

Neutral Bay Town Centre Planning Study (NBTCPS)

Consultation Outcomes Report

PlanCom Consulting Pty Ltd

June 2023



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1. Summary

This document provides an overview of the preliminary stakeholder engagement undertaken on behalf of North Sydney Council to inform the Neutral Bay Town Centre Planning Study (NBTCPs or 'Study'). This consultation was conducted to inform the way forward in terms of a plan for the future of Neutral Bay prior to it being placed on public exhibition. During the next stage of engagement, the community will see an exhibited plan and will have the opportunity to provide further feedback including via formal submissions. The final agreed Neutral Bay Town Centre Plan will be decided by the elected members of Council.

The mechanisms to gather community perspectives at this stage included a survey and two in-person workshops. In advance of and in association with this consultation there has been considerable effort to ensure that members of the community are aware of the study. The process and the outcomes of this consultation are reported below.

A separate survey about the future of the community centre was conducted at the same time as this consultation but was not part of this consultancy brief.

In summary, the key themes of the 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.

With respect to the questions around open space and the community centre there were mixed views.

In relation to the draft options presented for Grosvenor Plaza, there was certainly interest in addressing some safety and amenity issues for the existing space. While some could see the benefits of Option B – Linear Plaza and Option C – Pedestrianised Plaza, there was concern about what this would mean in terms of changes to current ways in which they access and use the area. Some saw that with this promised open space would come changes to the surrounding built form, and these changes were of potential concern.

For preference on the location of the community centre there were mixed views but a clear preference that it remain on the northern side.

The acceptability of options in relation to height of buildings saw that six storeys was definitely accepted by most, with about half of the groups agreeing that up to eight storey was acceptable with some conditions. The increase in heights to up to 10 storeys was unacceptable to most workshop participants.

2. About the study

Neutral Bay town centre is a vibrant centre with local centre functions and has a valued village atmosphere. It is well connected to both the Sydney and North Sydney Central Business Districts and the Northern Beaches. It historically has been a popular area for people to live, work, shop, and visit.

Council considers that a planning study is needed for this area at this time as there is a decline in local jobs under the current planning controls and increasing pressures on public domain and community facilities. This is considered to be a potential threat to the vibrancy and diversity of the area. Neutral Bay town centre is also subject to significant development pressure with proposals that exceed the existing planning controls.

Below is a map of the area of interest for this study.



Figure 1. Study Area

Issues needing to be guided and managed through the development of a planning framework included:

- decline of commercial spaces
- insufficient public spaces and facilities
- development pressure.

Between 2018 and 2021, Council had prepared a Planning Study for the Military Road Corridor (MRCPS) focussing on the Neutral Bay town centre. The study was endorsed by Council in February 2021. On 24 January 2022, Council resolved to rescind the study in response to community concerns. They decided to prepare a revised Neutral Bay Town Centre Planning Study (NBTCPS) to better balance development height and the provision of additional public spaces and facilities. This study is as per that direction from the elected Council.

3. About the consultation

PlanCom Consulting was engaged to assist Council with conducting the preliminary community and stakeholder engagement to inform the draft Study.

Council wanted to get genuine community input, and early input, most especially in the face of the previous MRCPS that was rescinded mostly due to community response. The request from Council was for *“a revised recommendation that has a better balance between development and height and the provision of additional public open space.”*

The consultation at this stage was to meet this requirement and to build on the outcomes of the previous engagement for the MRCPS. Engagement with the community was needed to assist Council with the purpose of the study which was to:

- guide future development proposals within the centre which may include targeted modest increases in height and density while retaining the village atmosphere
- better manage development pressures within a consultative and informed development framework
- create an opportunity to improve the public domain and local facilities and have Council strike the right balance between public benefits and any additional density or building height identified in the Planning Study
- retain and strengthen the employment opportunities within Neutral Bay town centre

The objective is that the NBTCPs establish a vision and basis to proactively guide future redevelopment and renewal in the centre. The intent is to provide a framework and context against which individual planning proposals will be assessed and guided, and public benefits identified and leveraged from the value uplift that is generated from new development. The potential outcome is greater certainty for both the community and the proponents of new development.

The current consultation involved:

- **February 2023** - drop-in information sessions to inform the public of the next steps involved in developing the study.
- **April/ May 2023** - a survey, conducted by a mix of intercept random respondents at the Neutral Bay town centre and self-elected online respondents via the Your Say web page to get community perspectives on the planning study and registration of interest in participating in workshops
- **May 2023** - two in-person workshops to get feedback on the potential building heights and other open space proposals.

4. The Survey

A survey was available on Council's Your Say Neutral Bay Town Centre Planning Study webpage. This survey period ran 14 April to 11 May 2023.

The survey (and workshops) were promoted via advertisements and signage within the town centre, and Facebook and Instagram promotion as well as e-newsletters.

The intercept surveys were conducted by Plan Com Consulting (in April) and Council (in May) in a few different places within the Neutral Bay town centre including bus stops on Military Road, but mostly the surveys were capturing people at the entrance to the shopping centre at the Grosvenor Lane car park. These surveys were conducted on Saturday 1 April 2023 (morning) and Thursday 13 April 2023 (lunch time) and Wednesday 3 May (lunch time).

Through all means of promoting the survey there was a desire to encourage participation from younger age groups that are usually not so well represented in consultations conducted by Council.

Promotion to ensure wide participation included:

- Social Media, including:
 - Facebook (2 posts)
 - Post 1 (14 April) – 5,980 reach, 5,780 impressions, 384 engagements
 - Post 2 (8 May) – 1,498 post impressions, 1,410 reach, 46 engagements
 - Instagram (2 posts)
 - Post 1 (14 April) – 1,956 impressions, 1,806 reach, 59 engagements
 - Post 2 (8 May) – 32,031 impressions, 14,819 reach, 60 engagements
 - Twitter (14 April)
 - 152 impressions, 9 engagement, 5 detailed expands, 3 link clicks
 - LinkedIn (9 May)
 - 858 impressions, 14 reactions, 19 clicks, 3.85% engagement rate
- Council's Customer Service TV Screen
- Digital advertisement on the Orpheum Billboard along Military Rd
- Posters on the following Signage Noticeboards - Stanton Library, Neutral Bay Community Centre, North Sydney Community Centre
- Bus Shelter Noticeboards along: Watson St Interchange (Stand A and B), Neutral Bay Public School, Shell Coles Express Cremorne, Ted Mack Civic Park
- Various cafes/restaurants in and around the Neutral Bay town centre - posters were displayed or distributed with the request that they be displayed, this included Bourke St Bakery and ViTo Gelato & Café
- Council E-newsletters - including Council E-news, Business E-news and Precincts E-news
- Direct notification - Precinct Committees, Neutral Bay Progress Association, Cremorne Conservation Group, the Streetscape Committees, Neutral Bay Public and Redlands Schools.



Signage at the Orpheum Billboard along Military Rd

4.1 Participation

The survey attracted 212 responses that have been reported below.

Of these, 143 were through Your Say. There were 68 responses that were gathered through the intercept survey. Most responses were completed online via the Your Say page. The intercept surveys were in-person and were completed with the respondent.

Note: Some questions were refined prior to it being launched online and between the first and subsequent intercept surveys. While the first survey was used to recruit people to attend the workshops not all responses from the first intercept survey have been captured below, due to adjustments to the questions.

Of those participating in the survey and indicating a gender, 120 were women and 86 were men. Ages range of respondents were as follows.

Age	Number of respondents
Under 18	1
18-29	18
30-49	55
50-69	93
70+	45

4.2 Format

The questions are outlined below as part of the presentation of the survey findings. In summary, the questions included the following:

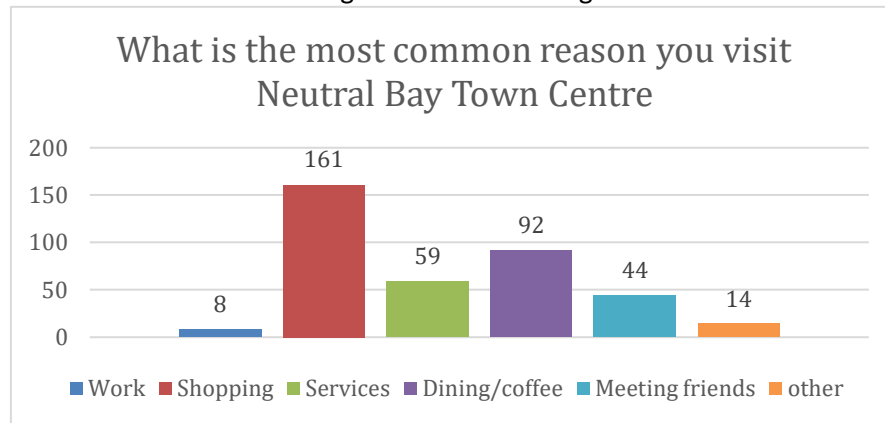
- Reasons for visiting Neutral Bay town centre
- How often they visit
- How they travel to the centre

- Attitude to
 - trees and landscaping
 - access to the town centre
 - safety and comfort
 - height increase connected to additional public spaces
 - development
 - employment/space for business
 - community facilities and infrastructure
 - public spaces for events

4.3 What we heard

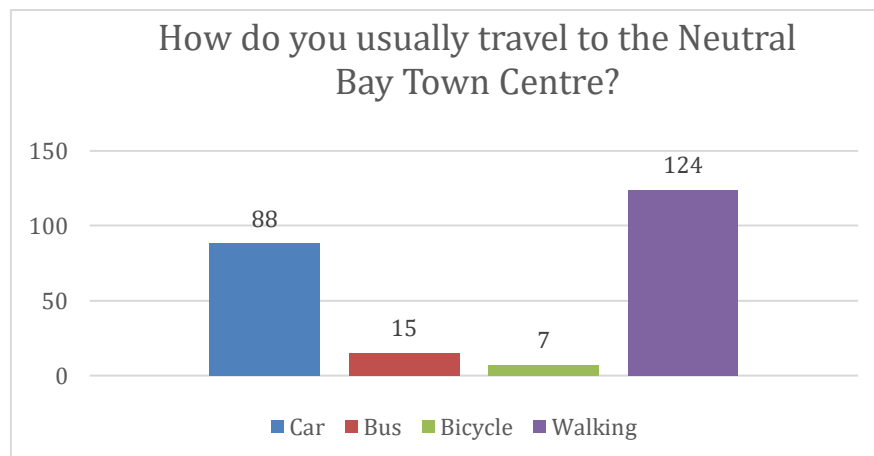
4.3.1 Reason for Visiting

For most people the most common reason for visiting the town centre was to shop with dining and coffee being an additional or alternative reason for half of the respondents. About a third were accessing services or meeting friends.



4.3.2 Mode of Travel

Of those responding to the survey most seemed to walk to Neutral Bay although it is likely some drive on occasions and walk on others. A relatively small number (15) arrive or transfer through Neutral Bay town centre via bus and an even smaller number use a bicycle.



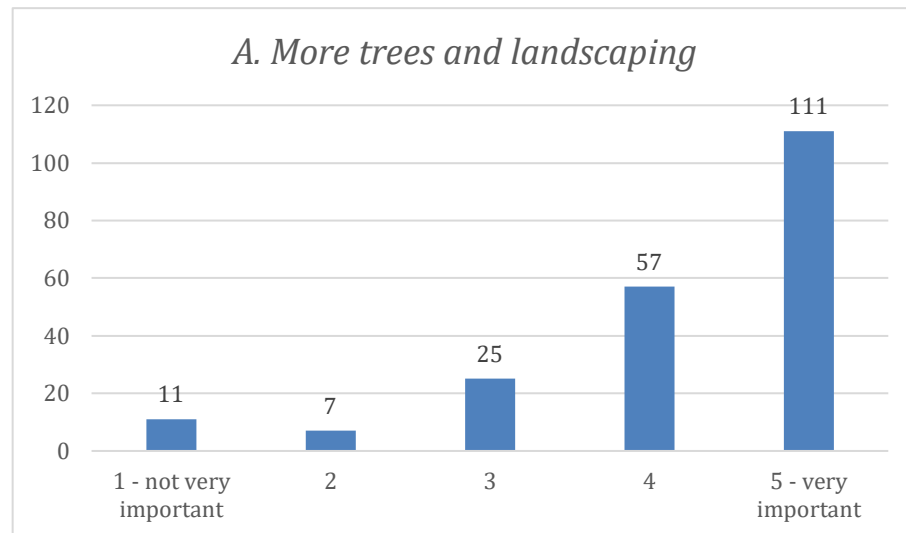
4.3.3. Frequency of Visiting

The next part of the survey sought responses on how often they visited. Most respondents came to Neutral Bay town centre daily or more than twice a week, in fact this was true of 158 respondents of which 76 came daily. Only 11 visited once a month or less.

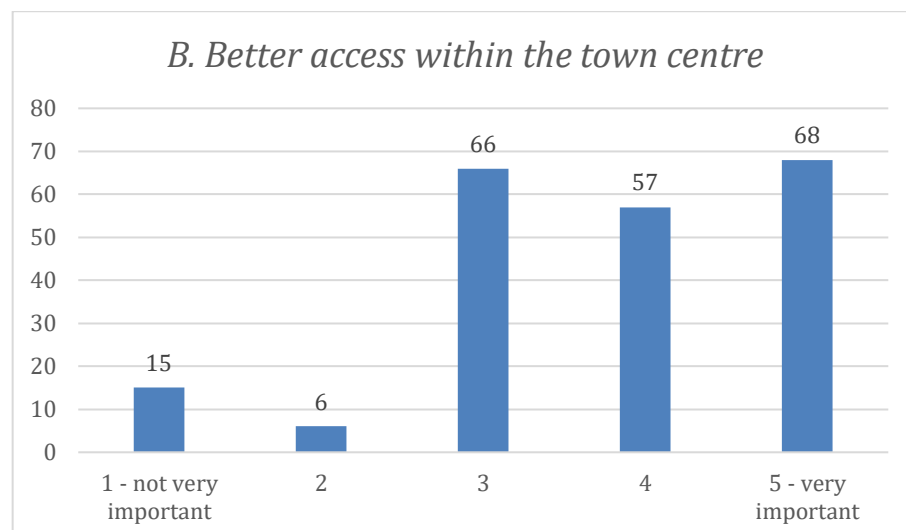
4.3.4 Ranking of Planning Considerations

Survey respondents were invited to rate the following planning considerations for the future of the Neutral Bay town centre on a scale with 1 being “not important” through to 5 being “very important”.

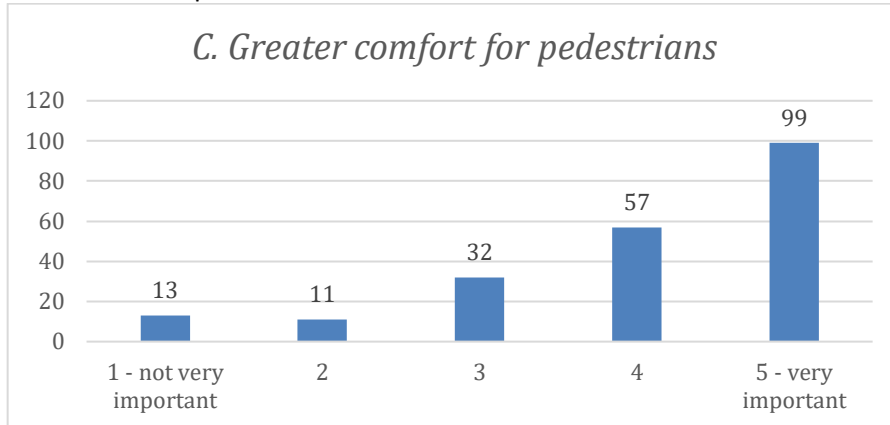
- A. Trees and landscaping** - There were very strong feelings about the importance of trees and landscaping with 168 respondents ranking this as very important or important. This would appear to be a non-negotiable element of the future plans for Neutral Bay.



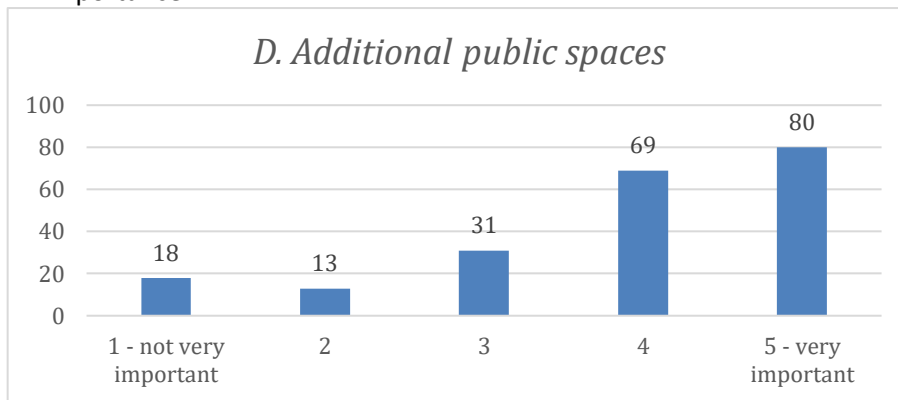
- B. Access within the town centre** - Similarly as represented in the chart below better access within the town centre was ranked with a degree of importance for 125 respondents. Only 21 considered that it was not important and the 66 that ranked this at '3' may have not been sure about the possibilities available in terms of improved access.



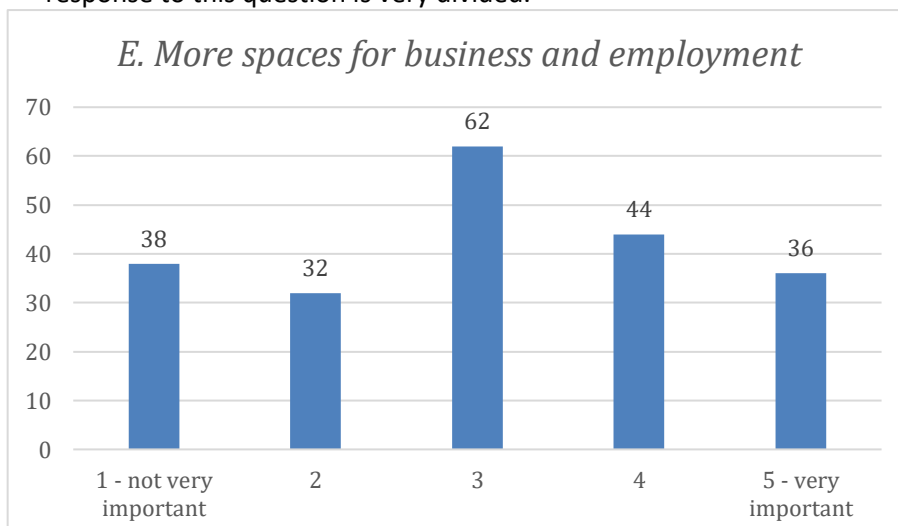
C. Comfort for Pedestrians - Given the high number of people walking to the centre it is not surprising that comfort for pedestrians ranks highly with 156 respondents considering this to be important.



D. Additional public spaces - There was also some passion for the need for additional public spaces with 149 respondents considering this to be worthy of ranking with a level of importance.



E. Spaces for business and employment - People were considerably more neutral about whether there is need for more spaces for business and employment with 62 in the middle or neutral in response to this question. On the 'not important' side of the scale we had 70 and on the 'important' side of the scale we can see 80. It is apparent that the response to this question is very divided.



5. The Workshops

The composition of participation at the two workshops was designed to be different. The first workshop open to community members targeted a mixture of demographics and perspectives. The second workshop was open to two representatives from twelve selected community groups, including Precinct Committees.

Workshop	Date	Attendees
1	24 May 2023	32
2	30 May 2023	21
Total		53

There was considerable effort to make both the workshops accessible to a range of participants. Each workshop started at 6pm which is generally after core work hours and participants were offered a meal and other refreshments. In addition, the provision of a token financial incentive was offered. This can serve to offset the cost such as that associated with childcare and travel should this be a deterrent for attendance.



The intercept survey, along with other advertising around the community, led to the workshop being able to include local residents and visitors to the Neutral Bay town centre who might not normally participate in consultation and might not otherwise learn about it by visiting the Council's Your Say page. From this targeted outreach, people had the opportunity to register their interest via the intercept survey or the online survey. That is, the surveys not only gathered the data shown above but served to recruit people for the first workshop. Participants were selected by Plan Com Consulting via these registrations of interest.

Once recruited, care was given to support their participation. There was pre-workshop information provided, which participants were encouraged to read in advance of attending. A copy of this information is provided as Appendix B. There were also regular reminders to the selected participants via emails, texts (SMS) and phone calls prior to the respective

workshop. All of those accepting our invitation attended on the evening of the workshop, with only one late withdrawal due to being a close contact of someone with Covid.

The selection of participants for the first workshop was toward a representative, demographic mix amongst those participating. Recruitment also considered the attendees' responses to the survey with the desire to seek to involve people with different viewpoints. The aim was to have diversity of perspectives in relation to future development in addition to a gender and age mix.

5.1 Participation

Workshop 1 – Targeted participation

The workshop sought to involve at least 25 participants and successfully recruited 32 participants, with a mix of ages and genders similar to those of the Neutral Bay and Cremorne statistical areas. The larger recruited group was to allow for potential no shows. There were two additional 70+ year old attendees to those in the original recruited pool.

While not part of the questions for recruiting participants, it was hoped that there would be a spread of representation of people who were born overseas, spoke a language other than English at home and a mix of those who rent in the area and those owning their own home. Participants were asked about these additional demographic characteristics in an evaluation following their participation in the workshop.

Based on the statistical areas of Neutral Bay and Cremorne using the ABS Census 2021 a desired age and gender profile for the demographically recruited workshop of 30 people was developed.

Demographics for Workshop One

Characteristic	Neutral Bay/ Cremorne	Demographic Profile	Make-up of the workshop
Age mix	Median age is 39 15-29 – 17% 30-49 – 35% 50-69 – 19% 70+ - 12% (not 100% - under 15's not included)	Ideal profile - 30 people 18-29 - 6 30-49 - 13 50-69 - 7 70+ - 4	Actual participation 18-29 - 4 30-49 - 10 50-69 - 10 70+ - 8 (70+ comprised 2 late additions not turned away)
Gender	50.2% female	15 women, 15 men	15 women, 17 men
Ethnicity	67.5% born in Australia and 26.5% born overseas	21 born in Australia 9 overseas	27 born Australia 3 born overseas 2 undisclosed
Language	78.8% speaking English only at home	24 English only 6 speaking other languages	25 English only 6 speaking other languages 1 undisclosed
Households renting	47.2% Renters	14 renters 16 own a home (with or without a mortgage)	4 renters 27 own a home 1 undisclosed

While there was, as there often is, an over-representation of those aged 50+, the workshop did successfully have almost half of the participation of people under the age of 50. There were roughly equal men to women.

On the other criteria, there were a representative number of people speaking a language other than English at home, and some born overseas. Unfortunately, renters were not well represented at the workshop, with only 12.5% of attendees being renters, despite the fact that 47.2% of residents in Neutral Bay are renters.

Workshop 2 – Community representatives

The second workshop, was held one week later than the first, and targeted community groups and schools. A letter was drafted and distributed to various organisations and local groups situated in and around the study area. These included community leaders and precinct committees identified by the Council, as well as two identified schools.

The following is a list of the groups invited and attending the workshop.

Precinct/Organisation	Attendance
Neutral Bay Chamber of Commerce	2
Brightmore Precinct	2
Neutral Bay & Cremorne Progress Association	2
Harrison Precinct	2
Willoughby Bay Precinct	1
Neutral Precinct	2
Parks Precinct	2
Neutral Bay Streetscape Committees	1
Cremorne Streetscape Committees	1
Cremorne Conservation Group	2
Neutral Bay Community Centre	2
Redlands School	2
Neutral Bay Public School	0

5.2 Format

The same format/agenda was used for both workshops (with some minor variations to allow more time and these have been described). The workshops were designed to have Council provide some background information about the Study and planning considerations. It was also designed to be highly interactive and provide opportunity for participants to contribute responses to a series of questions, and to hear from other community members.



A copy of the slides presented in the workshop are attached as Appendix A.

The workshops were facilitated by PlanCom Consulting with input from Council senior staff. Council staff supported the small group sessions for the workshop.

Each workshop session lasted just over two and a half hours. On reflection and in review of the evaluations, the workshop duration could have been longer. However, balancing participants' availability and their commitment, especially considering full-time work, posed a challenge.

The workshop objectives as presented to participants was to:

- work with stakeholders to assist with the preparation of the Centre draft Planning Study
- build on earlier consultation and acknowledge the needs and aspirations identified
- obtain feedback on the draft design options to help Council develop a preferred option that will be placed on exhibition

The workshop agenda was as follows:

- **Introduction** - purpose
- Presentation from Council - about the Planning Study and preliminary survey outcomes
- Community Aspirations (first workshop only)
- **Section one – Open Space considerations**
Presentation around the Open Space options
 - Grosvenor Plaza
 - Rangers Road PlazaActivity – pros and cons of the Grosvenor Plaza options
Presentation of the Community Centre location and Community Centre survey outcomes (conducted separately to this consultation)
Activity – discussion of location and preferences
- **Section two – Building Height**
Presentation of the scenarios
 - Existing and three potential future scenariosActivity – discussion of the various options (pros and cons)
- **Section three – Other matters**
 - Topics of interest - traffic, parking, pedestrian movement, village atmosphere and viability, plus 'other' issues (raised by participants).
- Summary and close

5.3 What We Heard

The workshops asked for responses to a range of questions. Below is the responses recorded from the small group activities conducted. The information is presented based on the outcomes of the activities, and a summary of the gathered feedback is provided at the end of each section.

5.3.1 Community Aspirations

The first activity for the first workshop involved three questions and people moved through the questions in different group configurations as part of three rounds. Note: This activity was not carried into the second workshop in the interest of time - the necessity of allowing participants more time to discuss the specific questions around height and open space.

The questions were:

1. What is it you most like about Neutral Bay town centre that you want to see retained in future?
2. If development is to occur, what do you want to be sure occurs in conjunction with this development
3. What do you hope that Neutral Bay town centre will look like in 20 years time

Information from six groups has been consolidated below, including the number of mentions of the same points (maximum 6).

Question 1 – What is it you most like about Neutral Bay Town Centre that you want to see retained in future?

- | | |
|---|---|
| • (Mature) Trees (3) | • Feeling safe |
| • Existing shops – tenants (3) | • Nothing – no layout, not car park |
| • Quick / easy car parking (2) | • Plantings and greenery |
| • Sunshine – minimal shade (2) | • Historic architectural buildings on Military Rd |
| • Alfresco dining and living (2) | • Outdoor seating |
| • Village like atmosphere (2) | • Range of services and providers |
| • Small shops and small business (2) | • Artisan/speciality shops |
| • Accessibility – walkability (2) | • Not over developed (yet) |
| • Ease of access to public transport (2) | • Low rise |
| • Diversity | • No malls |
| • People | • Grosvenor St car park |
| • Character | • Size vs. Scale of carpark |
| • Dwell spaces | • Solar access |
| • Access across Military Rd | • Ease of access – foot, public transport, car |
| • Loading zones | • Human scale |
| • Keeping small businesses | • Has all the shops you need |
| • Vitality (energy and humanity – it's the hub of Neutral Bay) | • Meets your basic needs |
| • Variety of restaurants/cafes – retain those along Military Rd and Waters Rd | • Like the height at moment |
| • Easy accessibility to everything you need | • Open, unique, spaces, good access |
| | • Delivery access for shops |
| | • Community centre with toilets |

Question 2 – If development is to occur what do you want to be sure occurs in conjunction with this development?

- | | |
|--|--|
| • More trees / landscaping (2) | • Rebirth |
| • Solar access i.e., not dark spaces with no sunlight in winter (2) | • Improved parking – better, more |
| • Taking residents views into account/incorporating community wishes (2) | • More open space |
| • Harmonious | • Have both Woolies and Coles to drive competition |
| • Not a plaza, it is a car park! | • Landscaping to reduce wind tunnel effects |
| • Retain mixed business | • Walkway (overhead) connecting both sides of Military Rd. More than just like the one at Redlands |
| • Mix of residential, shops, car park | |

- 24/7 clearway on Military Rd without compromising foot traffic to shops – can shops be set back further from Military Rd to improve accessibility
- Improving general streetscape
- Leafy green trees and ground
- Toilets
- High quality design as a competition
- Connection of the two precincts on both sides of Military Rd
- No wind tunnels like North Sydney
- Water fountains i.e., filtered water/public fountain
- Wide pedestrian flows and no gutters and street lines like Roma piazzas
- Way finding/street signage
- Subterranean Military Rd car parking access through both sides
- Sympathetic buildings heights and shapes rational topography
- Retain remaining historical architectural frontages
- Plenty of outdoor public spaces with sunlight and landscaping
- Pedestrian friendly
- No high-rise
- Better pedestrian and vehicle system
- Account/plan for the additional people from the new units
- Restrict the number of new units
- Retain support for small business
- Public space
- Dining area – bring together community feel
- Carparking – easier access
- Improved access to public transport – traffic and pedestrian flow
- Small businesses – taken care of – access remain, supporting
- Support Artisan businesses environment whilst building in progress
- Constant community engagement
- Plaza
- Quality open space
- Voluntary Planning Agreement that gets a lot for community
- Design Excellence Review – quality architecture
- Traffic flow review
- Parking for young families



Question 3 – What do you hope that Neutral Bay Town Centre will look like in 20 years time?

- Vibrant/Village atmosphere (3)
- Connection/Bridge across Military Rd (2)
- All parking underground (2)
- Mix of small business and larger businesses (2)
- The heritage sense is retained and all buildings are heritage frontage/contemporary look that become heritage (2)
- More landscaping, gardens, trees, grass (2)

- Similar to today greener + open space (2)
- Open space – Light and air
- Thriving small business
- Community
- Not overcrowded
- Match building height
- Green and sunny
- Easy to move around for pedestrians
- Vibrant, successful centre of community activities and owner-occupied shops
- Underground services (power and no telegraph poles)
- Max building height of 5 levels/floors
- Minimise shadow impact
- Not like Chatswood/St Leonards
- 24 hour public space
- Easy to walk around – surfaces are same/similar, ground cover is even and well spaced
- Quality materials for weathering well
- Timeless elegance
- No more good or heritage buildings to be knocked down
- Free parking for locals
- No wind tunnel / high rise along Military Rd
- Sunny all year
- More open space
- Quality buildings – sustainable and look good
- Examples of good – Lane Cove Canopy, Mosman
- Reduced traffic congestion
- Better public transport
- Better pedestrian flow
- Nothing like St Leonards or North Sydney – more like Mosman, not high rise
- Reduction of traffic flow through Military Rd
- More sunlight
- Vibrant public spaces
- Individual boutique shops, restaurants - street frontage access
- Hopefully nothing like today
- Not slick/Corporate
- Environmentally friendly
- Pedestrians have won over the cars
- Really high quality design (the future heritage)
- Tram to city

5.3.2 Open Space and Community Centre

Prior to the discussion, there was a presentation by Council staff on a range of related topics including:

- Existing development pressure
- Maintaining Commercial/Retail Floor Space
- Parking Traffic.

Open Space

Options for Grosvenor Plaza (Options A, B and C) and Rangers Road (Options A and B) were explored.

Within small groups, participants were asked to provide feedback on the positives and negatives of the draft Grosvenor Plaza (open space) options. The options being:

- No change to the current situation
- Option for Linear Plaza
- Option for a pedestrianised plaza

The responses from a total of 11 groups (6 from the first workshop and 5 from the second workshop) are contained in full in Appendix C and a summary of the positives and negatives of the three options is outlined below.

Summary of Discussion

Option A - No Change	Option B - Linear Plaza	Option C - Pedestrianised Plaza
Positives		
<ul style="list-style-type: none"> • There was a lot of interest in retaining the easy car access/parking for a quick shop. • People appreciated that there was a diversity of business and variety of small specialty shops beyond those that you might get in other places • The no change was considered to involve no cost and no disruption • There was also interest in maintaining the sun • At the same time there were some who did see positives in there being no change 	<ul style="list-style-type: none"> • Improved access including drop off loading zones/deliveries for vehicles/community bus/accessible parking/more parking • It preserves diversity of small businesses • Large increased open and pedestrian space with more green space and greenery • Prioritises pedestrians safety and better disability access • Better through link to Military Road • Community centre moved and accessible • More meeting places • EV charging 	<ul style="list-style-type: none"> • Safer for families and all ages and pedestrians • Improved access and less traffic congestion and cars • More open green outdoor space, public space, greenery and meeting places - potential for events • Will attract better/quality businesses and range including more cafes • Better design of buildings • Double sided retail • More safe above ground car parking • underground carpark and staged works will be important • Community centre moved and accessible • Sense of place and community • EV charging
Negatives		
<ul style="list-style-type: none"> • Some considered it a missed opportunity if there was no change • Cars are the priority over pedestrians -danger of the current car park, traffic and truck movement. • Some considered it to be aged and unattractive with no public space or places to sit and dangerous lumpy ground • Insufficient parking despite the two car parks, durations are not sufficient or needs to be a mix - no change to parking and loading zones. • There is a lot of traffic/congestion waiting for parking • It is noisy, smelly and dirty and not contributing to the village atmosphere • Poor retail activation • Development happens anyway so that there will be change. 	<ul style="list-style-type: none"> • It was considered that there was still safety risk for families as it is confused as mix of pedestrians and cars • There is a lack of shelter – it is rain exposed • The cars remain in the public space • Concern about congestion and reduced access to and from and through adjoining roads • Difficult access for south-side businesses (deliveries) • Less parking above ground • Disruption to area and businesses during development • Building heights and possibly reduced sun 	<ul style="list-style-type: none"> • Some considered this to be a suitable option • There was concern about shop/business deliveries and easy access to shops • Concern about overshadowing and lack of sun • Potential for traffic bottlenecks • Need to plan for community safety • Potential for large corporate encroachment • Too much parking at grade (Waters/Grosvenor Lane) • Concern about disruption • Less above ground accessible parking

Community Centre

There was a presentation about two potential locations for the community centre followed by small group discussion around these locations.

While there were some groups who did not seem to be concerned about the location for the community centre, those that did have a preference considered that it would be better on the northern (current) side as it would:

- Represent no change and continuity for existing users, i.e. it is what the community is familiar with
- Is near the main shopping hub and greater variety of shops and coffee shops
- Allow for parking on the ground level
- Provide for easy drop-off, walk in access and disability access (both sides were considered to have disability access)
- Be accessible to more services including public toilets, existing car park and public transport
- Have access to fresh air/sunlight and adjacent to open plaza/green space and complements this
- Be used by wider demographic and more programs
- Be Council owned
- At the heart of Neutral Bay - it feels more like the centre

The concerns about this location and potential support for the southern location includes:

- The need to cross Military Road - need for better links across Military Road; no pedestrian crossing at Rangers Road
- Current centre is hard to find with steep, narrow path access and footprint not conducive to all activities
- There needs to be a new centre and a question about whether the southern side allows for this along with lift access
- Living through construction if redevelopment proceeds
- South is same side as Post office
- Parking more difficult on southern side and no Council car park or parking at grade
- Public transport is not as good

5.3.3 Building Height

Prior to initiating the discussion, Council presented four potential options to the participants. Subsequently, the small groups discussed the advantages and disadvantages of each of the options. They were also asked to indicate if they thought the options were acceptable or unacceptable and why.

Options discussed were:

- Option A: Existing LEP Heights (up to 5-storeys)
- Option B: Up to 6-storeys
- Option C: Up to 8-storeys
- Option D: Up to 10-storeys



On the question of whether the options were acceptable, the results were as follows:

Group response	A: Existing LEP Height	B: Up to 6-storeys	C: Up to 8 - storeys	D: Up to 10 - storeys
Option acceptable	8	7	5	0
Option not acceptable or maintainable	2	2	3	8
Option possibly acceptable with conditions	1	2	1	1
Undecided or split			1 - split -leaning to not acceptable 1 – no registered response	1 – no registered response

Reasons for responses to the various options were as follows:

Group	A: Existing LEP Height	B: Up to 6-storeys	C: Up to 8 -storeys	D: Up to 10 -storeys
WORKSHOP 1				
1	Acceptable	Acceptable - with genuine material benefit to community if higher buildings permitted	Not acceptable <ul style="list-style-type: none"> • Do not wish Crows Nest/St Leonards style development • Wind and loss of solar access • Excessive density- already not enough public space 	
2	Acceptable <ul style="list-style-type: none"> • Solar access • Current look/feel 	Possibly Acceptable <ul style="list-style-type: none"> • Sets a precedent 	Acceptable with conditions <ul style="list-style-type: none"> • Supply community housing • Building envelope • Floor space • Design excellence 	Not Acceptable <ul style="list-style-type: none"> • Solar loss • Wind • Precedent
3	Acceptable <ul style="list-style-type: none"> • We already have what we have and its ugly and old • We know what we get 	Acceptable <ul style="list-style-type: none"> • Already there in Cremorne and already have coming • What do we get? 	Acceptable <ul style="list-style-type: none"> • What do we get? 	Not Acceptable <ul style="list-style-type: none"> • Fraught with overdevelopment and no solar protection • What do we get?
4	Not acceptable <ul style="list-style-type: none"> • A-C Discussion not conclusive 	Not Acceptable <ul style="list-style-type: none"> • Not much difference as A - No • A-C Discussion not conclusive 	No response registered <ul style="list-style-type: none"> • More community benefit. • Reverse solar analysis needs to be conducted and an urban built form analysis to determine the best outcome. • Additional height could be acceptable if solar protection provided. • Not enough information provided. • Provide solar impact, view studies, urban analysis. 	

Group	A: Existing LEP Height	B: Up to 6-storeys	C: Up to 8 -storeys	D: Up to 10 -storeys
5	Acceptable	Acceptable <ul style="list-style-type: none"> Allows for commercial space Fits better with the current built environment 	Not Acceptable <ul style="list-style-type: none"> Creep issue (Precedent) Loss of human scale Does not fit with character Possible loss of community feel Sunlight loss On-street parking issues Crime Prevention Through Environmental Design (CPTED) Issues 	
6	Acceptable	Acceptable <ul style="list-style-type: none"> Must be aesthetically pleasing and functional i.e., good design What is best practice 	Acceptable <ul style="list-style-type: none"> Must be aesthetically pleasing and functional i.e., good design What is best practice 7-8 storeys our preference 	Not Acceptable <ul style="list-style-type: none"> Traffic impacts Shadowing Impacts on public schools/services
WORKSHOP 2				
1	Acceptable <ul style="list-style-type: none"> Plaza 	Acceptable <ul style="list-style-type: none"> If there is a public plaza No overshadowing of residential Concerns by some over benefit derived for seven metre uplift from Option B - More detail required 	Acceptable <ul style="list-style-type: none"> Too intense Overshadowing Services and facilities being over stretched 	Not Acceptable <ul style="list-style-type: none"> Plaza
2	Acceptable although <ul style="list-style-type: none"> limited public “extras” e.g., new community centre/plaza 	Sounds reasonable but <ul style="list-style-type: none"> only in exchange for genuine public benefit and subject to no overshadowing of residences 	Not Acceptable <ul style="list-style-type: none"> Too high Lose village feel 	Not Acceptable <ul style="list-style-type: none"> Too high Will lose village feel

Group	A: Existing LEP Height	B: Up to 6-storeys	C: Up to 8 -storeys	D: Up to 10 -storeys
3	Acceptable <ul style="list-style-type: none"> • Low limit that developers will push • Open sky • Village feel 	Acceptable <ul style="list-style-type: none"> • Keep space for small businesses 	Leaning to Not Acceptable - but not conclusive <ul style="list-style-type: none"> • Lose village feel • Cumulative effect on traffic from greater density 	Not Acceptable <ul style="list-style-type: none"> • Open plazas become wind tunnels • Cumulative effect on traffic from greater density
4	Acceptable <ul style="list-style-type: none"> • Village atmosphere, less overshadowing, less extra traffic • Modelled by Transport for NSW 			Not Acceptable - (1 considered it acceptable) <ul style="list-style-type: none"> • Not acceptable <ul style="list-style-type: none"> - sets a precedent for every site - traffic can't handle it, public transport can't handle it • Acceptable - Rejuvenation, Public benefit, Why not 20 storeys?
5	Not maintainable <ul style="list-style-type: none"> • Government pressure to build more residences • Standard already set with prior approvals • Affordable housing possible • Not acceptable for traffic congestion reasons 	Acceptable - 21m <ul style="list-style-type: none"> • Already building of this type in area so standard already set • Include affordable housing • Not acceptable for traffic congestion reasons 	Acceptable 28m <ul style="list-style-type: none"> • Subject to no overshadowing, seating out, no loss of amenity for residents, parking, floor space ratio, infrastructure • Better outcomes for overshadowing with step backs • Should have enough uplift to fund same size community centre and more open space • Include affordable housing • Not acceptable for traffic congestion reasons 	Not Acceptable 35m <ul style="list-style-type: none"> • Councillors lose seats • Need more open space • Not acceptable for traffic congestion reasons

5.3.4 Other Matters

Below is information gathered as part of a brief discussion on these topics in the second workshop. Note: The first workshop did not have time for this activity due to the additional initial activity as reported in Section 5.3.1.

The additional topics and responses were:

Topics	Responses
Traffic/Parking	Additional traffic concern with density Public transport will not cope Additional demand on parking Space for EV parking
Village atmosphere & Retail vitality	Encourage small business History/heritage Unique character of centre
Pedestrian Movement	Not everyone can walk Military Road divide – over or underpass Safety Pedestrian priority/focus Access from public transport
Additional Issues (added by participants)	
Access	At top of the hill disability access smooth pavements waiting areas for buses and pedestrians
Public Access to Views	tall buildings get great views, which all become privatised (and make money). it would be great to get public space - restaurants, roof top bars - that give everyone a reason to be happy about a tall building. Military Road is on the crest.

Appendix A - Workshop Presentation Slides



Stakeholder Workshop

Wednesday 24 May 2023

Neutral Bay Town Centre Planning Study

Workshop Objectives

- To work with you to assist with the preparation of the Neutral Bay Town Centre Planning Study
- To build on earlier consultation and acknowledge the needs and aspirations identified
- To obtain your feedback on the draft design options to help Council develop a preferred option that will be placed on exhibition



Welcome

Staff Attendance

North Sydney Council

Marcelo Occhiuzzi
Director Community, Planning and Environment

Neal McCarry
A/Manager Strategic Planning

Jing Li
A/Team Leader Design

Wendy Lam
A/Senior Strategic Planner – Urban Design

Solmaz Khabir
Strategic Planner – Urban Design

Jenny Gleeson
Manager Corporate Planning and Engagement

Sam Clark
Community Engagement Specialist

PlanCom (Consultant)

Margaret Harvie
Director, Community Engagement

Julian Ardas
Director, Environmental Planning



An inclusive dialogue

Please remember to listen and respect people's perspectives even if different to your own



Introduction

Consultation Outcomes

Section One: Open Space & Community Centre

Break

Section Two: Building Height

Section Three: Other Topics

Summary

Military Road Corridor Planning Study (MRCPS) - *Rescinded*



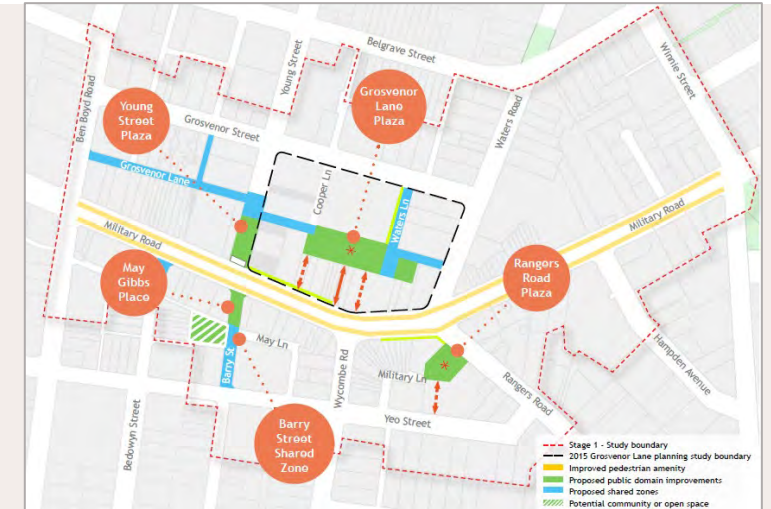
Military Road Corridor Planning Study

- Feb 2018 – commenced
- Feb 2021 – adopted
- Jan 2022 – rescinded



Proposed building heights

- Majority of the mixed-use zones: 6 storeys
- Key sites: up to 12 storeys



Proposed public space opportunities

- Two plazas (Grosvenor Ln and Rangers Rd)
- Shared zones
- Footpath widening
- New through site links
- New art alley
- New community centres

MRCPS Community Consultations



3 Community consultations

1. Early Engagement Survey (Jul – Aug 2018)
To identify risks, opportunities and community values/aspirations.
2. Public Exhibition – Objectives and Ideas and Analysis Discussion Papers (Aug – Sept 2019)
To inform the development of a preferred outcome.
3. Public Exhibition – Draft Future Direction Discussion Report (Apr - Jul 2020)
To provide an update and obtain feedback to inform the final 'MRCPS – Stage 1.'



1,200 Total community responses

MRCPS Community Consultation

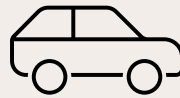
What Council heard from the community



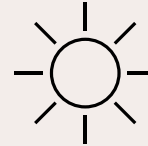
Building Height /
Density



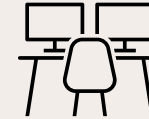
Village
Atmosphere/
Heritage Character



Parking and Traffic
Impacts



Solar Access



Demand for additional
non-residential floor space

Neutral Bay Town Centre Planning Study (NBTCPS)

Revised Planning Study

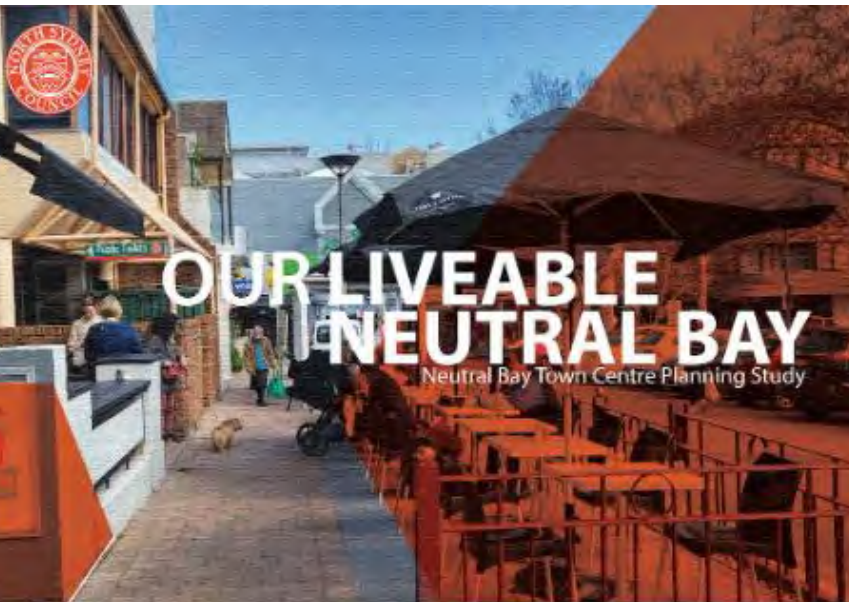
On 24 Jan 2022 – MRCPS was rescinded.

Council Resolution:

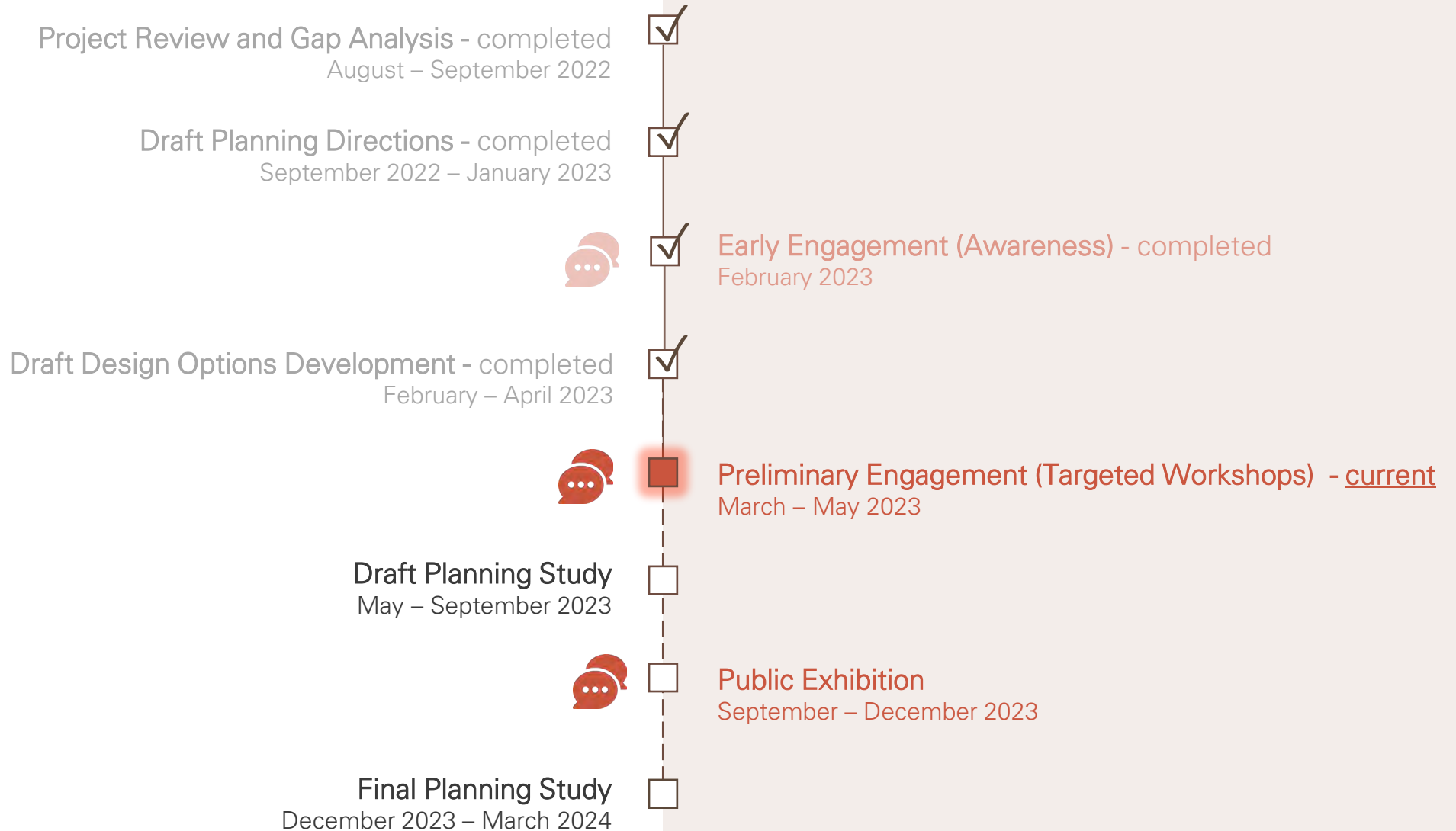
“ ...engage with the community and relevant stakeholders to prepare a revised planning study that has a **better balance** between development height and the provision of additional public open space.

”

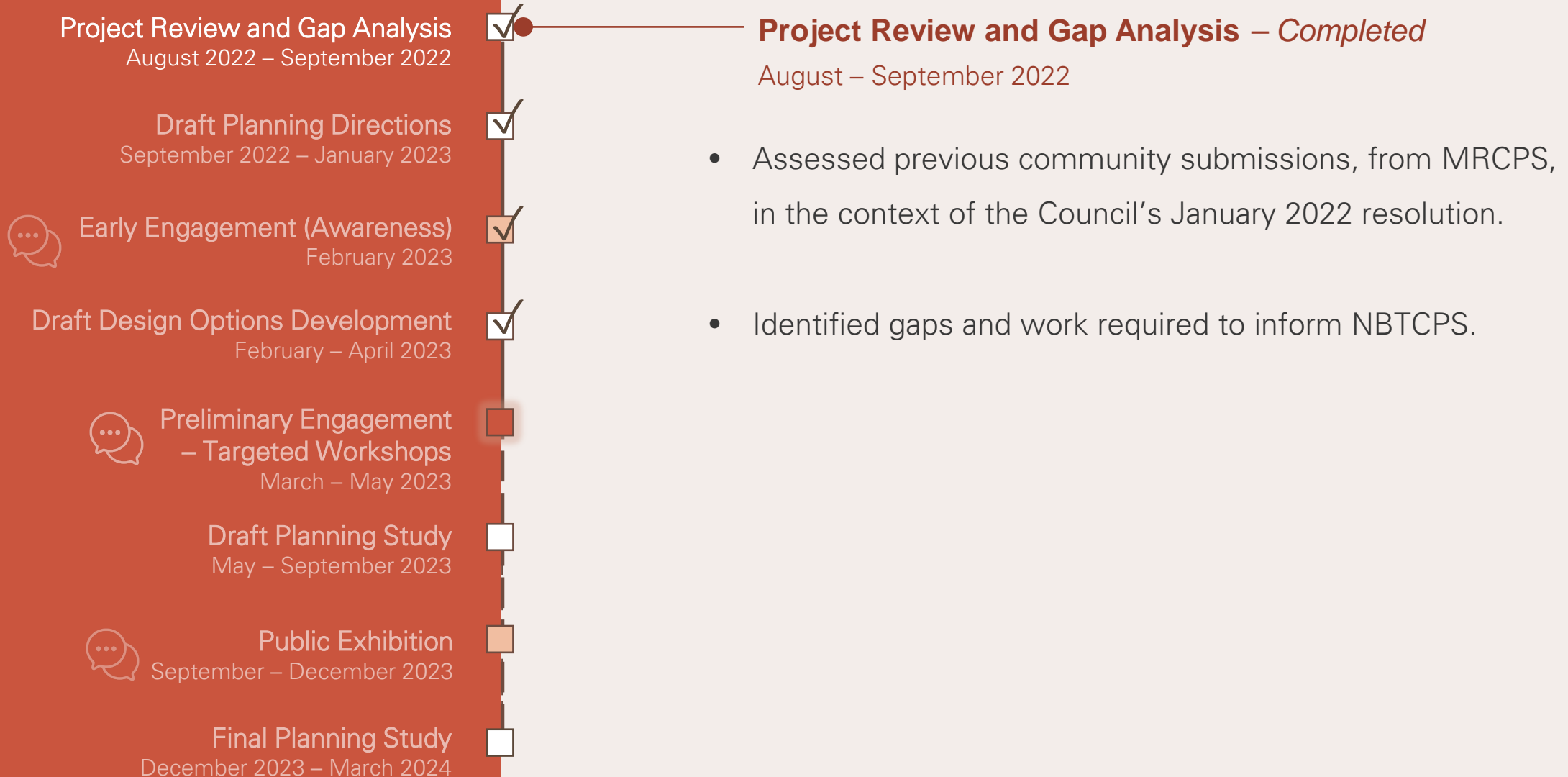
In May 2022, Council resolved to commence a revised planning study for the Neutral Bay Town Centre, known as the Neutral Bay Town Centre Planning Study.



NBTCPS Project Timeline



NBTCPS Progress to Date



NBTCPS Progress to Date



NBTCPS Progress to Date

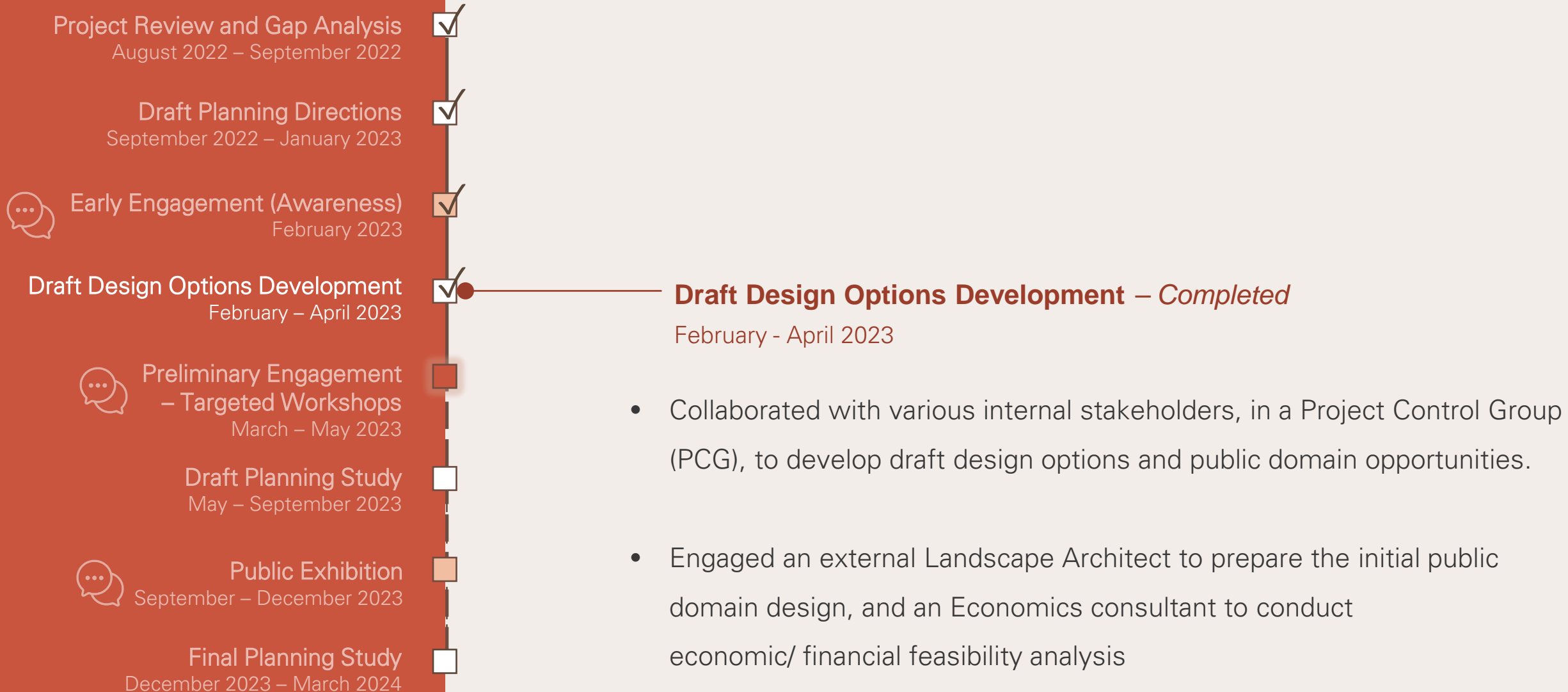


Early Engagement (Awareness) – Completed February 2023

- 2 x Drop-in Sessions at Grosvenor Ln car park, with Council staff, Fact Sheets and FAQs Sheets.
- To inform the community on the Planning Study's commencement, timeline, background, preparation process, and aims and objectives.



NBTCPS Progress to Date



NBTCPS Currently



What are the next steps?

Draft Planning Study
May – September 2023

The targeted workshop feedback will be used to refine the draft options and inform the preparation of the Draft Planning Study



Public Exhibition
September – December 2023

The Draft Planning Study will be placed on public exhibition for wider community feedback

Final Planning Study
December 2023 – March 2024

The feedback received from the public exhibition will be used to inform the Final Planning Study

NBTCPS Preliminary Engagement



2

Surveys

- Access and Usages – closed 11 May
 - Intercept
 - Self/elect online
- Community Centre for Neutral Bay – closed 17 May

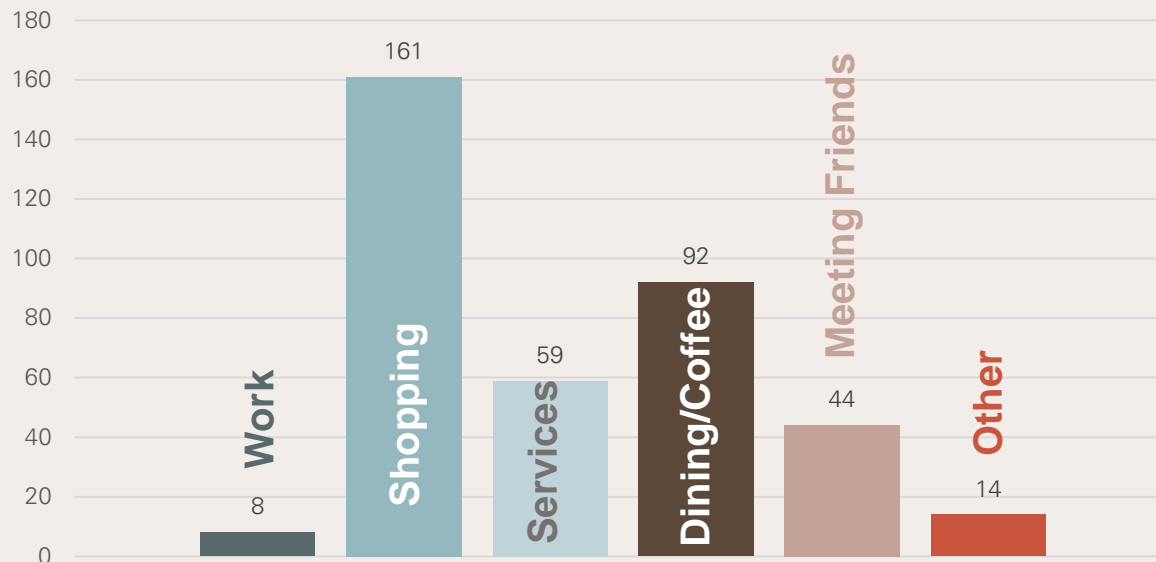


185

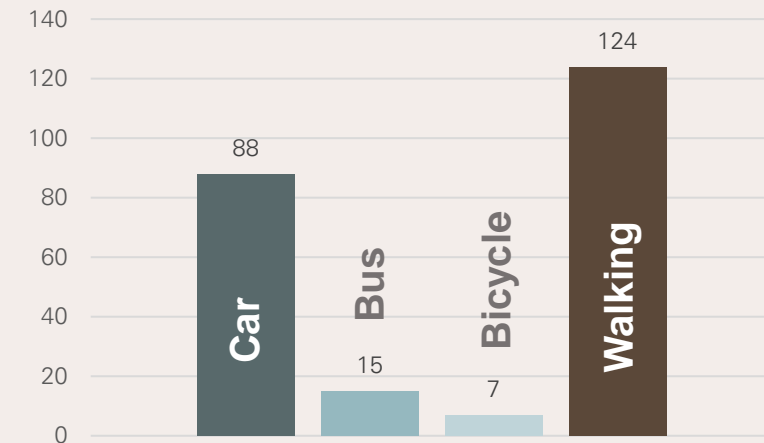
responses to Access and Usages Survey

What Council heard from the community – Access & Usages Survey

What is the most common reason you visit
Neutral Bay Town Centre?



How do you usually travel to the
Neutral Bay Town Centre?

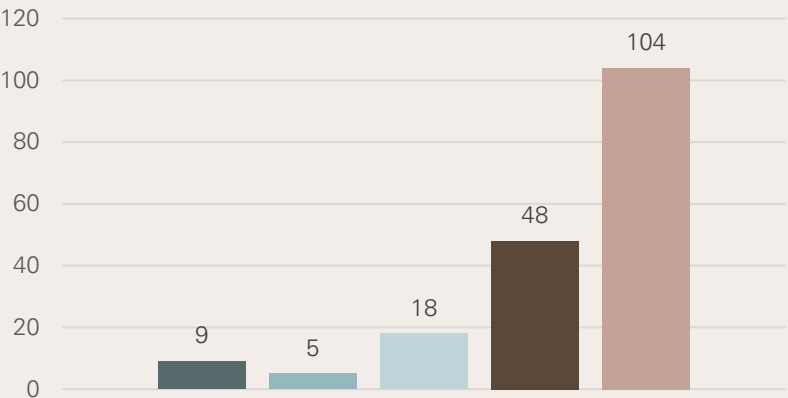


Access & Usages Survey

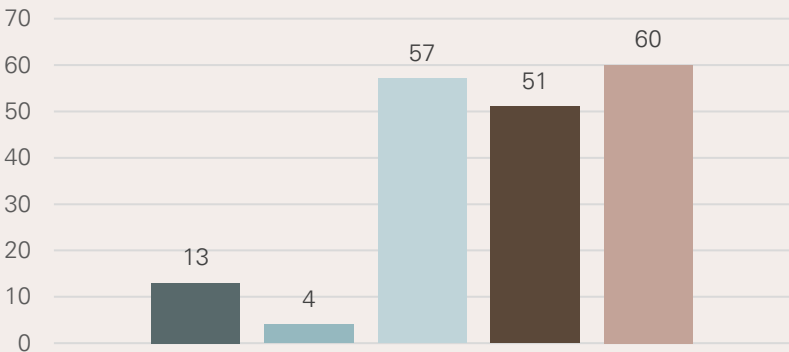
Rate the following planning considerations as part of the future of the Neutral Bay Town Centre?

1 - not very important 2 3 4 5 - very important

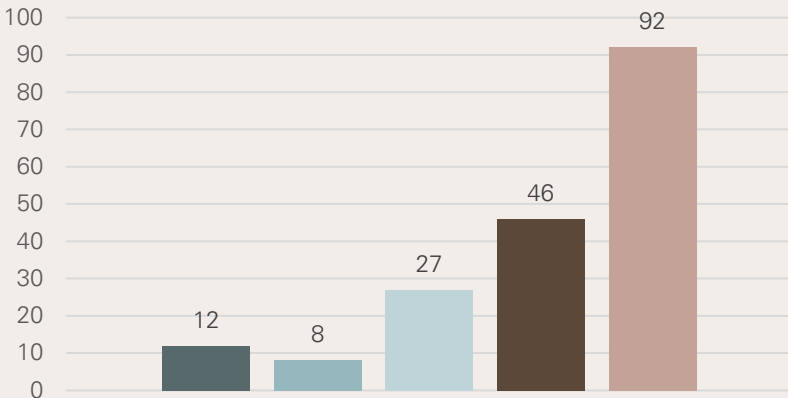
1. More trees and landscaping



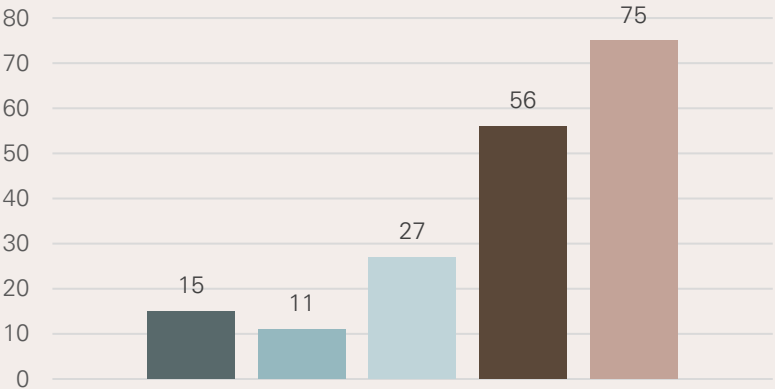
2. Better access within the town centre



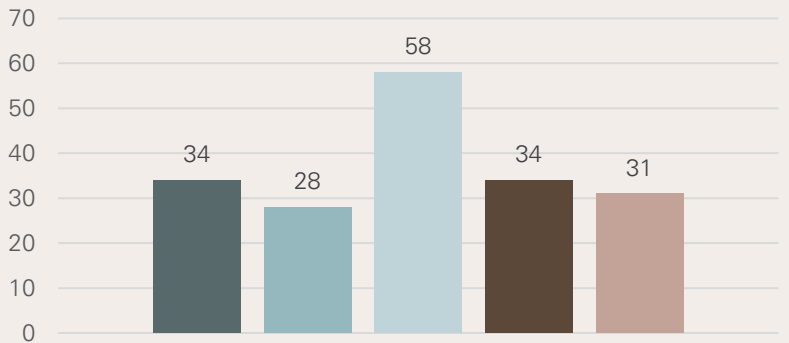
3. Greater comfort for pedestrians



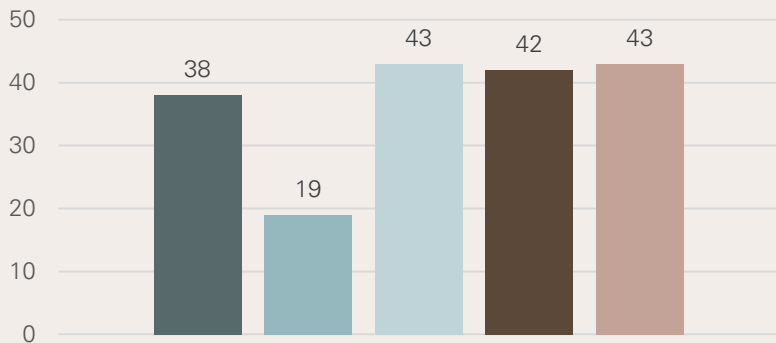
4. Additional public spaces



5. More spaces for business and employment



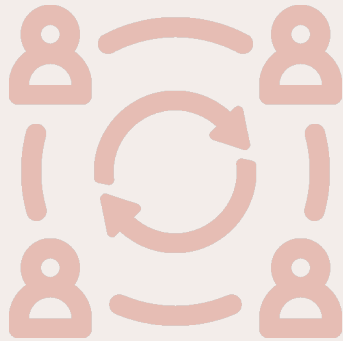
6. New developments that provide a mix of uses



Frequency	Word
50	parking
40	military
35	car
28	access
27	space
26	park
26	area
24	public
22	traffic
20	people
20	spaces
19	shops
18	pedestrian
18	young
17	development
16	woolworths
16	current
15	open
14	grosvonor
13	shopping
13	building
12	areas
11	businesses
11	cars
11	underground
11	woolies
10	plaza
10	community
10	bus
10	small
10	pedestrians
9	trees
9	heights
8	height

Frequency	Word
50	parking
40	military
35	car
28	access
27	space
26	park
26	area
24	public
22	traffic
20	people
20	spaces
19	shops
18	pedestrian
18	young
17	development
16	woolworths
16	current
15	open
14	grosvenor
13	shopping
13	building
12	areas
11	businesses
11	cars
11	underground
11	woolies
10	plaza
10	community
10	bus
10	small
10	pedestrians
9	trees
9	heights
8	height

Activity 1



Questions:

1. What is it you most like about Neutral Bay Town Centre that you want to see retained in future?
2. If development is to occur, what do you want to be sure occurs in conjunction with this development?
3. What do you hope that Neutral Bay Town Centre will look like in 20 years time?

Activity 1

Role of the Recorder

1. Stay at the table during all rotations.
2. Record all ideas shared during the discussion.
3. Encourage participation from all participants.



Question 1:

What is it you most like about Neutral Bay Town Centre that you want to see retained in future?

Question 2:

If development is to occur, what do you want to be sure occurs in conjunction with this development?

Question 3:

What do you hope that Neutral Bay Town Centre will look like in 20 years time?

1

Section One:

Open Space & Community Centre

Background:

Existing Development Proposals

Development Pressure

Neutral Bay is experiencing development pressure with proposals exceeding existing planning controls. The NBTCPs aims to guide future development to meet community values and aspirations.

Existing/Upcoming Development Proposals

- 1-7 Rangers Road and 50 Yeo Street, Neutral Bay
- 183 Military Road, Neutral Bay
- 41-53 Grosvenor Street, Neutral Bay

Background:

Maintaining
Commercial/Retail
Floor Space

Neutral Bay Town Centre
Commercial / Retail Floor Space

Existing

Current Town Centre
64,127m²

Current Planning Controls

Do Nothing
37,865m²

A reduction of
- 41 %

Demand

By 2023
70,718m²

By 2041
74,530m²

Background:

Parking / Traffic

Parking



Current public parking numbers will be retained.

It could be potentially reallocated with a combination of at grade and underground parking.

Traffic



MRCPS community concerns on traffic focused on:

- Lack of pedestrian amenities on Military Rd
- Traffic congestion around Grosvenor Lane car park and Yeo St
- Pedestrian safety

A Traffic Consultant will be appointed in June 2023.

Open Space Options

Grosvenor Plaza

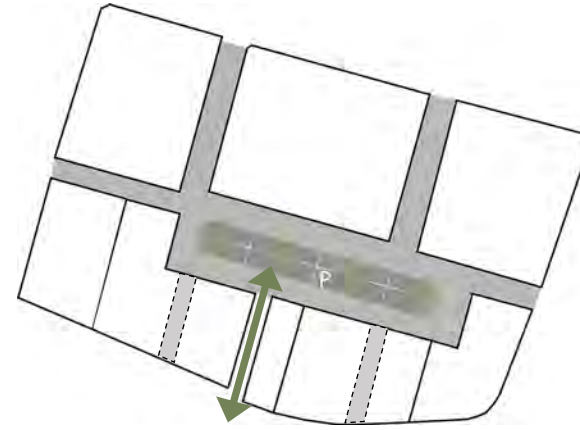
Context



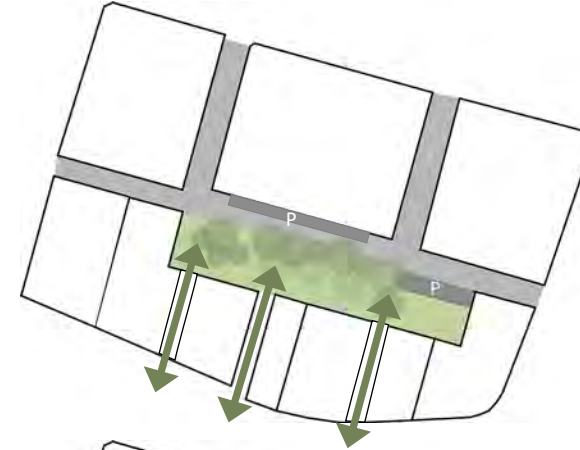
Open Space Options Grosvenor Plaza

3 Options

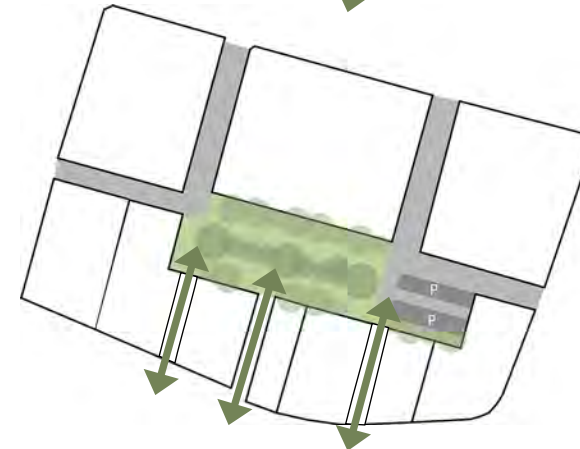
Option A:
No Change



Option B:
Linear Plaza



Option C:
Pedestrianised Plaza



Open Space Options Grosvenor Plaza

Option A: No Change



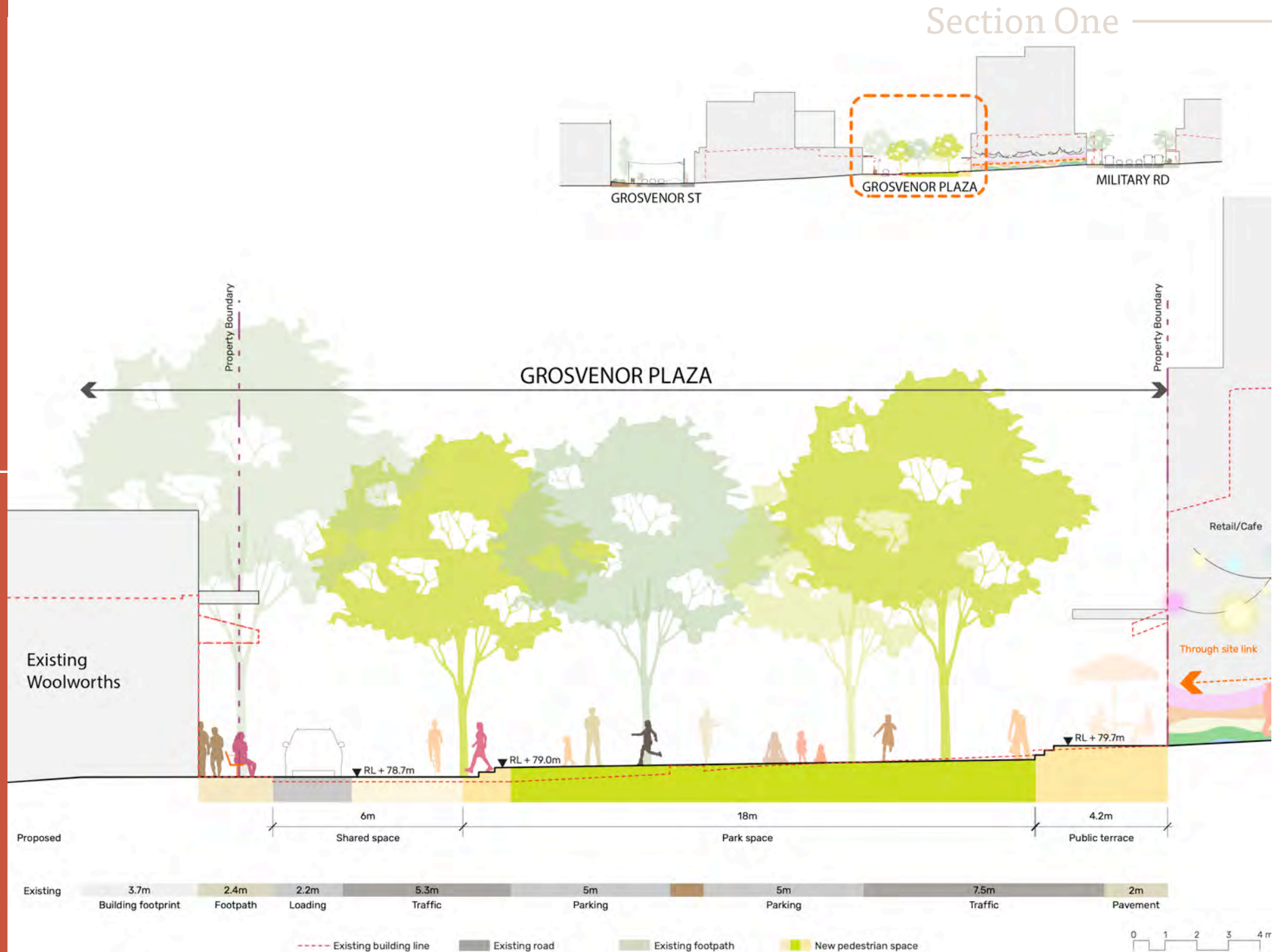
Open Space Options Grosvenor Plaza

Option B: Linear Plaza



Open Space Options Grosvenor Plaza

Option B: Linear Plaza



Open Space Options Grosvenor Plaza

35

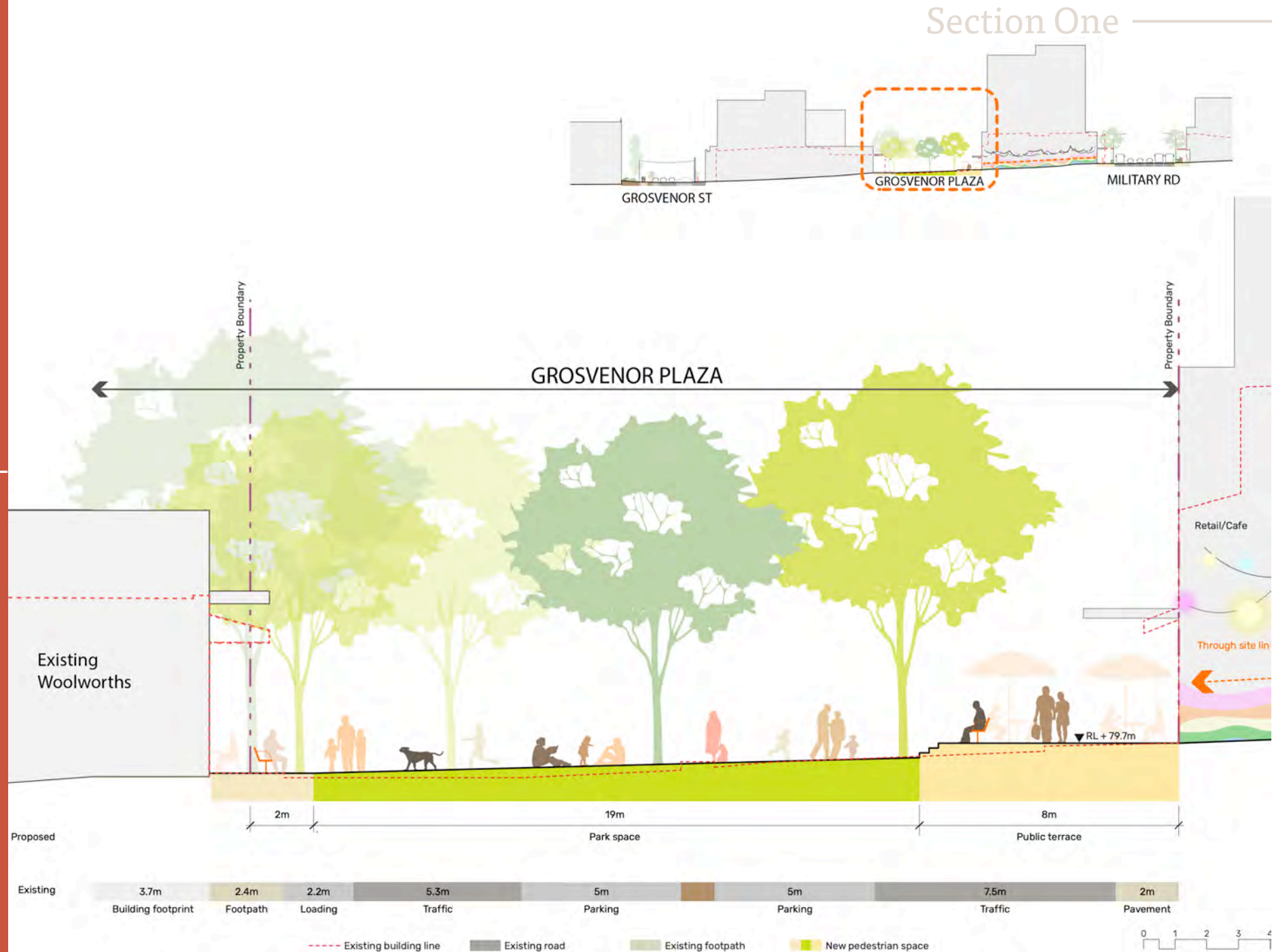
Option C: Pedestrianised Plaza



Open Space Options

Grosvenor Plaza

Option C: Pedestrianised Plaza





Rangers Rd Plaza

Context

Option A: Woolworths Planning Proposal

Option B: Alternative Scheme

Open Space Options

Rangers Rd Plaza

2 Options

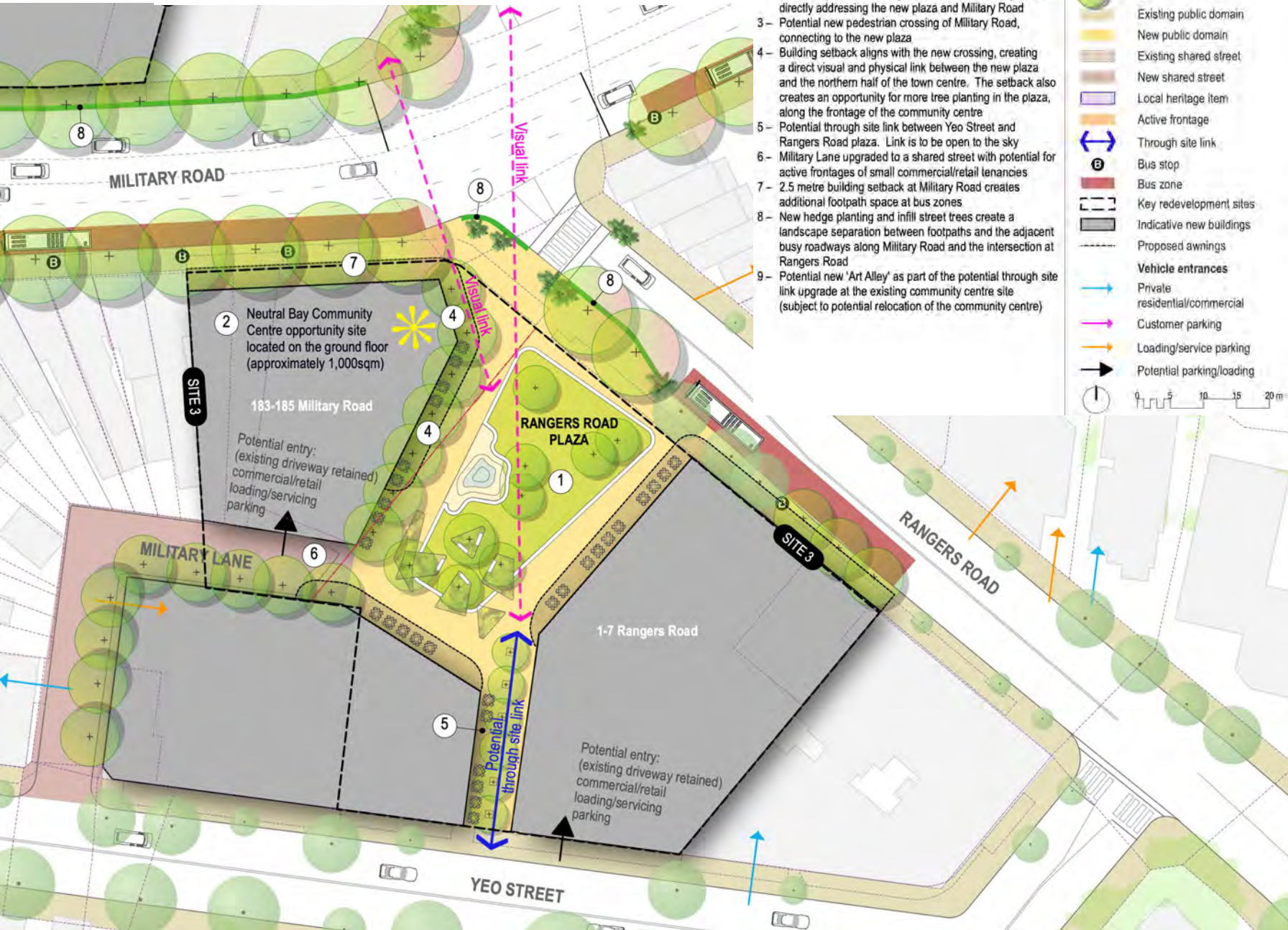
Section One



Open Space Options
Rangers Rd Plaza

Option A:
Woolworths PP

Section One



Open Space Options Rangers Rd Plaza

Option B: Alternative Scheme

Open Space Activity 2

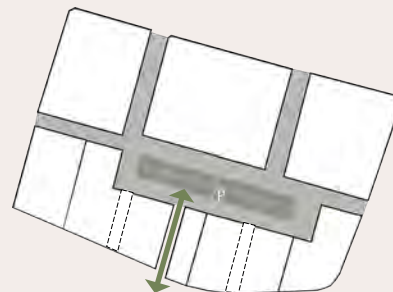
Grosvenor Plaza

Activity Instructions:

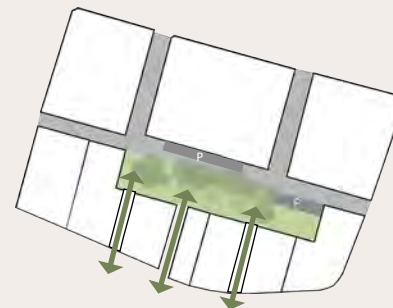
1. Discuss pros and cons of options A, B, C for Grosvenor Plaza.
2. Record positives and negatives of each option on provided sheets.



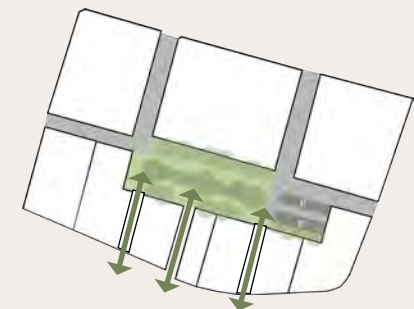
Option A: No Change



Option B: Linear Plaza



Option C: Pedestrianised Plaza





Community Centre

Community Centre Survey

Ran from 15 April to 17 May 2023

50

responses to the self-select survey

- 80% over 50 years, 62% females (not a representative sample)
- 86% thought the Community Centre was 'very important' or 'important'
- 85% were in favour of the current location

Top 3 Facilities / Services respondents said they would use

- Community rooms
- Outdoor space
- Community hall / function rooms

Top 5 Priorities for Accessibility

- Proximity to transport
- Proximity to shops
- Access from both sides of Military Rd
- Lift access
- Affordable room hire for large and small events

Other Feedback / Issues

- All user groups should be catered for in the new community centre
- Range of spaces for use by different user groups at the same time
- Flexible sized spaces
- Parking
- Co-location with other services
- Hearing loops

Community Centre

Potential Locations



North



South



Community Centre Activity 3

Small Groups

Activity Instructions:

1. Discuss pros and cons of the Community Centre locations.
2. Record positives and negatives of each option on provided sheets.



Note:

Option A

Option B





Break

2

Section Two: Building Height

MRCPS (Rescinded)

Proposed maximum height limits of up to 8-storeys and 12-storeys on several sites.

The MRCPS was rescinded due to a number of community concerns, including proposed building heights.



Building Height

4 Options

Option A: Existing LEP Heights (up to 5-storeys)

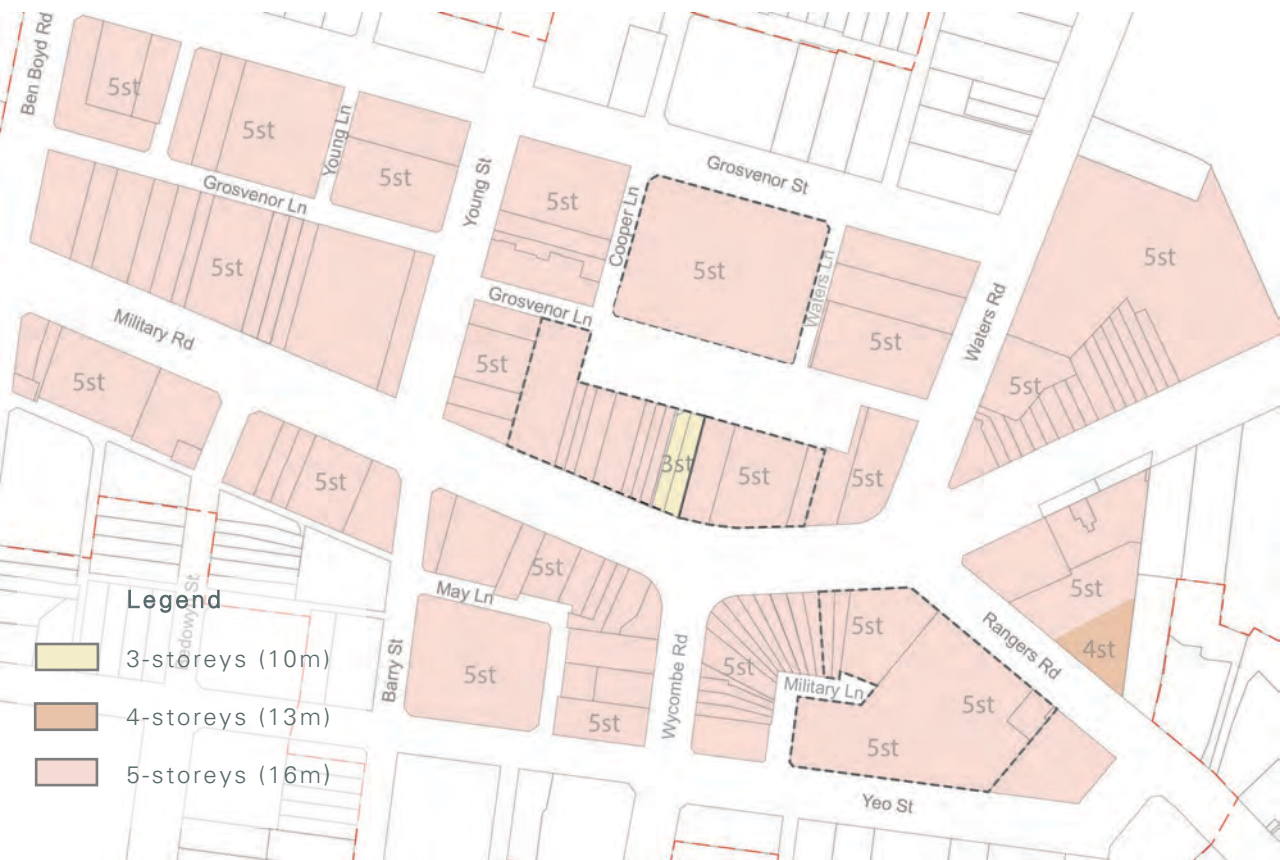
Option B: Up to 6-storeys

Option C: Up to 8-storeys

Option D: Up to 10-storeys

Option A: Existing LEP Height

Current maximum height of buildings is 16 metres (5-storeys)



Option B: Up to 6-storeys

Maximum height limits of up to 6-storeys on most sites.



Option C: Up to 8-storeys

Maximum height limits of up to 6-storeys on most sites, and 8-storeys on several sites.



Option D: Up to 10-storeys

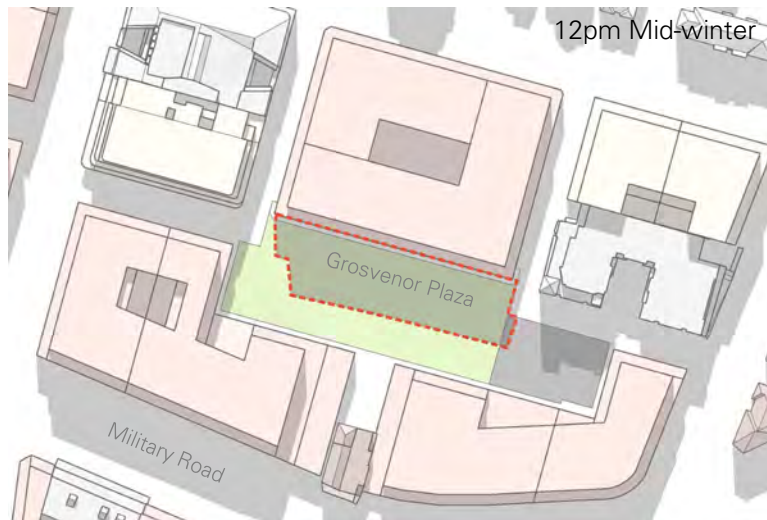
Maximum height limits of up to 6-storeys on most sites, and 8-storeys and 10-storeys on several sites.





Impact: Solar Access on Grosvenor Plaza

Option A

Existing LEP Height



Legend

-  Shadow casted by existing control
-  Additional shadow

Option B

Up to 6 storeys

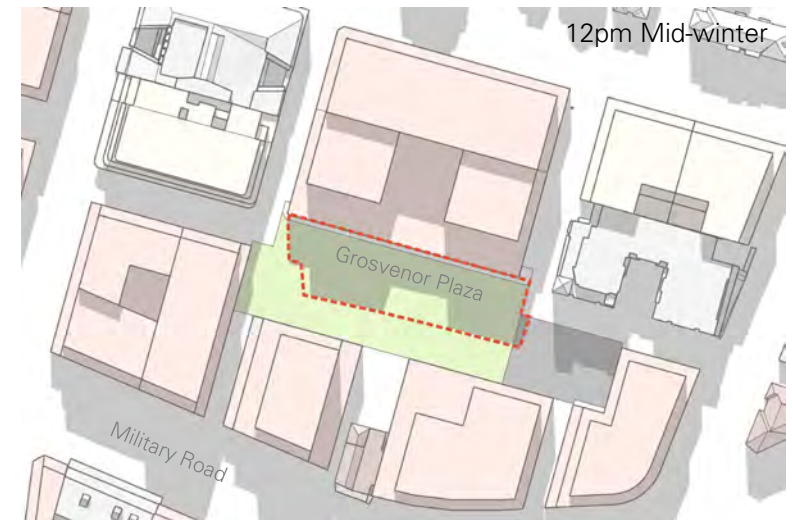


The additional 1 storey building height increase may not be feasible to provide additional above podium setback fronting Grosvenor Plaza.

As a result, may further overshadow the plaza.

Option C

Up to 8 storeys



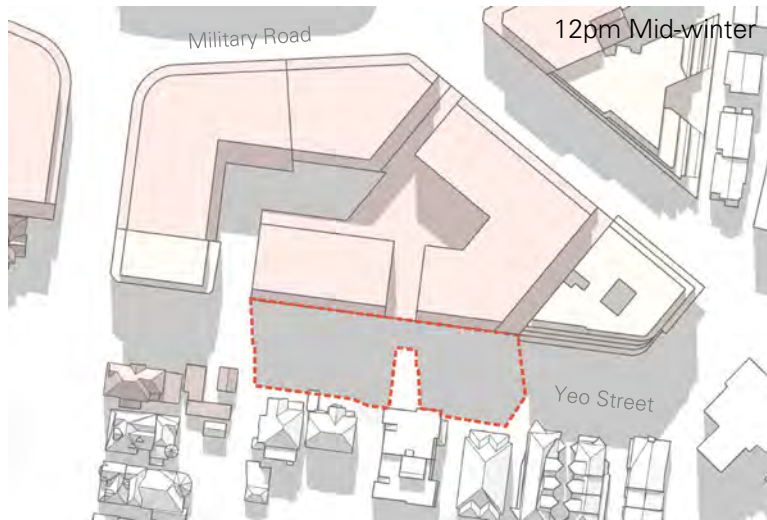
The additional building height can allow for additional above podium setback fronting Grosvenor Plaza.

As a result, improve solar access to the plaza.

Impact: Solar Access on Yeo Street

Option A

Existing LEP Height

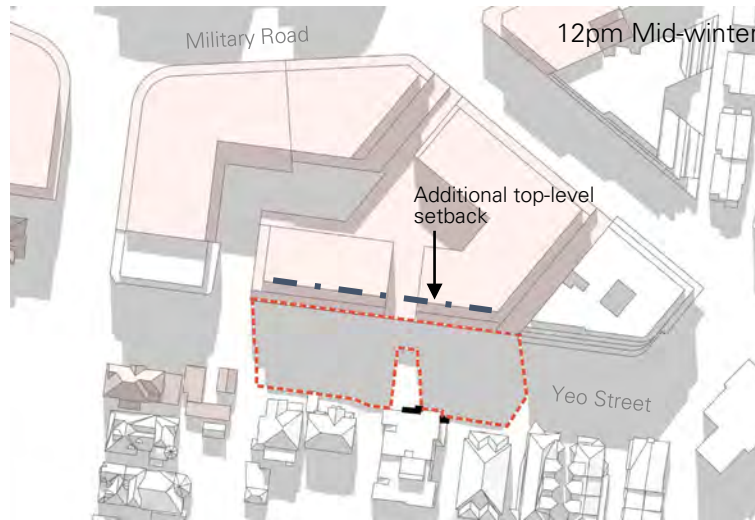


Legend

- Shadow casted by existing control
- Additional shadow to residential buildings

Option B

Up to 6 storeys

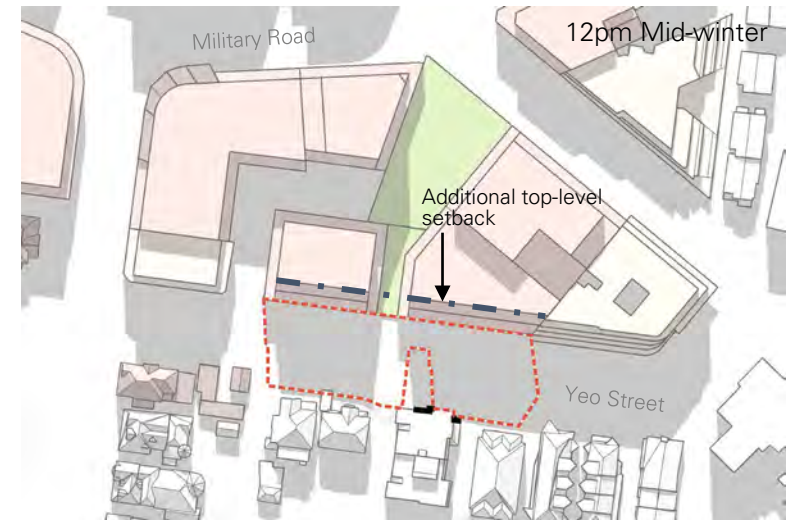


Provide additional top-level setback for buildings fronting Yeo Street.

As a result, **minimise the impacts** on residential buildings across Yeo Street.

Option C, D

Up to 8 and up to 10 storeys



Provide additional top-level setback for buildings fronting Yeo Street.

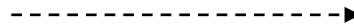
No further impacts compared to Option C.

Impact: Retail/Commercial Floorspaces

EXISTING SUPPLY

Current Town Centre
Retail/Commercial floorspaces

64,127m²



DO NOTHING

Existing LEP Height (Option A)

Undersupply
- 26,262m²

A reduction of

- 41 %

New Height Options

Aim to protect the current condition

Maintain Supply
64,127m²

- 0 %

Impact: Public Benefits

	Option A Existing LEP Height	Option B Up to 6 storeys	Option C Up to 8 storeys	Option D Up to 10 storeys
Public Open Spaces				
- Grosvenor Plaza		Potential *	✓	✓
- Rangers Rd Plaza			✓ smaller	✓ larger
- Footpath widening		✓ minor	✓	✓
- Existing links upgrade		✓ minor	✓	✓
- New through site link			✓	✓
Community Centre				
- New community centre			✓ smaller	✓ larger
- New art alley				

* Under Pre-DA discussion

Building Height

Activity 4

Small Groups

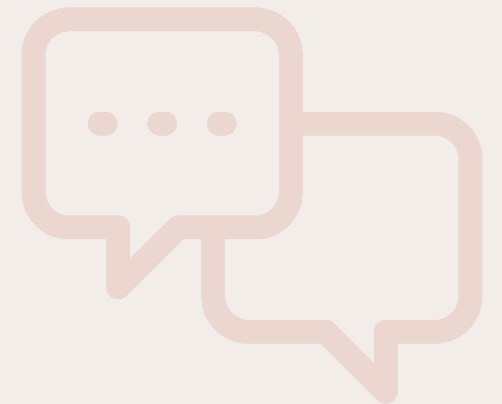
Activity Instructions:

1. In groups, discuss the different Building Height Options A, B, C, D. Consider the advantages and disadvantages of each option.
2. Determine whether the options are acceptable or unacceptable and why.



3

Section Three: Other Topics for Discussion



Traffic/Parking

- **Traffic consultant** to be appointed in June 2023 to conduct a Traffic and Transport Study to assess conditions, infrastructure, and access constraints.
- **Maintain existing number of public parking spaces** through both on-grade and underground parking, ensuring convenience and accessibility.



Pedestrian Movement

- **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.

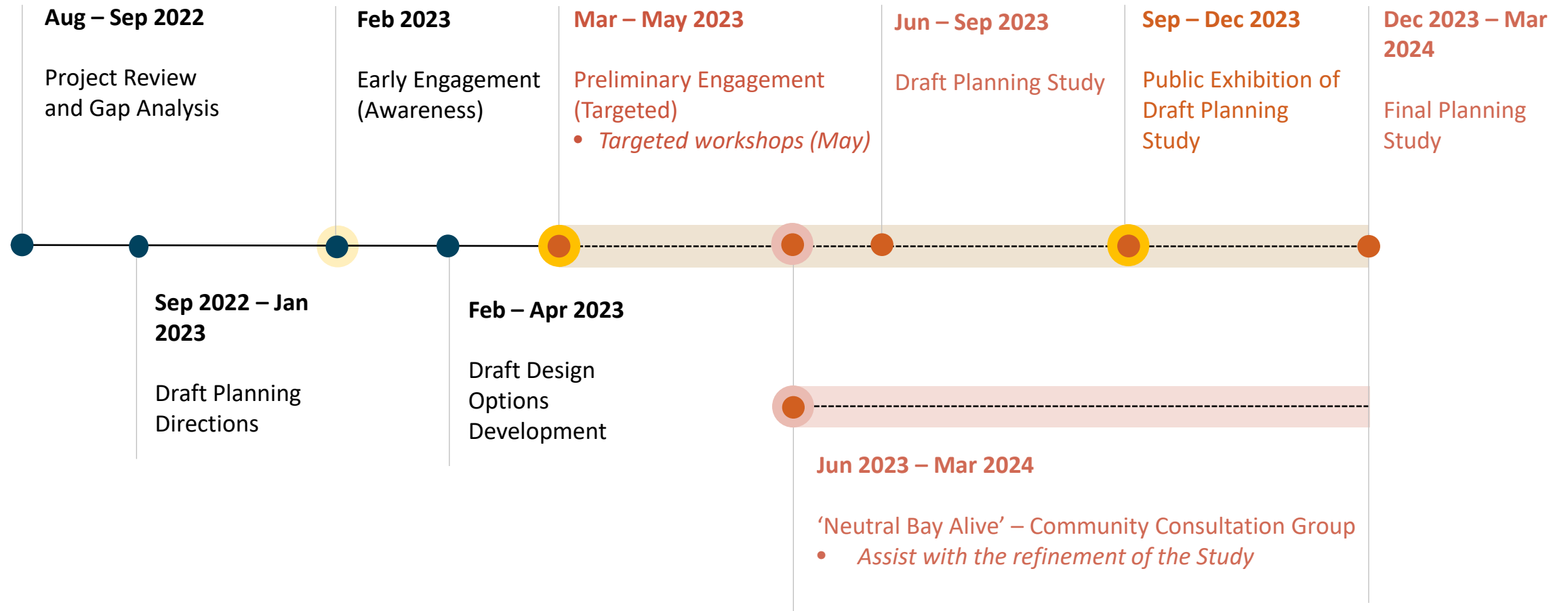


Retail Vitality

- **Diversify retail offerings** in the area - mix of large and small-scale businesses, local boutiques, specialty stores.
- **Improve street activation** through retail and dining opportunities.
- Create an inviting public domain that **supports local businesses**.
- **Foster a vibrant atmosphere** that expresses a distinctive village character.



Next Steps





Thank you

Our liveable Neutral Bay

Appendix B - Pre-Workshop Information



Neutral Bay Town Centre Planning Study

Pre-Workshop Information

For Workshop Participants
May 2023

Background

Between 2018 and 2021, Council prepared a Planning Study for the Military Road Corridor (MRCPS) focusing on the Neutral Bay Town Centre. The Planning Study was endorsed by Council in February 2021.

On 24 January 2022, Council rescinded the MRCPS due to community concerns and agreed to prepare a revised study. The revised Planning Study aims to achieve a better balance between potential height, density increases and the provision of additional public spaces and facilities.

On 10 December 2022, Council endorsed the Neutral Bay Town Centre Planning Study (NBTCPS) scope and engagement approach.

How is the NBTCPS Being Prepared?

Council used feedback gathered from the rescinded MRCPS to inform the draft design options of the NBTCPS.

The NBTCPS will be prepared with contributions from economic, transport, and design experts, as well as through stakeholder engagement.

Why Do We Need a Planning Study?

- The NBTCPS will guide future development proposals within the centre which may include targeted modest increases in height and density while retaining the village atmosphere.
- By preparing the NBTCPS, development pressures will be better managed within a consultative and informed development framework.
- The Planning Study will create an opportunity to improve the public domain and local facilities.
- Council is seeking to strike the right balance between public benefits and any additional density or building height identified in the Planning Study.



Project Timeline

- **Project Review and Gap Analysis**
Aug - Sep 2022 (completed)
- **Draft Planning Directions**
Sep 2022 - Jan 2023 (completed)
- **Early Engagement (Awareness)**
Feb 2023 (completed)
- **Draft Design Options Development**
Feb - Apr 2023 (completed)
- **Preliminary Engagement (Targeted)**
Mar - May 2023 (current)
- **Draft Planning Study**
May - Sep 2023
- **Public Exhibition**
Sep - Dec 2023
- **Final Planning Study**
Dec 2023 - Mar 2024

Workshop Objectives

- 1 To work with the community to understand whether they support changes as part of the Neutral Bay Town Centre Planning Study with a primary driver being to improve amenity.
- 2 To build on earlier consultation and acknowledge the needs and aspirations identified, particularly in relation to height, scale, density and community benefits.
- 3 To obtain feedback on the draft design options focused around themes to help Council develop a preferred option that will be placed on exhibition for comment/submissions.

Workshop Agenda

The workshop starts at 6pm and concludes at 8.45pm. Please arrive at 5.45pm.

The program will follow:-

- Introduction
- Stakeholder feedback received so far
- Section One: Open Space & Community Centre
- Break (meal provided)
- Section Two: Building Height
- Section Three: Other topics
- Summary and Close

NBTCPS - Key Sites

The MRCPS identified three key locations for development aimed at providing public benefits. These sites still hold significant importance in the updated Planning Study and will be extensively discussed at the workshops.



Note: Figure extracted from the MRCPS - Future Directions Report (February 2021)

The three key sites are:

- 1 **Site 1**
Grosvenor Lane North
(41-53 Grosvenor Street)
- 2 **Site 2**
Grosvenor Lane South
(176-214 Military Road)
- 3 **Site 3**
Rangers Road
(183-185 Military Road
and 1-7 Rangers Road)

You can find relevant information on these sites on the following page.

Appendix C - Workshop Data: Grosvenor Plaza Options

Group	A: No change	B: Linear Plaza	C: Pedestrianised Plaza
Workshop 1			
Positives			
1	<ul style="list-style-type: none"> • Parking 	<ul style="list-style-type: none"> • Drop off loading zones • Access Improvement 	<ul style="list-style-type: none"> • Safer - families • Access improvement
2	<ul style="list-style-type: none"> • Quick shop • Get everything you need • Delivery time access is easy (except Woolworths) • Diversity of small/medium businesses 	<ul style="list-style-type: none"> • Shop access for deliveries • Preserves diversity of small businesses 	<ul style="list-style-type: none"> • Open green space, no cars
3	<ul style="list-style-type: none"> • Quick parking outside peak hour • Businesses retain existing customer access 	<ul style="list-style-type: none"> • Large pedestrian only space • Dedicated vehicle yet limited • Special vehicle provision for access and parking • Businesses retain same level delivery access 	<ul style="list-style-type: none"> • Pedestrian safety • Maximise outdoor space • Less traffic congestion
4	<ul style="list-style-type: none"> • Cost effective • Safety at night 	<ul style="list-style-type: none"> • Keep road access • Increased open space 	<ul style="list-style-type: none"> • Even more access • Way to go, but solve parking
5	<ul style="list-style-type: none"> • None • No disruption to current business 	<ul style="list-style-type: none"> • More greenery • Set down/community bus 	<ul style="list-style-type: none"> • Love it • Greenery • Safe for pedestrians • Inviting for all especially elderly and children • Open space • Will attract better/quality businesses and range • Better design of buildings
6	<ul style="list-style-type: none"> • No disruption • Preserve small business 	<ul style="list-style-type: none"> • More public space • More greenery • Prioritise pedestrians • Utility for retailers • Better through link to Military Road 	<ul style="list-style-type: none"> • Even more public space • Even more greenery • Potential more cafes • Community • Double sided retail • Events
Negatives			
1	<ul style="list-style-type: none"> • Traffic 	<ul style="list-style-type: none"> • Risk for families • Rain exposed (e.g., access points) • Shelter 	<ul style="list-style-type: none"> • Shop deliveries • Overshadowing • Bottlenecks • CPTED issues
2	<ul style="list-style-type: none"> • Dangerous carpark (perception) • Unattractive • No public space • Privileges cars over pedestrians • Insufficient parking 	<ul style="list-style-type: none"> • Still has cars in public space • Reduced access between Young and Waters Road • Too confused as mix of pedestrians and cars 	<ul style="list-style-type: none"> • Poorer access to businesses by deliveries
3	<ul style="list-style-type: none"> • Blocked, gridlock following and waiting for a spare space • Pedestrians at risk of increasingly congested 	<ul style="list-style-type: none"> • Entry/exit gridlock in Grosvenor/Young Streets • Safety for pedestrians 	<ul style="list-style-type: none"> • Loss of convenient access to any service/store at its door

Group	A: No change	B: Linear Plaza	C: Pedestrianised Plaza
	<ul style="list-style-type: none"> Eyesore/ugly lumpy bumpy ground 		
4	<ul style="list-style-type: none"> Aged and dated 	<ul style="list-style-type: none"> Access to underground parking? Lack of clarity for small shops supply chain 	<ul style="list-style-type: none"> Lack of access for small shops supply chain
5	<ul style="list-style-type: none"> Cars rule Missed opportunity if nothing is changed Ugly Congestion Noisy Not a pedestrian place Non village 	<ul style="list-style-type: none"> Still has vehicle activity convey pedestrians 	<ul style="list-style-type: none"> None Potential for large corporate encroachment
6	<ul style="list-style-type: none"> Accessibility Dangerous Ugly/Smell No traffic flow Trucks Nowhere to sit Poor retail activation 	<ul style="list-style-type: none"> Congestion/traffic/pedestrian risk 	<ul style="list-style-type: none"> Difficult for retail/service access Too much parking at grade (Waters/Grosvenor Lane)
Workshop 2			
Positives			
1	<ul style="list-style-type: none"> Services access to businesses on the south side More short-stay parking More “at-grade” parking 	<ul style="list-style-type: none"> Green space Greater opportunity for access Accessible parking 	<ul style="list-style-type: none"> Most green space Safe and pedestrian friendly
2	<ul style="list-style-type: none"> Reliable parking for nearby businesses 1.5hrs parking No disruption if left as is 	<ul style="list-style-type: none"> More green space Under access to plaza Potentially safer pedestrian access Potentially more parking Movement of loading dock will make things safer 	<ul style="list-style-type: none"> Most open space More safe above ground car parking Critical to this negotiated underground carpark and staged works
3	<ul style="list-style-type: none"> No impacts on local businesses Sun? 	<ul style="list-style-type: none"> A Plaza Trucks moved to Grosvenor Three access paths – better disability access Community centre moved and accessible More meeting places Sun? Assume access is maintained 	<ul style="list-style-type: none"> More green space Less vehicles Safe for pedestrians Community centre moved and accessible More meeting places Sun?
4	<ul style="list-style-type: none"> No interruptions Businesses remain as they are Everything stays the same 	<ul style="list-style-type: none"> Green space Rejuvenation Grosvenor Lane link through 	<ul style="list-style-type: none"> Green space Most attractive for pedestrians Less pedestrian clashes due to no link through Sense of place Creates a heart

Group	A: No change	B: Linear Plaza	C: Pedestrianised Plaza
5	<ul style="list-style-type: none"> No/limited disruption to trade 	<ul style="list-style-type: none"> Green space Loading zone moved underground EV charging Changing road to loop road- better flow for parking 	<ul style="list-style-type: none"> Green space Loading zone moved EV charging Changing road to loop road-better flow for parking
Negatives			
1	<ul style="list-style-type: none"> Ugly Missed opportunity 	<ul style="list-style-type: none"> Difficult access for south-side businesses (deliveries) 	<ul style="list-style-type: none"> Difficult access for south-side businesses (deliveries)
2	<ul style="list-style-type: none"> Tight car parking currently dangerous – needs to be reverse in only Limited usable public space for seating It's quite dirty Could have a mixture of parking durations Pedestrian access not very safe 	<ul style="list-style-type: none"> Less parking above ground Disruption to area during development 	<ul style="list-style-type: none"> Disruption Less above ground parking
3	<ul style="list-style-type: none"> Trucks coming through Congestion in carpark Not pedestrian friendly Development happens anyway One time option only Sun? 	<ul style="list-style-type: none"> Heights Some accessible parking Business disruption Sun? 	<ul style="list-style-type: none"> Less surface parking Less accessible parking More business disruption Sun?
4	<ul style="list-style-type: none"> Tired Time for rejuvenation Dangerous for pedestrians Two car parks – hard to park 1.5 hours in Grosvenor Lane 	<ul style="list-style-type: none"> Through traffic/pedestrian safety clashes 	<ul style="list-style-type: none"> Less convenience for through traffic/deliveries serviceability
5	<ul style="list-style-type: none"> Loading zone to remain in same location No change to parking spots 	<ul style="list-style-type: none"> Pedestrian/car conflict Disruption to trade 	<ul style="list-style-type: none"> No through access for delivery vehicles and disabled parking