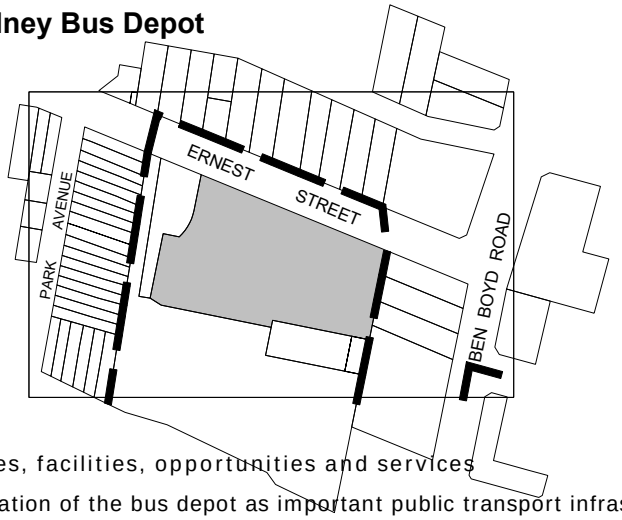
P19 Elevations of buildings fronting Military Road and Ernest Street are to be designed and incorporate design features to minimise traffic noise transmission (e.g. the use of cavity brick walls, double glazing, minimal glazing, solid core doors, concrete floors, enclosed balconies etc).

P20 Services located at the rear of buildings at the interface with a residential zone should be carefully designed and located to ensure that they do not have a detrimental impact to the residential amenity of the neighbouring property.

Awnings

P21 Awnings are provided along all street frontages.

5.1.4 North Sydney Bus Depot



Diversity of activities, facilities, opportunities and services

P1 Continued operation of the bus depot as important public transport infrastructure.

P2 If the bus depot ceases to operate, then the site should be used for mixed use development.

P3 Incorporate community functions in the form of open space, through site links and / or other community uses.

P4 Development provides active frontages to Ernest Street and internal public spaces.

P5 Amalgamation with Big Bear site provides further opportunities for public benefit.

P6 P6 Redevelopment of an amalgamated Bus Depot and Big Bear site should be informed by a masterplan for the entire street block.

Form, massing and scale

P7 Transition scale of built form down from central / southern portion of site to surrounding lower scale development and heritage conservation area.

P8 Maximise solar access to internal public spaces.

Public Benefit

P9 Provide public benefit with any proposed change to existing planning controls.

P10 Affordable housing is a public benefit priority for the site.

Podiums

P11 Podium of 10m (three storeys) to Ernest Street.

Ecologically Sustainable Development

P12 In implementing ESD best practice, explore opportunities to incorporate ESD demonstration project in redevelopment.

Access

P13 Create safe and active pedestrian links between Ernest Street and Military Road, particularly where possible via the Big Bear site.

P14 Vehicular access minimises the impact on the flow of traffic along Ernest Street.

Noise

P15 Elevations of buildings fronting Ernest Street are to be designed and incorporate design features to minimise traffic noise transmission (e.g. the use of vegetation, cavity brick walls, double glazing, minimal glazing, solid core doors, concrete floors, enclosed balconies etc).

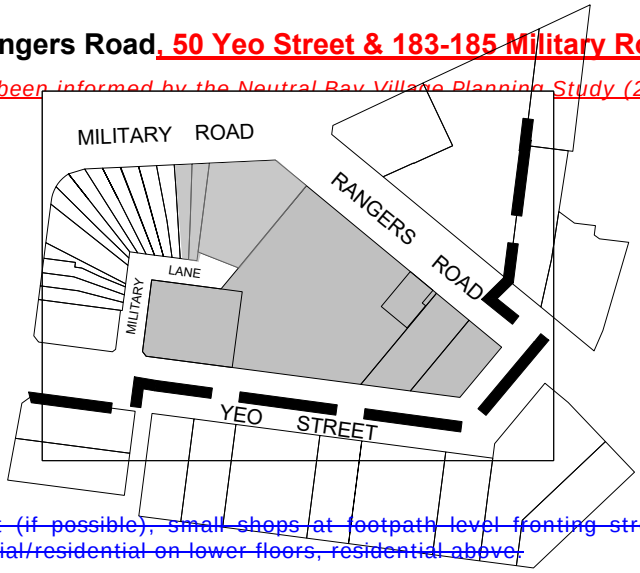
Heritage

P16 Protect and respond architecturally to existing heritage items.

P17 Subsurface archaeological material is assessed prior to excavation.

5.1.5 1-11 Rangers Road, 50 Yeo Street & 183-185 Military Road

** This section has been informed by the Neutral Bay Village Planning Study (2024).*



~~Diversity~~

~~P1 Supermarket (if possible), small shops at footpath level fronting streets and lanes, non-residential/residential on lower floors, residential above.~~

~~Subdivision~~

~~P2 All allotments should be consolidated to establish a reasonable building footprint.~~

~~Form, massing and scale~~

~~P3 Modern commercial building generally built to the boundary.~~

~~P4 Development addresses laneways with active uses.~~

~~Setbacks~~

~~P5 Buildings should be built to all street frontages at ground level, except as follows:~~

~~(a) Setback 1.5m at ground level from Rangers Road.~~

~~Podiums~~

~~P6 Podium of 13m (four storeys) to Rangers Road, with a setback of 3m above the podium~~

~~P7 Podium of 10m (three storeys) to Yeo Street and Military Lane, with a setback of 3m above the podium.~~

~~Landscaping~~

~~P8 Internal spaces provide a safe and pleasant meeting place.~~

~~Access~~

~~P9 Vehicular access to be provided from Military Lane.~~

5.1.5.1 Diversity

Objectives

O1 To provide a mixture of uses that contribute to the enhancing of the amenity, identity and desirability of Neutral Bay.

O2 To increase access to open public spaces with good levels of amenity.

Provisions

P1 Provide a mixed use building typology, with retail at the ground level, commercial space on the second storey and residential accommodation above.

P2 Provide a fine grain of retail and other business premises fronting all street frontages, the future public plaza and where practical, to laneways.

P3 Relocate the existing supermarket underground to assist in positively activating streets and future public plaza.

P4 Create a new public plaza across both 183-185 Military Road and 1-7 Rangers Road with a minimum size of 1,000sqm.

P5 Maximise opportunities to accommodate outdoor dining.

P6 Provide a mixture of commercial tenancy sizes and flexible floorplates.

5.1.5.2 Form, massing and scale

Objectives

O3 To ensure that density and scale is concentrated toward Military Road and provides a positive transition in height and scale down to the adjoining residential areas.

O4 To maximise year round solar access to existing and new public open spaces to be created in the Planning Area.

O5 To minimise overshadowing impacts on residential development to the south of Yeo Street.

Provisions

P1 Allotments should be consolidated to establish suitable building footprints to accommodate additional height and the establishment of a new public plaza.

P2 Height reduces from 8 storeys along Military Road and the northern potion of Rangers Road down to 6 storeys fronting Yeo Street.

P3 Development addresses laneways with active uses, where practical.

P4 Ensure that 70% of dwellings on the southern side of Yeo Street receive a minimum of 2 hours sunlight at the winter solstice.

5.1.5.3 Setbacks

Objectives

O1 To reinforce the spatial definition of streets and public spaces.

O2 To provide a wider footpath to Military Road to enhance pedestrian movement and provide outdoor dining opportunities.

Provisions

P1 Buildings must be setback:

(a) 2.5m from Military Road, and

(b) 0m from Rangers Road, except the ground level which is to be setback a minimum of 1.5m, and

(c) 0m to Yeo Street, Military Lane and the public plaza.

P2 Where a whole of building setback is required to Military Road, any basement is also required to be setback the same distance, unless it can be adequately demonstrated that sufficient soil depth can be provided to enable the planting of canopy trees capable of growing to at least 4 storeys in height.

5.1.5.4 Podium Height

Objectives

O1 To positively relate to the heritage context surrounding the site.

O2 To create a human scaled interface within the public plaza and adjoining laneways.

O3 To positively relate to the scale of development of the opposite site of Rangers Road and Yeo Street.

Provisions

P1 A podium must be:

(a) 2 storeys in height to Military Road, the east-west alignment of Military Lane and to the proposed public plaza, and

(b) 4 storeys to Rangers Road, and

(c) 3 storeys to Yeo Street and the north-south alignment of Military Lane.

5.1.5.5 Above Podium Setbacks

Objectives

O1 To provide a consistent street frontage and minimise overshadowing impacts to the public plaza.

O2 Minimise overshadowing impacts to residential properties on the southern side of Yeo Street.

O3 To reduce the scale and bulk of buildings when viewed from the public domain.

Provisions

P1 The following minimum setbacks (measured from the outer wall of the podium) must be provided above the podium level:

(a) 3m to Military Road, Rangers Road and Military Lane.

(b) 3m to Yeo Street, with a further 3m setback to any part of the building above 5 storeys.

(c) 3m to any podium facing the public plaza and through site link.

(d) 0m to the entire length of the side boundary between 183-185 Military Road and 181A Military Road, with 6m above 6 storeys.

(e) 6m to the side boundary between 1-7 Rangers Road and 9-11 Rangers Road, along the Rangers Road frontage.

(f) 0m to the side boundary between 1-7 Rangers Road and 9-11 Rangers Road, along the Yeo Street frontage

Note. Setbacks are measured to the outer face of any part of the building including balconies, architectural detailing and the like.

P2 Despite P2(e) and (f), a 6m setback is required to the entire length of the side boundary between 1-7 Rangers Road and 9-11 Rangers Road, if the through site link is not provided open to the sky.

5.1.5.6 Public Plaza

Objectives

O1 To create additional publicly accessible space.

O2 To ensure that the space is sufficiently sized to provide a mixture of passive and active recreational opportunities.

O3 To maximise the amenity of the public space.

O4 Maximise the activation of the space.

O5 To increase landscaping and tree canopy within the Neutral Bay Town Centre.

Provisions

P1 A public plaza of at least 1,000sqm is to be provided across both 183-185 Military Road and 1-7 Rangers Road. The minimum area of the plaza is to exclude any pedestrian through site link between the plaza itself and Yeo Street and is to open to the sky.

P2 The public plaza is to be located adjacent to the Military and Rangers Road intersection.

P3 At least 50% of the public plaza must be able to receive solar access between 10am and 1pm at the Winter Solstice.

P4 All ground level frontages to the public plaza are to be appropriately activated.

P5 Provide a variety of functions to activate the space, including outdoor dining, public seating, community lawn, playground, water feature, public artwork, landscaping, fixed bicycle parking.

P6 If 183-185 Military Road is to be redeveloped in isolation from 1-7 Rangers Road, then the building at 183-185 Military Road must be setback from its eastern boundary, to

ensure that appropriate pedestrian access arrangements can be made independently, without reliance on reciprocal rights of way between 183-185 Military Road and 1-7 Rangers Road.

5.1.5.7 Through Site Link

Objectives

O1 To improve pedestrian permeability through the area.

O2 To provide clear visual connections between different parts of the Neutral Bay Town Centre.

O3 To maximise casual surveillance over the space.

Provisions

P1 A minimum 6m wide through site link is to be provided between the proposed public plaza and Yeo Street to enable pedestrians to traverse between the intersection of Military Road and Rangers Road and Yeo Street.

P2 The through site link should be open to the sky to maximise legibility in wayfinding through the area and avoid the creation of extensive wall lengths along Yeo Street.

P3 Despite, P1 and P2, a through site link may only be built over, but only where the consent authority is satisfied that the through site link is widened to a minimum of 8m and have a minimum 7m clearance to any storey located above.

P4 The ground level of buildings fronting the through site link are to be appropriately activated.

P5 The through site link is to be publicly accessible at all times.

P6 The through site link should be provided in-conjunction with the proposed public plaza.

5.1.5.8 Activation

Objectives

O1 To provide for the amenity, interest and liveliness of the street environment and public open spaces.

O2 To ensure a positive experience for pedestrians with the necessary fine grain environment of the street.

O3 To enable sensory engagement with the street and public spaces.

O4 To provide an active ground floor frontage that is accessible and integrated with the design of the public domain.

O5 To maximise the extent of active frontages in the public domain.

O6 To promote activity, connectivity and variety in the public domain.

O7 To increase passive surveillance of the street and other public spaces and enhance safety.

Provisions

P1 Buildings must contain active frontages to all street frontages, with the exceptions of public laneways.

P2 Despite P1, active frontages to public laneways are encouraged where practical.

P3 Buildings which have a direct interface with the proposed public plaza are to provide an active frontage to that interface.

P4 Active frontages are to be provided along both sides of all through site links.

P5 Where a site has multiple street frontages, all service and vehicular access points must not be provided off the primary street frontage.

P6 Fire escapes and service doors must be seamlessly incorporated into the facade with quality materials.

5.1.5.9 Access

Objectives

O1 To prioritise pedestrian movements along Military Road, Rangers Road and Yeo Street.

Provisions

P1 No vehicular access is to be provided from Military Road or Rangers Road.

P2 Vehicular access should be provided from Military Lane.

P3 Despite P2, vehicular access may be provided from Yeo Street, subject to adequate demonstration that it will not create any adverse pedestrian conflicts.

P4 Where practical, commercial and residential vehicular access should be separated.

P5 All service access is to be provided from Military Lane.

~~5.1.5~~5.1.6 Grosvenor Lane Car Park

** This section has been informed by the Grosvenor Lane Planning Study 2014*



Diversity

P1 Provide a fine-grain of retail and other frontages at the interface with the public realm, including the public plaza, to maximise variety of uses.

P2 Provide opportunities for outdoor dining.

P3 Provide active frontages to the plaza and where possible to laneways.

Public Domain

P4 Create a public plaza on the current public car park site.

P5 Implement shared zones or widen footpaths where possible to improve pedestrian safety and amenity.

P6 Design plaza to be flexible and able to accommodate passive recreation and special events.

P7 Design of built form should facilitate the revitalisation and improvement of the public domain along Military Road.

P8 Upgrade adjoining laneways to complement the public plaza.

P9 Provide quality, active pedestrian links between Military Road and the public plaza.

Setbacks

P10 Set back buildings 1.5m at ground level on all street and laneway frontages.

Built Form

P11 Minimise the impact of development on the public domain and plaza.

P12 Minimise the impact of development on surrounding residential land.

P13 Podium of 10m (three storeys) to Grosvenor Street, with a setback of 3m above the podium.

P14 Mitigate noise from Military Road in design of through site link and built form.

Access and Parking

P15 Relocate public parking underground and provide additional public car spaces.

P16 Maintain existing laneway network or provide adequate alternative for small scale loading, short term parking and vehicular circulation.

P17 Loading facilities should not impact on amenity of plaza and should ideally be provided underground.

Public Infrastructure

P18 Upgrade or relocate Neutral Bay Community Centre as part of any redevelopment incorporating the existing site.

P19 Provide improved bus stop infrastructure on Military Road.

Heritage

P20 Protect and respond architecturally to heritage items within the area.