

Attachment C

Summary of Submissions and Responses

City North Public Domain Plan – 2022 Update			
Summary of Written Submissions Received During Public Exhibition Period			
14 November 2022 – 19 December 2022			
<p>20 email submissions in total, including:</p> <ul style="list-style-type: none"> • 5 Submissions from Institutions / organisations / Government agencies • 8 Submissions from major private stakeholder (eg developers) • 7 Submissions from individuals / residents / resident groups <p>77 Comments pinned to the online interactive map 5 online surveys completed</p> <p>Note:</p> <ul style="list-style-type: none"> • Submissions from individuals and resident groups are grouped according to topic, submissions from institutions, Government agencies and major private stakeholders are grouped by organisation. • Issues raised in submissions from resident groups representing more than one individual are noted with an (*) in the “Number of times raised” column. • Comments pinned to the online interactive map are noted with an (**) in the “Number of times raised” column, noting the number of likes the comment received. 			
Doc ref.	Issue	Response / Action	No. times raised
GOVERNMENT AGENCIES / INSTITUTIONS SUBMISSIONS			
Sydney Metro – letter from Peter Regan, CEO			
	The development of the Sydney Metro West State Significant Infrastructure (SSI) project, on Hunter Street between Pitt and George Streets, needs to be facilitated between City of Sydney, Transport for NSW (including Sydney Metro) and the private sector. Delivery of the Hunter Street Station, due to its western station site location on the corner of Hunter Street and George Street, will require further consultation and collaboration with all parties to	Noted. The City, Sydney Metro and TfNSW will continue to collaborate on construction management/planning, and working towards the end state vision for the precinct.	

	facilitate safe and efficient construction access and egress to minimise delays to delivery on the changing transport network, whilst minimising community impact.		
	Further detailed design and collaboration with Sydney Metro is required to facilitate access to the Sydney Metro driveways at each site (via Hunter Street and O'Connell Street) for vehicles and loading and servicing. It is noted that the sketches provided in the Plan do not provide this level of detail.	Noted. The development of more detailed concepts will occur as project progress in consultation with Sydney Metro, TfNSW and key stakeholders.	
Transport for NSW			
all	The Plan's overall objectives are aligned with Future Transport's vision to connect our customers, create successful places for communities and enable economic activity. The proposed additional and improved public domain and pedestrian links will support the anticipated growth in workers, residents and visitors in the precinct through development and the delivery of Metro. Further development of the Plan could include indicative staging / timeline, taking into account the timing of current and future developments – with consideration to construction, servicing and access. Some of the proposals could be tested in the short to mid-term through temporary partial closures taking into account adjoining land use and opportunities for activation.	Noted. Implementation aims have been incorporated and will be the subject of detailed ongoing coordination between the City, TfNSW and Sydney Metro/development partners.	1
all	generally supportive of the intent of the plan to reduce cars in the CBD. Suggestion - need to provide details on how the number of car parking spaces within buildings in the CBD would be reduced.	Noted. This plan does not proposed changes to the number of parking spaces withing CBD buildings.	1
all	generally supportive of the prioritisation of pedestrian movement and active building edges, servicing and emergency access needs to be a primary consideration in	Noted.	1

	this space.		
Part 3.4 Pg.20	Update timing for "expected to commence in 2022" as per website. Suggestion - "late-2022"	Suggestion incorporated - text updated to reflect government announcement of project parter and next steps	1
pg.57	Proposed shared zone for Reiby Place needs further investigation to account for driveway and taxi access Suggestion - Proposed shared zone for Reiby Place needs further investigation to account for driveway and taxi access, coaches and Point to Point vehicles (including limosuines) that service the precinct.	Reiby Place concept was endorsed in 2015 and has not changed. The concept design for this project was approved by LPCTCC on 8/12/22 and will progress to construction on 2023.	1
6.1	Priority projects that include pedestrianisation should note, similar to longer term projects, that "these project ideas require additional exploration and consultation to test their feasibility and scope."	Suggestion incorporated	1
6.1	Noting that this text is changed from the previous release, "coordination" could be more accurately described. "Some of these project ideas require additional exploration and consultation to test their feasibility and scope, due to coordination required across multiple stakeholders and landowners."	Suggestion incorporated	1
Part 6 Hunter Street Pg.70-74	Changes proposed will have significant impacts to transport network. Requires a note similar to other project pages acknowledging the need for further investigation and consultation with TfNSW. Suggestion - A dot point similar to other pages: "Together with government and stakeholders, investigate transport network impacts and requirements."	Suggestion incorporated	1
Part 6. pg. 48, pg. 50,	"Planned" changes listed as a result of the light rail have already occured.	Noted. Notes added to projects included in the 2015 plan to update their status.	1

pg. 53			
Part 6	References to "bus plan" should be to the Sydney City Centre Access Strategy. Suggestion - Replace "bus plan" with "Sydney City Centre Transport Strategy".	Suggestion incorporated	1
Part 1, 2.3	label key attractors mentioned in the text on the map	Suggestion incorporated	1
Part 3.1	reference to 2022 Access Strategy - change to '2022 Transport Strategy'	Suggestion incorporated	1
Part 1, 3.1	clarity required on cycleway discussion, future cycle corridor is also existing, ancillary seems to show cycleways that shared road space	Legend clarified to indicate that the regional and local routes shown include both completed and planned. Local cycle connections often share road space on lower traffic streets.	1
Part 1, 3.1	bus lane indicators missing on Elizabeth St and Philip St	Suggestion incorporated	1
Part 1, 3.4	what does 'recent' mean in this context?	"Recently" has been deleted to incorporate the suggestion. ** [location of comment unclear – assume this is referring to 3.1 Transport Strategy and Plans, under Cycleways]	1
Part 1, 3.4	last sentence in item 2 text should read 'Metro West at Hunter Street is planned to open in 2031'	Suggestion incorporated	1
Part 1, 3.4	references to RL heights should have m or storey equivalents consistently across all examples i.e. examples 3 uses storeys and 4 and 5 use metres	Noted	1
Intro p.5	City North study area is referred to as the 'Northern Commercial Precinct' in the map, this should be explained in the text or changed in the map	Suggestion incorporated	1
All	Street labels are difficult to read	Noted – font size maximised relative to the space available on diagrams/page	1

Part 6 p.35	map needs key/legend	Suggestion incorporated	1
Part 6	Loftus, Gresham, Bent all require bus layover/movement and will be reviewed following metro construction and function - see above staging comment	Noted.	1
Point 11 pg.4	Reference to "Joint Road Space Allocation Study" - is this the update to the Sydney City Centre Access Strategy, which was formerly called Strategy for Streets?	This reference was to the anticipated output of the Hunter Street Working Group. This will be revised in the future Council Report to refer to the continuing work of the Hunter Street Working Group to provide technical evidence based analysis of the precinct and proposals.	1
All	Support the intent of the public domain plan in achieving better places for people in the CBD particularly around key interchanges. Staging of delivery of the plan to take into account construction, servicing and access will be key.	Noted. The City will continue to work with Metro and TfNSW to manage Metro construction access requirements. This plan focuses on the end state opportunities and therefore does not address the changing construction arrangements for Metro or other sites.	2
<i>Circular Quay – The Water Square</i>			
p.46 & 47	Heritage impacts of removing state heritage listed station building do not seem to have been addressed. Site is also within buffer zone of World Heritage listed SOH. Impacts do not seem to have been considered. Suggestion: This City North Public domain plan should mention these heritage aspects, and they should be considered in more detail in further planning.	Incorporated under 'Issues', for further consideration in project development.	1
p.46 & 47	Security (including placement of Hostile Vehicle Mitigation (HVM) measures) has not be illustrated. Suggestion: Coordinated plan for security with the City North and CQ precinct should be considered holistically to minimise impact of HVM clutter	Incorporated under 'Issues'	1

Pg.62	"Removal bus layover following Hunter Street metro opening". Use similar language to Spring Street, noting this is potential, not planned.	Suggestion incorporated	1
p.46	another minor point, but using a construction stage photo of the CQ Precinct is not a good representation of current day public domain.	This photo was used as it is the same view point as the render on the adjacent page and therefore provides an easy orientation/comparison.	1
p.46	"It should be a natural place for gathering within the city, but over the past 50 years, its space has become overwhelmed by infrastructure" Should be 70 years.	Suggestion incorporated	1
p.47	While the main move achieves other public domain benefits, removing the heavy rail mode from Circular Quay to Bridge Street does not 'improve the efficiency of the transport interchange.' Suggestion: delete reference to improving the efficiency of the transport interchange.	Suggestion incorporated	1
p.47	CQ's role as transport interchange is vital to its accessibility to locals and visitors. Removing an entire mode and decreasing another and its impact on the interchange and subsequent functionality does not seem to have been considered in the long term vision. Suggestion: Further work to be undertaken on deliverability of long term vision especially around the transport issues.	Noted - this project idea directly reflects the City's endorsed SS2030-2050 Water Square project idea. Human comfort would be a necessary consideration in the future development of any public space in the city. The realisation of the Water Square idea relies on a high level of coordination and alignment with government and significant changes to transport infrastructure. This is a long term vision, and detailed design issues would be tested and developed in the future should the project move forward to a concept development stage.	4
p.47	The traffic and transport impacts of removing the Cahill Expressway have not been studied in detail by TfNSW. The Cahill Expressway currently provides a strategic link in Sydney's road network and any changes will require careful planning. Suggestion: City of Sydney and TfNSW to coordinate on the need for and feasibility of removing the Cahill Expressway.	These vision ideas will all require further work prior to progressing (testing, analysis, design development, consultation, and statutory approval process). This is covered under the intro to all the place specific project ideas in this plan on page 36.	
	Reiterate that the TfNSW vision for Circular Quay is that		

	<p>shown on our website, we do not have plans to remove or relocate the rail corridor or abolish the Cahill Expressway.</p> <p>Suggestion: We will work with the City of Sydney support their vision, but have no plans to remove Circular Quay train station or the abolition of the Cahill Expressway. Please see the Circular Quay renewal information on the website for TfNSW's vision for the future of Circular Quay.</p>		
p.46 & 47	<p>Large open, unshaded central public space exposed to sun, wind, etc would offer very low levels of human comfort</p> <p>Suggestion - Consider human comfort in further in future design development of Water Square.</p>		
p.47	<p>2nd dot point refers to relocating a ferry wharf, but it looks like removal, thereby reducing public transport capacity. David Head has separately mentioned that the open water space in the render may require removal of two ferry wharves.</p> <p>Suggestion: change "relocating" to "removing" and confirm 4 finger wharves would fit in the remaining space after the depicted Water Square's open water space.</p>	This text is quoted directly from the City's endorsed SS2030-2050 Water Square project idea. Text has been amended to clarify this reference in the public domain plan.	1
p.47	<p>I don't understand the reference to ageing ferries. TfNSW is upgrading and modernising the ferry fleet, and City of Sydney are not responsible for the ferry fleet.</p> <p>Suggestion: Delete reference to ferries</p>	Suggestion incorporated	1
George Street North / Hunter Street			
p.65	<p>There is a need to ensure that any new public space at the western end of Hunter Street proposed as part of the pedestrianisation of George Street north does not preclude Sydney Metro construction access requirements. It is noted that Hunter Street will be a live construction traffic</p>	Noted, the City will continue to work with TfNSW and Metro to manage construction access requirements.	2

	environment for a number of years until the completion of the station and OSD.		
p.69	Caption for the photomontage should be updated to state "(Sydney Metro West Hunter Street Station Planning Proposal 2022)	Suggestion incorporated	1
p.70	This section should include the two options proposed in Appendix C Hunter Street Precinct Public Domain Study by Gallagher Studio. Specifically, Option 2 should be included in this section for exhibition as it illustrates the potential for vehicular access to the Hunter Street West driveway. Sydney Metro would request that this option be included to enable flexibility and transparency given the potential development of the station and OSD.	The Public Domain Plan reflects the preferred vision, and alternate scenarios are explored in the Appendix. This vision is intended to guide discussions with Metro and all stakeholders. The final configuration of any of the project ideas will involve a process of detailed options testing, consultation with Metro, and design refinement. Any projects will undergo the necessary statutory exhibition and approval process prior to progressing to detailed design or construction.	2
p.70/71	Further detailed design and collaboration with Sydney Metro is required to facilitate access to the Sydney Metro driveways at each site (via Hunter Street and O'Connell Street) for vehicles and loading and servicing. It is noted that the sketches provided do not provide this level of detail.		
Property & Development NSW, Department of Planning & Environment			
	PDNSW commends the work done on the revised City North Public Domain Plan to date. The revised Plan facilitates the coordinated delivery of land-use and infrastructure planning by providing pedestrian priority around transport nodes and strategic tourism locations.	Noted.	1
	The Public Domain Plan references the Sydney City Centre Assess Strategy, Light Rail and Sydney Metro. PDNSW supports this coordinated approach and recommend that the final Public Domain Plan be coordinated with the 2022 Access Strategy currently being prepared by TfNSW.	Noted – the City will continue to coordinate with TfNSW and government agencies re the finalisation of the 2022 Access Strategy and delivery of Sydney Metro.	1
	PDNSW recommends further detailed coordination of loading and drop off areas with opportunities for pedestrian gain.	Noted. These issues will form the focus for the next stage of work by the City on progressing project opportunities to text concept design options and feasibility. The City will continue to engage with all stakeholders as the public domain concept is	1

		developed.	
	PDNSW are supportive that the City North Public Domain Plan aligns with the Connecting with Country Framework. It is important that Council's, in partnership with Knowledge Holders, take leadership of the curation of stories within their local area to ensure that the inclusion of Country within new projects is place based, site specific and meaningful.	Noted, the City is proposing a precinct-wide approach to consultation and community/cultural significance, to inform any projects emerging from this Plan.	1
	the objectives of the Macquarie Street East Precinct are generally aligned with the guiding directions and strategic intent of the City North Public Domain Plan PDNSW, as landowner of the Sandstones buildings, is supportive of the Lessee's alternate proposal for Loftus Street South (see Pontiac submission below).	Noted. Refer to comments below re Pontiac submission, the City will continue to work with the lessee and PDNSW to further refine the Loftus Street project opportunity.	2
Royal Botanic Gardens and Domain Trust			
	<p>Sun Access Planes</p> <p>We acknowledged the need for future growth within the city. However, the potential impact of the proposed 4000,000 sqm of office space and additional 238 dwellings will require careful consideration of the design elements to be sympathetic to their visual and spatial context. More importantly, the significant impacts of the loss of sunlight can have detrimental effects on the health and appearance of gardens, botanical displays and individual specimens.</p> <ul style="list-style-type: none"> - Adopting a consistent and rigorous process to ensure design quality is established and conformity with the Domain Sun Access Planes provision will successfully achieve a visual integration with the existing built form and protection of Trust land in the study area. 	<p>Noted. The City North Public Domain Plan relates to the future vision for streets and spaces, it does not propose development or alter planning controls.</p> <p>No changes are proposed to the existing Sun Access Planes.</p>	1
	<p>Reflectivity</p> <p>All development must utilise appropriate materials to avoid potential environmental impacts on a variety of scales, given</p>	Noted. The City North Public Domain Plan relates to the future vision for streets and spaces, it does not propose development	1

No	Issue	Response / Action	No. times raised
	<p>the increasing heat island effect in our city. The negative impact of rising heat and reflective glare from building facades will have an adverse effect on our living collection, scientific research and open green space.</p> <ul style="list-style-type: none"> The continuing implementation of sustainable building materials and the improvement of building guidelines will reduce thermal glare, reflectivity and impacts to the surrounding amenities and Trust land. 	<p>or alter planning controls.</p> <p>No change is proposed to the Sydney DCP / Central Sydney Planning Strategy which regulates building materials and reflectivity.</p>	
	<p>Traffic Congestion</p> <ul style="list-style-type: none"> Changes to the traffic flow and transport arrangements will see the movement of traffic potentially spill over to areas adjacent Hospital Road, leading to further congestion accessing the Domain. As it stands, Hospital Road is under increasing pressure with the existing movement of vehicles and pedestrians accessing the Royal Botanic Gardens and Domain. The Domain is a place with a strong and enduring association with the Sydney community and showcases Sydney's public events and celebrations all year round. Therefore, it is paramount that clear access and egress is provide for all vehicle types, which amongst others include, those servicing the area, those engaged in the set up and dismantling of the events precinct and stages during the summer, and emergency service vehicles to aid our visitors and community. We look forward to engagement with Council in order to ensure that design implementation does not result in an unwanted knock on effect on operational traffic permeability which impacts on the Trust and the 10 plus million visitors that come into the Garden 	<p>Noted. The City will continue to work with Transport for NSW, the RBG Trust and key stakeholders to ensure the network of City North streets continues to provide necessary circulation and access, in particular access to the Domain and RBG.</p> <p>Any projects implemented under this plan would be undertaken on an incremental basis, with the potential for trials to be utilised in advance of permanent works.</p> <p>Detailed analysis, testing, modelling and further consultation will be undertaken before projects progress to concept development /implementation stage. Any projects will undergo statutory assessment, exhibition and approval process prior to progressing.</p>	1

No	Issue	Response / Action	No. times raised
	and Domain each year.		
Business Sydney			
	<p>The City of Sydney's draft City North Public Domain plan gets a lot of things right. Among other things, it:</p> <ul style="list-style-type: none"> • promotes safe access for commuters and other visitors by improving pedestrian access around the proposed Hunter Street Metro station • creates a focal point for the area, expanding the public square in front of Customs House • increases summer shading, and updates the look and feel of Martin Place • contributes to the emerging character of City North by planting more trees and introducing a more consistent approach to signage, paving and street furniture. 	Noted.	
	<p>there are also a number of points of concern:</p> <ul style="list-style-type: none"> • The important west–east vehicular link between the emerging western CBD of Barangaroo and Macquarie Street, the Royal Botanic Gardens and The Domain may be at risk under the plan. 	Bridge Street will remain open as the key east-west vehicular link under both the George Street North pedestrianisation project, and this plan. Importantly the Cross City Tunnel also provides vehicular east-west connection across the CBD and beyond.	
	<ul style="list-style-type: none"> • People with disabilities, older people and those with prams – who cannot easily access or use public transport and/or navigate the steep streets characteristic of the area – may not be adequately supported by the City's vision. 	The objective of this plan is to provide improved access to the City North for all people, including the elderly, those with disabilities and prams to deliver on the Sustainable Sydney 2030-2050 Strategic Directions "Public Places for All", and "An equitable and inclusive City". The location of kerb-side uses such as vehicular drop-off and taxi stands are important to support the new interchange precinct around Hunter Street. The location of these activities, as well as vehicular circulation within	2
	<ul style="list-style-type: none"> • Allowances for vehicular circulation may not be adequate. Taxis, rideshares, ambulances, fire 		

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	trucks, police vehicles, and courier and other delivery vehicles all need fast and direct access to large hotels, corporate headquarters and smaller businesses like restaurants, cafes and bars to ensure the area remains safe and is viable for a range of commercial activities.	and beyond the precinct, will be tested in detail with further consultation as any projects progress beyond the vision stage to design development. Any projects will undergo the necessary statutory assessment, exhibition and approval process prior to progressing.	
	<ul style="list-style-type: none"> Street closures and the introduction of one-way streets could inadvertently shift existing traffic bottlenecks to other areas. 		
	Some recently completed landscaping works do not make the best use of the limited space available in the CBD (see Figure 1). We are keen to ensure that these sorts of mistakes are not repeated in City North. (example image - Seating between the bike path and footpath along Castlereagh Street is unlikely to be used and takes away valuable space from vehicles and/or pedestrians)	Noted. The City North Public Domain Plan aims to facilitate early planning to achieve improved outcomes and avoid the need to retrofit infrastructure.	1
George Street			
	<p>Removing through-traffic from the southern end of George Street (Railway Square to Hunter Street) to open up the street for light rail and encourage more foot traffic has been a success and is generally supported by our members. However, careful consideration is needed to ensure that further pedestrianisation of George Street (Hunter Street to Circular Quay) doesn't block west-east traffic flows through City North. Doing so may inadvertently shift existing bottlenecks from this area to other parts of the city.</p> <p>In this regard, the plan needs more detail about the Bridge Street and Grosvenor Street crossings over George Street.</p>	Noted, the concept design for the closure of George Street north included in the City North Public Domain Plan demonstrates that Bridge / Grosvenor Street will be retained as an east-west cross street. The detailed design of these intersections is currently underway and not yet available for inclusion in this plan.	1

No	Issue	Response / Action	No. times raised
	We strongly support maintaining them as important cross-city links between the western CBD, City North and Macquarie Street.		
Gresham and Bent streets			
	We broadly support the widening of footpaths and beautification works on Gresham and Bent streets and support the additional pedestrian crossing on Gresham Street at Loftus Street – as long as vehicular access is wide enough for larger delivery, service and emergency vehicles to navigate these streets safely.	Noted.	1
Hunter Street			
	<p>Closure of Hunter to through-traffic between Pitt and George streets</p> <p>We support this aspect of the proposal as it is necessary to ensure the safety of the greater number of pedestrians around the new Metro station.</p>	Noted.	1
	<p>Widening of Hunter Street footpaths between Pitt and Castlereagh streets, reducing the existing two-way street to a one-way street for vehicular traffic</p> <p>We have significant concerns that the introduction of a one-way street may make it difficult for vehicles to navigate City North. Vehicles affected include:</p> <ul style="list-style-type: none"> • taxis and rideshares – which are essential to ensure that people of all abilities can access the area, and which support the operation of the Overseas Passenger Terminal • couriers, delivery trucks and other vehicles – which service businesses of all sizes to keep the area alive and thrumming • emergency vehicles – including the ambulances, 	<p>The objective of this plan is to provide improved access to the City North for all people, including the elderly, those with disabilities and prams to deliver on the Sustainable Sydney 2030-2050 Strategic Directions “Public Places for All”, and “An equitable and inclusive City”. The location of kerb-side uses such as vehicular drop-off and taxi stands are important to support the new interchange precinct around Hunter Street. The location of these activities, as well as vehicular circulation within and beyond the precinct, will be tested in detail with further consultation as any projects progress beyond the vision stage to design development.</p> <p>Any projects will undergo the necessary statutory assessment, exhibition and approval process prior to progressing.</p>	2

No	Issue	Response / Action	No. times raised
	police cars and fire trucks that protect the wellbeing of the public.		
	<p>Closure of O'Connell Street (at the intersection with Hunter Street)</p> <p>We broadly support this proposal as it increases the amount of shaded green space available to those who live, work or visit the City North precinct.</p>	Noted.	1
	<p>Widening of footpaths in sections of Hunter Street between Castlereagh and Elizabeth streets</p> <ul style="list-style-type: none"> We broadly support the plan's aim to improve safety around the Metro City & Southwest station entry by widening footpaths. We have significant concerns about reducing this section to one-way westerly traffic. 	<p>Noted. Vehicular circulation within and beyond the precinct, will be tested in detail with further consultation as any projects progress beyond the vision stage to design development.</p> <p>Any projects will undergo the necessary statutory assessment, exhibition and approval process prior to progressing.</p>	1
	<p>Pitt Street Mall</p> <p>We note the proposed extension of Pitt Street pedestrian mall between King Street and Martin Place is in early planning stages only but look forward to contributing to further discussion on this part of the proposal.</p>	Noted.	1
	<p>Martin Place</p> <p>We support the beautification works, including the planting of an avenue of deciduous trees to create shading, and the introduction of benches and flexible, moveable seating.</p>	Noted.	1
	<p>The City North Public Domain Plan for the precinct must more carefully consider:</p> <ul style="list-style-type: none"> how delivery and other business service vehicles, taxis, rideshares and emergency vehicles will practically navigate the street closures and additional one-way sections of Hunter Street proposed by the plan cross-city vehicular circulation, in particular the role 	See above.	1

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	City North's streets play in connecting the emerging western CBD (Barangaroo) with heritage-rich Macquarie Street and Sydney's leafy lungs (the Royal Botanic Gardens and The Domain).		

MAJOR PRIVATE STAKEHOLDERS

AMP Capital

	We are supportive of improvements to the quality and volume of activated public space in Circular Quay and surrounds and appreciate the opportunity to share our feedback and ideas.	Noted.	1
Pg.9	<p><i>Streetscapes and paving</i></p> <p>We support the paving of Customs House Lane to encourage pedestrian priority, increase walkability and slow vehicles in this area. As previously flagged, we hold concerns about the volume of traffic in the Lane. Pedestrians crossing to/from Quay Quarter Lanes may step out with poor visibility and unexpectedly, they may often encounter a vehicle. This crossing currently poses a potential safety risk to pedestrians due to limited sightlines and we would strongly support further reduction and slowing of vehicle traffic in the Lane.</p>	<p>Noted, these concerns have been incorporated and have informed the concept design for the upgrade of Loftus Street, Reiby Place and Customs House Lane. This is now approved and will progress to tender and construction phases. Consultation with AMP Capital as a key stakeholder will be ongoing.</p> <p>https://www.cityofsydney.nsw.gov.au/vision-setting/proposal-upgrade-loftus-street</p>	1
	The widening of the western side Young Street is also supported as it encourages pedestrian comfort and potential for improved "active edges" around the laneways. It aligns with the vision to connect more readily for pedestrians, the city blocks accommodating the tower and lanes. The safety of traversing the city blocks across Young Street for the	Noted. Additional options for the location of widening in Young Street can be explored when the project progresses to concept design stage, subject to the relocation of bus uses.	1 1

No	Issue	Response / Action	No. times raised
	<p>volume of workers and residents and visitors should be a priority and the narrowing Young Street supports this.</p>		
	<p>We question if the widening of the footpath had been considered for the eastern side of Young Street in lieu of the western side. The retail activity on the eastern side has a number of food and beverage related shops. We would welcome collaboration on this directly with Council in further development of the plan.</p>		
Pg. 14	<p>Tree planting</p> <p>We are supportive of increasing the number of trees in the area for pedestrian shade and comfort. However with respect to the eastern side of Loftus Street we would question the tree species – and whether the selection will provide sufficient shade to encourage people to be attracted to dwell in the space. Requests for “more seating and shade” and “more trees” were specifically highlighted in the 2015 City North Public Domain Plan community consultation program.</p>	<p>Noted. The concept for Loftus Street has evolved from the CNPDP vision (which showed only palms) to the concept design endorsed for documentation (which now includes a mixture of palms and canopy trees). Issues informing the species include the heritage curtilage and views to Customs House.</p>	1
Pg. 17	<p>Outdoor dining and activation</p> <p>On Loftus Street we encourage the creation of new outdoor dining areas for the cafes and restaurants along the eastern side. This will help retailers activate and enhance the CBD dining experience. These will be critical to place attraction and encouraging people to dwell in the complementary new public space creating by the partial pedestrianisation of Loftus Street.</p> <p>Non-dining activation of the southern side of Customs House Lane is desirable to encourage exploration and discovery, but as previously mentioned, through vehicular</p>	<p>Noted. Loftus Street and Customs House Lane are the subject of a current upgrade project https://www.cityofsydney.nsw.gov.au/vision-setting/proposal-upgrade-loftus-street</p> <p>The CNPDP can be updated to reflect the activation of Goldsborough Lane.</p>	1

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	<p>traffic needs to be significantly reduced for safety.</p> <p>Please note that AMP Capital has worked with the City in our Quay Quarter Development on the experience within Goldsborough Lane which will also become an activated space (not noted on the plan currently) with cafes on both sides at the western end, and a café/bar on the southern side of the eastern corner with Phillip Street. Perhaps this can be added to the Public Domain Plan.</p> <p>We welcome the extension of the outdoor dining zone across the Scout Place forecourt of 33 Alfred Street to the western side, to improve utilisation and activation of this space.</p>		
pg. 18	<p>Outdoor dining and activation</p> <p>A comment with reference to the Piazza San Marco references; we support increased space for outdoor dining, to allow more people to enjoy the public space and support retail trade. However it is important to note our different climates; in the Sydney context, more flexibility for shade structures and weather protection is essential to make this experience attractive and comfortable.</p>	Shade structures in the public domain are regulated by the City's Outdoor Dining Guidelines, and are assessed on a case by case basis as applications are lodged.	1
p20p34 p35	<p>Jessie Street Gardens</p> <p>Improving all gardens and greenspaces is supported, however we would make note of the popularity of the Jessie Street Gardens lawn at lunchtimes for picnicking and gathering on sunny days. We would encourage City of Sydney to retain or grow the seated area of this space as part of the upgrades and not functionally reduce the popular sittable lawn area.</p>	Noted. Jessie Street Gardens is proposed as a future project (not a priority project given it's relatively recent renewal). Further consultation on any future proposals for the space will be undertaken with AMP and all stakeholders.	2

No	Issue	Response / Action	No. times raised
P56 /57	<p>Traffic and transport</p> <p>Shared zones - noting the creation of the shared zone at the intersection between Reiby Place and Loftus Street, we recommend a drop off area that permits traffic travelling through to Pitt Street to pass unobstructed. We anticipate this area growing in popularity as a “drop off” zone for the elderly and disabled, accessing Quay Quarter Lanes, Gateway, Customs House and Circular Quay more generally. Particularly during busy city events, with rideshare and taxi drivers attempting to avoid the buses in Young and Phillip Streets.</p> <p>Activation of the new public space created in Loftus Street and the Pitt Street taxi rank traffic may increase the vehicle flow into the future beyond current traffic counts. If the traffic studies carried out in this precinct supporting the changes could be shared with AMP Capital that would be appreciated.</p>	<p>The need for an additional drop-off zone in Loftus Street is noted. The Loftus/Reiby upgrade project is now underway, proposed to monitor this issue following completion of the footpath continuation shared zone following completion of works and address the need for an additional drop-off location with Transport for NSW.</p>	1
	<p>Buses</p> <p>We welcome the removal of the bus layover zone from the southern end of Young Street as part of the creation of a new shared space. This will facilitate access to Young Street Offices and provide much more comfortable entries and outlook for the Young Street Retail – allowing this activated street frontage to flourish.</p>	<p>Noted.</p>	1
	<p>Taxis</p> <p>We raise a question as to whether Phillip Street and Pitt Street will be the two main taxi ranks available to Lack of convenient spaces to pick up, drop off and wait will only</p>	<p>Noted. Additional options for taxis and drop-off in Young Street can be explored when the project progresses to concept design stage, subject to the relocation of bus uses.</p>	1

No	Issue	Response / Action	No. times raised
	<p>increase the pressure on the southern end of Loftus Street and illegal stopping in other areas. We suggest a taxi zone on Young Street north (see below) and also suggest that Phillip Street requires a crossable median strip at the northern end for pedestrian safety.</p>		
	<p>Loading zones</p> <p>Whilst not specifically called out in this planning document, we would emphasise the need to retain loading zones and 5 minute parking on Loftus Street (see diagram below) at the northern end of Young Street and on both sides Phillip Street to the north of the Bridge Street intersection. These areas serve as busy drop off and pick up zones for rideshare, food pickup/deliveries.</p> <p>These zones are also essential for the operation of any free public events including the new Growers Markets currently being trialled on Loftus Street and partially funded by City of Sydney.</p>	<p>Noted, these concerns have informed the concept design for the upgrade of Loftus Street, Reiby Place and Customs House Lane. This is now approved and will progress to tender and construction phases. Consultation with AMP Capital as a key stakeholder will be ongoing.</p> <p>https://www.cityofsydney.nsw.gov.au/vision-setting/proposal-upgrade-loftus-street</p>	1
	<p>Pedestrian crossings</p> <p>We would recommend additional crossings on Young Street that connect the Lanes across to Quay Quarter Tower would improve pedestrian safety. We propose these crossings on the understanding that they may be incorporated as part of the Young Street shared zone plans. We would welcome collaborating with the City of Sydney on the locations of the crossings as we have developed over the years some initiative locations to open up pedestrian cross links through east west laneways and through-building walkways creating a rich urban fabric.</p>	<p>Noted. Additional options for pedestrian crossings in Young Street can be explored when the project progresses to concept design stage, subject to the relocation of bus uses.</p>	1
Charter Hall			

No	Issue	Response / Action	No. times raised
	<p>On behalf of Charter Hall as the landowners of 2 Chifley Square, Sydney we commend Council on the work undertaken in producing the Draft Plan and its vision to extend the area of Chifley Square and the Hunter Street footpath to the south of 2 Chifley Square. Having reviewed the Draft Plan in its entirety, we support the City's vision for improving the public domain for City North, specifically aligning with the development uplift associated with the tower clusters of the Central Sydney Planning Strategy.</p>	Noted.	1
	<p>The public domain improvements envisaged for the eastern section of Hunter Street and Chifley Square to the south of 2 Chifley Square are met with great support, and the City is commended for its vision. These moves will enhance pedestrian amenity in this part of the city.</p> <p>Charter Hall supports the planned expanded public space along the southern edge of Chifley Square and the proposed street calming along this section of Hunter Street. The proposed upgrades will improve pedestrian amenity and support the additional demand on the public domain from the anticipated future influx of pedestrians travelling from the future Martin Place North and Hunter Street Metro Stations.</p>	Noted.	1
	<p><i>Hunter Street and Chifley Square public domain concept</i> Timing and Future Construction On the basis that access, and services are maintained at 2 Chifley Square, Charter Hall wishes to commence a dialogue with Council for the delivery of the expanded Chifley Square and Hunter Street expansion. The proposed redevelopment construction period for Chifley South is planned to commence in 2024, providing an opportunity for</p>	Dialogue is welcome in relation to coordination and public domain planning between the City and all development stakeholders to assist in the planning of the precinct.	1

No	Issue	Response / Action	No. times raised
	<p>Charter Hall and the City to align the construction and delivery of the public domain works and Chifley South simultaneously. This will provide benefits and synergies for the City, the public and neighbouring landowners.</p> <p>The alignment of construction and timing for the construction of the Chifley South project and the planned public domain upgrade works will enable the orderly completion of the public domain and new Chifley tower simultaneously. A single delivery and construction programme will enable works to occur concurrently to minimise any inconvenience for all stakeholders. An aligned construction programme will provide delivery certainty and prevent any prolonged construction impacts upon surrounding sites.</p> <p>The delivery of the Chifley South works and proposed public domain upgrade works in conjunction will result in construction being completed in a timely manner with a reduced risk of damage or delay to any planned works if the construction of Chifley South and the public domain were to be completed independently. Further, the alignment of construction and delivery will ensure new workers and visitors to the Chifley South tower are not disrupted once construction is completed.</p>		
	<p>In addition to Charter Hall's financial commitment to Chifley Square upgrades within the executed VPA, Charter Hall hopes to work more closely with the City in the delivery of these important public domain initiatives. Charter Hall would like to discuss with the City how further public benefits can be provided by Charter Hall to realise the above. With the Chifley South redevelopment representing the first of several major projects to be delivered along Hunter Street, this will bring significant improvements to the eastern</p>	<p>See above, the City welcomes ongoing discussions.</p>	

No	Issue	Response / Action	No. times raised
	section of Hunter Street, with the remaining parts of Hunter Street set to accompany the delivery of adjacent projects beyond 2030.		
Milligan Group			
	Overall, Milligan Group wish to express their support for the revised City North Public Domain Plan and commend Council staff on delivering an ambitious public domain plan to guide Sydney into the future and deliver on the aims of key strategic documents such as <i>Sustainable Sydney 2030-2050 Continuing the Vision</i> and the <i>Central Sydney Planning Strategy (CSPS)</i> .	Noted.	1
	In the context of the public benefits to be unlocked with the redevelopment of 15-25 Hunter Street and 105-107 Pitt Street, Milligan Group wish to express their strong support for the proposals within the Revised City North Public Domain Plan, including the proposals for Hunter Street. In particular, the full, or partial, closure of Hunter Street between George Steet and Pitt Street is supported in its entirety. This proposal will bring substantial benefits to the immediate public domain by providing a pedestrian focused environment. The closure of this portion of Hunter Street will have the benefit of creating a celebrated arrival point for the Hunter Street Metro, and is necessary to manage the anticipated high pedestrian loads which will be converging on the city from both the new Metro Station and existing transport infrastructure at Wynyard Station and on George Street.	Noted.	1
	The opportunity for a new Tank Stream Square adjacent to the 15-25 Hunter Street and 105-17 Pitt Street site is also supported as a positive gesture to Sydney's heritage and opportunity to celebrate Gadigal Country. The placement of this square adjacent to 15-25 Hunter Street and 105-17 Pitt	Noted.	1

No	Issue	Response / Action	No. times raised
	<p>Street will allow for genuine pedestrian prioritisation, creating a focal point and offering opportunities to connect to the new laneway network to be delivered on the site, ensuring a highly integrated, legible and permeable public domain outcome.</p> <p>These improvements are welcomed and will positively accord with the vision for the redevelopment of the 15-25 Hunter Street and 105-107 Pitt Street.</p>		
	<p>More broadly, Milligan Group also support the improvements to other streets and intersections, including those proposed to Spring Street, O'Connell Street, Bligh Street, Loftus Street and Gresham Street. The collective enhancement of these streets and spaces will ensure Central Sydney achieves a more sustainable future, with walkability and active transportation prioritised in a public domain that offers a high level of amenity to all. These improvements will ensure the city is greener and calmer, importantly providing more space for people on the streets, which is acknowledged as a key priority of <i>Sustainable Sydney 2030–2050 Continuing the Vision</i>.</p>	Noted.	1
TFE - A by Adina			
	<p>While we appreciate that the CNPDP, the George Street North Pedestrianisation proposal ("GSNP"), the construction of the Hunter St West Metro Station and Hunter Street West Over Station Development are the subject of different processes and involve different authority stakeholders, the A by Adina is detrimentally affected by all proposals. Properly understanding and mitigating the impact of the CNPDP on the A by Adina also requires consideration of the GSNP, the plan for implementing the construction of the Hunter St Metro Station and the Hunter Street West Over</p>	<p>Noted. The City is working closely with Transport for NSW and Sydney Metro to ensure coordinated outcomes for the Hunter Street Precinct. The CNPDP is a vision document with the intent of supporting long term alignment across authorities and stakeholders. And proposals progressed under this plan will be developed in consultation with all stakeholders to mitigate and minimise impacts.</p>	

No	Issue	Response / Action	No. times raised
	Station Development.		
	During construction of the Hunter St Metro Station and based on the Hunter St end-state proposed under the City North Public Domain Plan, it is unclear whether guests will be able to be dropped off by vehicles at the A by Adina's entrance on Hunter St. This is obviously of great concern to TFE, noting that guests have luggage to manage and may be elderly or disabled. Similarly, it is important that taxis, hire cars and ride share vehicles are able collect guests from the hotel; it would obviously be unsatisfactory for the A by Adina to call a taxi for a guest and have that vehicle meet the guest a block away from the hotel entrance.	The concerns regarding access to taxi and vehicular drop-off for TFE are noted, and will form the basis of the next stage of work by the City on progressing concept design options and feasibility testing. The City will continue to engage with TFE, Sydney Metro and other stakeholders as the public domain concept is developed.	1
	We note that Curtin Place is already a sub-optimal vehicle accessway based on current vehicle loads (predominantly service vehicles). As a no through road without provision for vehicle turning, vehicles that enter Curtin Place often need to reverse out of it (or at least to the Hamilton St intersection); Curtin Place is also narrow which makes it difficult for vehicles to pass and has significant pedestrian traffic. Placing additional load on Curtin Place as a consequence of the Metro Station construction, the City North Public Domain Plan or the George Street North Pedestrianisation proposal would be undesirable and unsafe.	Noted, as above.	1
	We note that, as part of the adjacent Hunter Street Metro West Station construction, provision is being made for a large-scale over-station development. TFE is interested to understand how it might be affected by the over-station development (e.g. noise, access etc) given that the A by Adina will be heavily impacted by the Metro station and over station development construction through to 2030. TFE Hotels, as a stakeholder seeks ongoing engagement	The Hunter Street Metro over-station development process is at concept design stage via a State Significant Development assessment process. The City as a stakeholder is reviewing and providing input to NSW Department of Planning and Environment (DPE) in their assessment of these proposals, however the City is not the consent authority. In our submissions, the City aims to represent the interests of the public and flags impacts of SSD proposals – both during	

No	Issue	Response / Action	No. times raised
	<p>throughout the development of any such mitigation measures as they relate to temporary or permanent road closures and traffic redirection (staging, duration etc.). We understand Sydney Metro have recently awarded the Eastern Tunnelling Package (ETP) contract. TFE would like to request a meeting with both the City of Sydney, Transport NSW (Sydney Metro) and the John Holland Pty Ltd, CPB Contractors Pty Ltd (CPB) and Ghella Pty Ltd joint venture (JCGJV) to discuss the construction and traffic management plan for the Hunter Street Metro West station delivery to ensure A by Adina hotel guests continue to have appropriate access to the A by Adina during the Metro delivery.</p>	<p>construction phase and end state. However it is recommended that TFE make a direct submission to DPE as the assessment authority, raising these concerns.</p> <p>The City will continue to engage in discussions with Sydney Metro and all relevant stakeholders regarding planning and management of the Metro construction phase.</p>	
	<p>We note that Sydney Metro has lodged two separate Concept Environmental Impact Statements, for the over station development at Hunter Street Station East and Hunter Street Station West, with the NSW Department of Planning and Environment, with both proposals on public exhibition until 30 January 2023. TFE Hotels intends to provide further feedback during this public exhibition period.</p>	<p>Noted, as above.</p>	
	<p>TFE would like to further consult with the City of Sydney to discuss a shared zone in Hunter Street, rather than a purely pedestrian zone with time restricted access, to maintain 24/7 access to the entry of the A by Adina.</p>	<p>Noted. The concerns regarding access to taxi and vehicular drop-off for TFE are noted and will form the basis of the next stage of work by the City on progressing concept design options and feasibility testing for this block. The City will continue to engage with TFE, Sydney Metro and other stakeholders as the public domain concept is developed.</p>	
	<p>To operate the 194 apartment hotel rooms at A by Adina and the restaurant/bar offering at Dean & Nancy on 22 (located on level 22 of the A by Adina), the loading dock utilisation is high, 7 days a week. This utilisation will increase even further as we complete the fit out of a restaurant/bar in Curtin Place (<i>refer Image 1 below</i>). Please</p>	<p>Noted – This omission in the diagram has been rectified, access to the A by Adina loading dock has been considered in the plan.</p>	1

No	Issue	Response / Action	No. times raised
	<p>note the loading dock access for A by Adina Sydney is not noted on the driveways and loading docks in the CNPDP and TFE would like to ensure the utilisation of this loading dock has been considered in the CNPDP. (Refer Image 2 below)</p>		
	<p>Both Option 1 and Option 2 of the City North Public Domain Plan – Hunter Street precinct – (Refer Images 3 and 4 below) propose to close Hamilton Street (between Hunter Street and Curtin Place) to pedestrians. TFE anticipates the proposed closure of Hamilton Street will create a significant impact on the ability for delivery vehicles to exit Curtin Place. Curtin Place is narrow and provides limited access for delivery vehicles to turn around and exit Curtin Place forwards. The closure of Hamilton Street would result in delivery vehicles needing to reverse out into Pitt Street, including the cycle lane on Pitt Street, creating a significant safety risk to pedestrians. Maintaining vehicle access through Hamilton Street would provide the option for vehicles to access Pitt Street via Hunter Street. This limits the practical use of Curtin Place and Hamilton Street as an alternative drop-off and pick-up associated with the hotel.</p>	<p>Noted. Access into Hamilton Street will need to be maintained for the existing loading dock to 97-99 Pitt Street.</p>	1
	<p>Impacts to the A by Adina as a result of the proposed CNPDP include: Disabled guests drop off accessibility – The A by Adina has 12 x easy access rooms for wheelchair or impaired guest usage, by not having easy access at the front of the hotel for this traveller it will result in a negative guest experience and increased risk to the guest; • Emergency service access – All emergency services require access to 2 Hunter Street in the event of an emergency at the hotel. This includes Fire, Ambulance & Police. In addition, access to the Fire Panel and hydrants for</p>	<p>Noted. The concerns regarding access to taxi and vehicular drop-off for TFE are noted and will form the basis of the next stage of work by the City on progressing concept design options and feasibility testing for this block. The City will continue to engage with TFE, Sydney Metro and other stakeholders as the public domain concept is developed. Any upgrade proposal will be required to meet emergency service access requirements and would undergo the necessary statutory assessment, consultation, exhibition and approval process prior to progressing.</p>	1

No	Issue	Response / Action	No. times raised
	<p>the fire brigade are at 2 Hunter Street at the hotel entrance. Fire appliances are generally either 10.1m long (general appliance) or 12.4m long (aerial appliance) and have specific access needs and spatial requirements in the event of an emergency;</p> <ul style="list-style-type: none"> • Inability to access the taxi set down zone directly in front of the hotel entrance at 2 Hunter Street. Its removal will have a significant financial impact to A by Adina due to the impact on securing, and retaining, corporate business, such as flight crews, that require the ability for vehicle set-down close to the hotel entrance; • Arrival experience - not being able to drop guests at the entrance to the A by Adina at 2 Hunter Street will be detrimental to the arrival experience international travel, leading to negative guest social reviews and loss of income. The A by Adina is a premium product and the expectation of guests would be to have a suitable arrival experience; and • Security risk – without the A by Adina maintaining the drop off zone at the hotel entry, we feel this increases the security risk for both female travellers and families arriving at night to the hotel. The closure of Hunter Street would result in guests having to navigate the city at night, in an area with patrons from nearby restaurants and bars gathering on the street, increasing the security risk of guests. 		
Lend Lease, Australian Prime Property Fund Commercial & Partners			
	Extremely supportive of the proposal for the City North area and the City North Plan Public Domain framework is an excellent city shaping document	Noted.	1

No	Issue	Response / Action	No. times raised
	Specifically, the transformation of O'Connell Street south into a pedestrian Plaza and the closure of Spring Street West from Gresham to Pitt Street are supported. Both of these will create excellent additional public space and opportunities for people to spill out safely onto the street and occupy the streets through retail.	Noted.	1
	The proposed pedestrianisation will create an integrated and highly navigable pedestrian environment, allowing a pedestrianised George Street, the proposed Tank Stream Square, Australia Square, Spring Street, O'Connell Street and Farrer Place to be read as a continuous string of valuable urban spaces. All of these proposed upgrades are identified as 'priority projects' which appropriately recognises their importance to the successful renewal of the City North.	Noted.	1
	The street calming of O'Connell Street, Pitt Street and Hunter Street are all supported. As it stands, these streets, and the northern CBD more broadly, lack the pedestrian amenity present in existing transport and commercial hubs such as Martin Place, Town Hall and Pitt Street Mall.	Noted.	1
	O'Connell Street Whilst supportive of all proposed public domain upgrades, we urge the City to continue to explore public domain improvements consistent with their vision. There are opportunities to consider widening footpaths on O'Connell Street, as buses have been removed here. Subject to detailed overland flow studies, we see the opportunity to widen the western footpath, particularly as 1 O'Connell will bring large numbers of people to this part of the city and there is a desire line from Pitt Street and the Metro to the south, traveling up O'Connell Street, across Bent Street and then down either Loftus or Young Street to Circular Quay.	Noted. There may be a need to provide some loading/drop-off bays in O'Connell Street, however opportunities for widening will be maximised in the plan. Diagrams have been updated to reflect this.	3

No	Issue	Response / Action	No. times raised
	<p><i>Bent Street</i> There is an opportunity to further calm Bent Street, or to look at moving the proposed pedestrian crossing at Bent Street to Loftus Street, to align with O'Connell Street to Farrer Place. We also see the opportunity at O'Connell Street, along with the widening of the footpath to the west, to have an additional street blister which will provide pedestrian safety as people cross bent street to Farrer Place. This is a clear desire line and is particularly dangerous given the way cars move from the ridge at Macquarie Street down into the City North.</p>	<p>Noted. The detail of this intersection and the proposed pedestrian crossing will be further developed as upgrade projects progress to a detailed design stage. For now, the desire line along O'Connell Street has been recognised with a widening of the pedestrian crossing aligning with Loftus Street.</p>	1
Macquarie Group			
	<p>Supports the City North Public Domain proposal – in particular Hunter Street and Martin Place precinct.</p>	<p>Noted.</p>	1
	<p>The proposed Hunter Street expansion of footpaths and carriageway reduction compliments the Metro precinct design by:</p> <ul style="list-style-type: none"> • Creating public spaces that deliver something for everyone in our city • Focusing on building community and public activation; and • Maximising the amount of quality pedestrian space and thereby creating opportunities for public life as well as ease of circulation. 	<p>Noted.</p>	1
	<p>Macquarie believes the expanded pedestrianisation of Hunter Street at the Station entrances will better facilitate and optimise safe public access between the Martin Place Precinct and the future Metro West Hunter Street station and over station development.</p>	<p>Noted.</p>	
Pontiac Land Group			

No	Issue	Response / Action	No. times raised
	Pontiac commends the City for its continued focus on improving the vibrancy and pedestrian amenity and environment of the CBD.	Noted.	1
	Understanding the key spaces and access operational requirements across each building is critical in terms of ensuring any changes to the public domain support and respond to the key requirements of the hotel.	Noted – the City has received detailed plans of the proposed Pontiac Development and will continue to engage as any streetscape projects progress to concept design stage.	1
	<p><i>Pontiac Aspirations for Changes to On-Street Parking Arrangements</i></p> <p>Pontiac are seeking changes to the on-street parking and loading arrangements on streets surrounding the sandstone buildings.</p> <p>Pontiac have been in discussions with TfNSW, City of Sydney and more recently Department of Planning around the interface of the Education and Lands Building with the public domain and surrounding streets, especially from the perspective of creating a safe loading and unloading environment for guests and visitors, but also to relieve the inevitable increased congestion on the surrounding network.</p>	Noted	1
	<p><i>Hunter Street Precinct: North</i></p> <p>The proposed changes by the City to the public domain surrounding the Sandstone Precinct are strongly supported. Enhancing the visual setting and human scale to these special heritage buildings and creating a focus on the pedestrian experience is something that will ensure Central Sydney remains a world class city.</p>	Noted.	1
	<p><i>Loftus Street</i></p> <p>The creation of a share way for Loftus Street is generally</p>	Options for set down/pick up of people and goods in the future shared zone configuration on Loftus Street can be explored when the project progresses to concept design stage. The City	1

No	Issue	Response / Action	No. times raised
	supported by Pontiac. Acknowledgement for the need to retain access to the Education Building for loading etc is appreciated. Pontiac would like to propose an alternative and enhanced solution for Loftus Street that the City could consider as part of its revision to the public domain plan. The enhanced proposal involves only a need to create a part shareway for the southern half of Loftus Street, with the northern half able to be completely pedestrianised.	appreciates the feedback from Pontiac to date, and will continue to engage as the project progresses. The currently proposed loading zones would be revised when this project progresses.	
Dexus			
	Dexus supports the City's vision to improve the City streets and to create quality public domain spaces that promote green corridors and place activation. It is also encouraging to see that the draft plan seeks to respond to the existing and future development context by including reference to future development sites, including Dexus' current active Planning Proposal for 56 Pitt Street, Sydney.	Noted.	1
	We encourage the City to consider the further widening of the footpath of Gresham Street from the western side towards the hotel to further promote the activation of this precinct, particularly the relationship between the two buildings.	Noted, additional widening of Gresham Street is consistent with the objectives of the plan, and can be considered subject to the adequate provision of bays for necessary kerbside used (such as disabled parking/drop-off etc)	1
	We encourage the City to consider relocating the potential future eastern driveway at 1 O'Connell Street (corner of Bent Street and O'Connell Street) as part of the concept plan for the Spring Street upgrades, as highlighted in [diagram below]. This would allow the City to continue wrapping the extended pathway and green corridor from Bent Street around Gresham Street and down to Spring Street. This would further encourage the prioritisation of pedestrian movement throughout the precinct.	The location of the future driveway at 1 O'Connell Street is the subject of a future redevelopment of that site, and associated planning approval process.	1
	The Transport, Heritage, Environment and Planning Committee Agenda Document identifies the Gresham Street	The prioritisation of Gresham Street to start within 2 years was included in the 2015 Public Domain Plan. In the 2022 update	1

No	Issue	Response / Action	No. times raised
	<p>upgrades as a priority project to commence within the next 2 years. We recommend that the City considers coinciding these works to align with the construction program of our proposed development at 56 Pitt Street, for the following reasons:</p> <ul style="list-style-type: none"> • The existing 56 Pitt Street car park exit is located on Gresham Street. If the upgrade works were to occur prior to the construction of new development at 56 Pitt Street, it would impact the operational activities for this building; and • During the construction of the proposed development, we would be proposing to utilise Gresham Street as the most suitable location for the construction loading zone for the project. This is due to the anticipated traffic volumes at both Bridge Street and Pitt Street, as well as the nature of these roads being characterised by one-way vehicle access and bicycle infrastructure. The widening of Gresham Street after the completion of the construction of 56 Pitt Street would minimise damage to the new public domain in this regard, as it is anticipated that construction activities for 56 Pitt Street will occur for several years. 	<p>Gresham Street is proposed as a Priority Project (timeframe not specified). The construction of any public domain works would be coordinated with adjoining development. The City will continue to liaise with Dexus, the implementation of public domain upgrades will not impact on construction works zones or loading zones.</p>	
	<p>We encourage the City to continue to have an open dialogue with Dexus in relation to these important streetscape upgrade works to ensure the best possible outcome for the precinct.</p>	<p>Noted, agree.</p>	<p>1</p>

No	Issue	Response / Action	No. times raised
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GENERAL SUBMISSIONS

Submissions from the public made online or via direct correspondence

Support for the proposed City North Public Domain Plan

	Support for the City's Revised City North Public Domain Plan	Noted.	1
	The plan includes a number of proposals which, when implemented, will build upon the sustained efforts of the City over recent years to bring greater pedestrian and public amenity to the heart of the CBD.	Noted.	1
**	Strongly support the efforts to get cars out of the cbd. Only a few are needed to make the area loud and unpleasant and dangerous. This will help the walkability and liveability of an important part of the city.	Noted.	18
	The residents and owners of Bridgeport: 38-42 Bridge Street are not against development of the area where we live, rather we encourage it. We also support the Council's wider initiatives related to the City North Public Domain Plan (CNPDP) 2015 that are providing improved pedestrian areas and increased public spaces with plantings which provide a better environment and reduce of the dominance of the car.	Noted.	1*
	Progressively improving conditions for pedestrians makes the experience of using the city more enjoyable and uplifting, and supports the attractiveness and competitiveness of Sydney as a global city.	Noted.	1
	The themes embodied within the plan - aimed at increasing pedestrian priority, greening the city's streets and making the public domain more inviting, accessible and inclusive for all city users - are commended.	Noted.	1

No	Issue	Response / Action	No. times raised
	Strongly support these changes to pedestrianise the area between Circular Quay and Martin Place. This will make our city better for workers, residents, and tourists. Let's get it done!	Noted.	2**
	I fully support the proposed changes. I support opening city streets back up to people by filtering out motor vehicle traffic. I would like to see more streets opened back up to people. To improve walking experience and safety, continuous footpaths or wombat crossings are needed at all side streets.	Noted.	4**
	Fully support the prioritisation of walkability over vehicle movement in the city centre, especially once metro stations are open.	Noted, consistent with the plan's guiding directions and project opportunities.	1*
General comment			
	Hunter Connection Foodcourt was popular with with old Hong Kong style interior design and authentic restaurants. Preference is to develop something similar to what already exists (gold handrails, interesting mirrors Etc.)	The redevelopment of the Hunter Connection and any private development sites within the City North Precinct would be undertaken by private landowners/developers. These sites are not under the control of the City. All development will be subject to an assessment process including exhibition for public comment. This responder has been contacted to advise that making a submission during that process would be the most effective mechanism to provide this input.	1
	Trachyte and heritage gutters should be preserved in situ as per Council resolution 2014.	Noted. Heritage elements to be considered as any projects progress to design and implementation stage.	
	Heritage gutters remain under the paving and can be removed and reused to restore Phillip Street to replace concrete gutters	Noted. Heritage elements to be considered as any projects progress to design and implementation stage.	
	Please no new gutters nor wraparound as vandalised streets as along George Street cross streets	Noted. Heritage elements to be considered as any projects progress to design and implementation stage.	
Pg 7 Clause	A City for All: the City North is not inclusive to all people. After 2pm when most cafes and cheap eat closed, there is	This plan relates to the public domain, and aims to maximise the amount and quality of space for people – for a variety of uses	

No	Issue	Response / Action	No. times raised
3	no more affordable food north of King Street to Circular Quay except fast food chains and gelateria if it is considered food. City North has become a precinct for the rich. If people feel that City North is not suitable for them they won't come, subsequently City's public spaces will not be used. City North's future outlook will continue be the same - a dining and drinking places for the those who can pay big dollars. Is City of Sydney awarded of this issue and taken considerations to resolve?	including outdoor dining and public seating. The food and beverage offer by private landowners/operators is beyond the scope of this plan.	
	Remove lots of on-street car parking. Unfortunately, people will drive into the city if they can park on the street easily. It is essential to reduce on street parking to make walking safer and our streets quieter and more enjoyable. Of course, keep some commercial off-street parking, and some on-street loading zones and disability parking. Make this change everywhere in CBD north. It has been done elsewhere: https://www.theguardian.com/cities/2016/sep/27/cities-eliminating-car-parks-parking	Noted, consistent with the plan's guiding directions and project opportunities.	7**
	Tankstream Way is one of the better small lanes in the City North. It has bicycle parking at the north end, one narrow lane for vehicles and is transformed by having a cafe (Marlowe's Way) with just 3 tables and few potplants. The bollards are great, as people feel safe behind them. More lanes like this please.	Noted.	4**
	The pedestrianisation of Alfred St is great. Workers, shoppers and tourists alike can saunter along, talk to each other without noisy traffic. Pedestrians and light rail interact well. People walking can stop where they like, enjoying a snack, or just resting. We need to keep converting more streets to people first places.	Noted.	3**
	Make an easy way to access the new bike parking here [at	The Pitt Street cycleway will connect to the new bike hub via the	2**

No	Issue	Response / Action	No. times raised
	180 George Street] . Perhaps a cycleway could connect to it from Pitt St and cycling could be allowed on that section of George Street.	Underwood Street and Rugby Place.	
	<p>We need bike parking along the bike paths. It is great having the bike paths, but when you get to your destination it is a scramble to find a pole.</p> <p>It would be great to have a set of bike parking hoops (or whatever you call them) once every block in the city.</p> <p>Better to do shopping in the city and better for those who work. Not all workplaces allow bikes in the building.</p>	Noted – for consideration in future concept design development.	1**
	Sydney could learn from Perth and Singapore cbds on how to add functional and aesthetic Street furniture and add greenery to public space. In addition if possible installing statue and or fountain would beautify the place like a European piazza.	Noted – for consideration in future concept design development. The City's Street Code outlines the street furniture palette for this area. https://www.cityofsydney.nsw.gov.au/design-codes-technical-specifications/sydney-streets-code	1*
	Make Paradise Investment Pty Ltd stop investing in WA - Mulga Rock Uranium Proposed Mining	Beyond the scope of this plan.	1
	It would be great if on roads that weren't fully pedestrianised, there were dedicated bike lanes were put in so that cyclists can safely navigate the city without having to interact with cars or pedestrians as this can be unsafe.	Bike lanes are planned and implemented in accordance with the City's Cycling Strategy and Action Plan https://www.cityofsydney.nsw.gov.au/strategies-action-plans/cycling-strategy-and-action-plan	1
Landscape			
	I fully support the pedestrianisation of these streets. It would be wonderful to have not only trees planted but also general native shrubs and flowers which can really brighten up the city.	The City is undertaking a review of the Street Tree Masterplan, and looking to incorporate additional native species. This will inform future concept design development.	1*
Active street frontages			
Pg 10	one of the key messages from user intercept surveys 'Outdoor dining and active edges are important'	The City's DCP controls require development to provide active edges, and the Design Excellence process supports the achievement of this through design.	1

No	Issue	Response / Action	No. times raised
	<p>- Feedback: while the City has been supporting outdoor dining post pandemic, is there also any action plan to implement active edges?</p>		
	<p>Expanded footpath & carriageway reduction Hunter Street</p> <p>- Feedback: The widened footpath along the northern edge of Hunter Street between O'Connell and Castlereagh will become useless and deserted if the Metro entries just consist of glass walls and no active edge. Please consider adding spaces for opportunities of small eats, bars and better amenities to ensure active streets, not 'lifeless pedestrian street'.</p>	<p>Metro West is a State Government project by Sydney Metro (Transport for NSW), the Department of Planning and Environment is the approval authority. The project is required to address environmental assessment requirements as set out by DPE. These include streetscape and activation objectives. As a stakeholder, the City of Sydney continues to provide input to the planning and approval process and advocates for these issues.</p>	1
p.29	<p>29 Guiding direction 05 - Support and encourage active building edges and high quality activation of the public domain.</p> <p>- Feedback: Can City of Sydney show evidence where works been carried out to activate building edge or requirements to building developments to ensure active street frontage has been implemented as part of the development application? High quality activation of public domain by the City will be seen as 'half done' if there is no active frontage at a location where most desirable. People will not come to the City North if there are just beautiful streetscapes but lack of day and night time economy there.</p>	<p>https://www.cityofsydney.nsw.gov.au/-/media/corporate/files/publications/development-control-plans/section3-dcp2012-261121.pdf?download=true</p> <p>See 3.2.3 Active frontages</p>	1
p.12	<p>Appendix C Hunter Street Precinct</p> <p>Proposed driveways and loading docks</p> <p>- Feedback: These proposed driveways will add to city centre's over 2km of these elements that have killed active street frontage for pedestrian, retails and food and drink</p>	<p>This plan captures driveways and loading docks which exist and which are proposed by private development applications. The City's Development Control Plan limits the number and extent of driveways, and encourages / requires the provision of active frontages. Through site amalgamation and redevelopment the number of driveways in this precinct is likely to be reduces and active frontages increased.</p>	1

No	Issue	Response / Action	No. times raised
	amenities. Please justify why these are needed in relation to city amenities, visual impact and attractiveness, and please explain why active edges are not higher priority than driveways?		
Additional noise for residents			
	<p>As stated previously in relation to the Loftus Street Proposal, we believe such initiatives should be in a way that does not negatively impact the ability of exiting residents to live their lives nor should such development take away their quiet enjoyment. Our preferred suggestion is for Council to amend the proposal so that:</p> <ul style="list-style-type: none"> • Loftus Street north of Bridge Street is a pedestrian dominated area; and • Loftus Lane remains 2 ways but residents only and is also blocked with plantings or bollards on the Loftus Lane end. There is no need for cars to enter from Loftus Street if Loftus Lane is residents only. <p>This preferred suggestion would still allow access to Reiby Place as is proposed and we believe would make a safer and more tranquil area for all users and surrounding buildings. It would be a shared area at limited times for restricted vehicles - not for taxis or non-residents taking a shortcut. The Taxi rank would need to be moved to Bridge St or north of Bridge St to Loftus St, Young St or Gresham St.</p>	<p>The concept for Loftus Street was endorsed in the 2015 Public Domain Plan and is now progressing to implementation. The concept design aligns with the intent to create a slow traffic and increasingly pedestrian priority area in Loftus Street north of Bridge Street. Vehicular circulation needs to be retained into Loftus Street and Reiby Place, as this provides access to properties in Pitt Street (which is one way between Alfred Street and Bridge Street). The concept plan reduces the extent of Loftus Street available for vehicular circulation and introduces traffic slowing devices such as raised continuous footpath crossings. https://www.cityofsydney.nsw.gov.au/vision-setting/proposal-upgrade-loftus-street</p> <p>Loftus Lane currently provides access to the loading dock of 9B Young Street and therefore cannot be closed to vehicular traffic or resident access only. Loftus Lane is a shared zone, requiring vehicles to travel at slow speeds – reducing potential noise impact.</p>	1
	An alternative solution to help alleviate the noise impact of cars, taxis, ubers and trucks would be for Council to pay for the cost of double glazing of the windows of Bridgeport. Of course, we can have a special levy to ensure a better outcome however we don't believe it is ethical that	This is beyond the scope of this plan.	1

No	Issue	Response / Action	No. times raised
	<p>alleviating noise caused providing convenience to others should be at the cost of our residents/owners. The noise is an ongoing problem which is constantly exacerbated by the developments that have been approved and we anticipate will continue to be approved.</p> <p>We strongly believe that the Council should ensure public and private development have at least a neutral impact on local residents.</p>		
Solar access			
p.19	<p>microclimate condition</p> <p>- Feedback: Both solar access and sky view factor plans show O'Connor street, Spring street and most parts of Hunter Street have very low solar and skyview access. Why shade trees are proposed at these locations?</p>	Solar access plans show the mid-winter (worst case) condition for solar access and skyview. In summer all streets receive significantly more solar access. Tree canopy provides significant other benefits to air quality and amenity. Tree selection and placement would be refined in a detailed concept design process prior to any streetscape upgrade being implemented.	1
Hunter Street			
	I like the pedestrianisation of hunter street	Noted.	1**
	[Hunter Street between George and Pitt Streets] Strongly support this, we need as few cars in the CBD as possible!	Noted.	8**
	[Hunter Street at Macquarie Street] There is no need for the two turn lanes at this intersection onto Macquarie St. With Hunter Street one way away from this intersection a block down, traffic will be minimal so more space should be given to pedestrians	Noted. Additional analysis and documentation will be undertaken before any project progresses to concept design stage. Any works under this plan will be the subject of a future statutory approval process, including consultation and public exhibition.	8**
	Make the single lane on Hunter St as narrow as possible and plant trees close to the roadway to encourage drivers to go slow	Noted. Additional analysis and documentation will be undertaken before any project progresses to concept design stage. Any works under this plan will be the subject of a future statutory approval process, including consultation and public exhibition.	8**
p.28	<p>Hunter Street Precinct South</p> <p>- Feedback: Please provide east west cross sections along</p>	Noted. Additional analysis and documentation will be undertaken before any project progresses to concept design stage. Any works under this plan will be the subject of a future statutory	

No	Issue	Response / Action	No. times raised
	Hunter Street between Elizabeth Street and George Street to show how elements relate such as trees (correct species height and canopy shapes), pedestrian seatings, view lines relation to heritage landmarks, key intersections, changing street topography and adjacent building bulks.	approval process, including consultation and public exhibition.	
	<p>Tank Stream Square</p> <p>- Feedback: George street and Hunter Street corner - At high point of the Hunter Street West, RL 12.5 provides key views from George street to the heritage landmarks and change in topography of Hunter Street to the east. Current proposal of shade trees between RL12.5 to RL8.5 will obscure this long view opportunity as indicated in page 23 of the Hunter Street Precinct report. Please reconsider the positions of shade trees.</p> <p>Please consider scraping the driveway at Tank Stream Square south. the City centre has over 2km of driveways put together that killed active street frontage.</p>	<p>Noted. Tree placement and species selection will be carefully considered in any future design to maintain key views.</p> <p>NB existing driveways to private development are required to be maintained through any public domain works.</p>	1
	[Castlereagh Street intersection] Install the missing crossing of this intersection on the western side. The map currently only shows crossings on 3 of the 4 sides.	Noted.	5**
	Scramble crossing here [at Castlereagh and Elizabeth Streets], so people don't have to wait for two lights to cross diagonally.	Noted. Additional analysis will be undertaken to inform the design of intersections to maximise pedestrian safety before any project progresses to concept design stage.	5**
	Make the crossing Phillip St at the intersection of Hunter St easier and safer, with either a continuous footpath or kerb build outs to narrow the crossing distance. Phillip St is not a	Noted. Additional analysis will be undertaken to inform the design of intersections to maximise pedestrian safety before any project progresses to concept design stage.	1*

No	Issue	Response / Action	No. times raised
	major thoroughfare and should not be 4 lanes wide at this intersection.		
	Continuous footpath or wombat crossing here [across Phillip Street]	Noted. Additional analysis will be undertaken to inform the design of intersections to maximise pedestrian safety before any project progresses to concept design stage.	2**
	Prioritise Country in the public domain design and recognise/ interpret the heritage tank stream watercourse alignment.	Noted.	1**
	Please add pedestrian crossing to cross from Deutsche Bank Place side of Hunter St to Chifley square. There are quite a lot of pedestrians crossing this street throughtout the day. The pedestrian crossing can be implemented immediately today, rather than part of 2030-50 vision. Thank you.	Suggestion incorporated.	4**
	[Between Phillip and Macquarie Streets] The proposal for a wider footpath here is a great idea. It will allow more space to walk, more trees (and hence more shade), and be quieter with fewer cars.	Noted.	1
	Pedestrian crossing here. [Across Hunter Street at Elizabeth Street]	Suggestion incorporated.	2
O'Connell Street			
	<p>Partial Street Closure: O'Connell Street</p> <p>- Feedback: The resulting high quality pedestrian zone at the O'Connell Street closure will risk become a lifeless/deserted area with no one interested to linger when the high entry glass atrium of Metro West along the eastern side is built. Together with high facade blocks of the heritage building occupied along the west side, this will only be a 'canyon' of inactive street edge. Please ensure Metro West's entry atrium is less excessive but take priority to create spaces for active edge. Without active shop frontage,</p>	<p>Metro West is a State Government project by Sydney Metro (Transport for NSW), the Department of Planning and Environment is the approval authority. The project is required to address environmental assessment requirements as set out by DPE. These include streetscape and activation objectives. As a stakeholder, the City of Sydney continues to provide input to the planning and approval process and advocates for these issues.</p>	

No	Issue	Response / Action	No. times raised
	high quality pedestrianised streets like this will be useless and lifeless		
	O'Connell Street has no need for more than one lane in each direction. Narrow it and widen the footpaths instead of keeping the wide road	Some loading may need be retained in O'Connell Street – however this can be incorporated in bays, separated by areas of widened footpath.	6**
Richard Johnson Square			
	<p>Expansion to Richard Johnson Square</p> <p>- Feedback: The widened footpath along the southern edge of Hunter Street between Elizabeth and Castlereagh will become useless and deserted if the Metro entries just consist of glass walls and no active edge. Please consider adding spaces for opportunities of small eats, bars and better amenities to ensure active streets, not 'lifeless pedestrian street'</p>	The Metro West Over Station Development State Significant Development concept plan was on public exhibition throughout January 2023. The concept plan shows a proposed increased setback of the Metro building to Richard Johnson Square, and active frontages to the square as well as a through site link. This proposal will improve the amenity, activation, and spatial quality of Richard Johnson Square.	1
Spring Street			
	<p>Street Closure: Spring Street</p> <p>- Feedback: The resulting high quality pedestrian zone at Spring Street closure will risk become a lifeless/deserted area with no one interested to come and stop when various glass facade along southern side are not supporting active frontage. Together with single shop facade along the northern edge and driveways, this will only be a pedestrian street of inactive street edge. Please consult with stakeholders to make sure various building entries are less excessive but take priority to create spaces for active edges. Without active shop frontage, high quality</p>	Noted. The City will work with all stakeholders to ensure our DCP requirements for active frontages and design quality are achieved through development.	1

No	Issue	Response / Action	No. times raised
	pedestrianised streets like this will be useless and lifeless.		
	I like the pedestrianisation of spring street	Noted.	1**
	Opening this street to people and closing it to cars is a good idea. This makes it a quieter more enjoyable and attractive space.	Noted.	15**
Circular Quay / Water Square			
	Strongly opposed to the demolition of the Cahill Expressway and City Circle trainline. These are highly efficient and extremely functional infrastructures in our city; linking all transport: trains, ferries, buses and roads. These proposals [to remove the Cahill Expressway infrastructure] are not sustainable! Environmentally, \$\$\$\$, tunnelling and diversions. Instead, I suggest and propose that a DESIGN COMPETITION be held to enhance the dirty, neglected and aged facade of the Cahill Expressway. My vision is that a triangle of amazing and inspirational, world class design would be achieved between our Sydney Harbour Bridge, our Opera House and our Cahill Expressway.	The City's vision to connect the City to the harbour at Circular Quay has been enshrined in our planning strategy since the endorsement of Sustainable Sydney 2030 in 2008. This vision was renewed in 2022 with the endorsement of <i>Sustainable Sydney 2030-2050 Continuing the Vision</i> . The City North Public Domain Plan mirrors the endorsed position of Council with regard to Circular Quay, reflecting the wording and objectives of <i>Sustainable Sydney 2030-2050 Continuing the Vision</i> as they relate to this important place within the City North. The realisation of the Water Square idea relies on a high level of coordination and alignment with government and significant changes to transport infrastructure. This is a long term vision, and detailed design issues would be tested and developed in the future should the project move forward to a concept development stage.	1
	Leveraging to connection to the water the access to icons (Opera House etc) as well as terminal to light rail and top of George street with Markets and external eateries would be great activation of the large open space that isn't very cohesive at the moment. Perhaps a bit more shade would be good.		7**
	new avenue of trees [Customs House Square] to link with tree planting proposals for Alfred Street.	Noted, this is consistent with the CNPDP.	1
Bent Street			
	Most foot traffic crossing Bent St comes from Farrer Place not Loftus St. Put a pedestrian crossing along this desire	Noted. The detail of this intersection and the proposed pedestrian crossing will be further developed as upgrade	6**

No	Issue	Response / Action	No. times raised
	line. If it means 2 crossings within 100m, so be it. Pedestrian crossings should meet the needs of people and should never be a case of “legal obligations are met, not our fault if people don’t use them”.	projects progress to a detailed design stage. For now, the desire line along O’Connell Street has been recognised with a widening of the pedestrian crossing aligning with Loftus Street.	
	[Phillip Street intersection] Scramble crossing here, so people don't have to wait for two lights to cross diagonally.	Noted. Additional analysis will be undertaken to inform the design of intersections to maximise pedestrian safety before any project progresses to concept design stage.	5**
	Remove the slip lane at the southern corner of the Bent St and Phillip St intersection. There are often 20 or more people waiting on the island, who want to cross the road. They have fast moving cars and trucks in front of them and large buses turning through the slip lane behind them. IRedesign Phillip St at this intersection so buses can turn left into it. For instance, Phillip St doesn't need 3 lanes northbound, if people are now a priority over cars. Install bus only lanes to speed up buses.		
Bridge Street			
	Install a separated two way bicycle lane along Bridge St from Macquarie St to George St. Bridge St currently has 5 lanes for vehicles, which makes Bridge St loud and unattractive. Reducing motor vehicle traffic and providing sustainable transport infrastructure to complete the bicycle network is a better use of road space.	There is inadequate road space to provide a separated cycleway on Bridge Street. East- west cycle movement is accommodated through the slow, on-street environment of Bent/Sring Street, and Alfred Street.	18**
	As others said, construct a bridge street cycleway. This should be built through to Barangaroo as there is currently no safe and efficient way to access the foreshore and the new bike parking about to be opened.		4**
	[outside Lands Department building] Install bollards or something to stop people parking motorcycles on the footpath. Increase parking enforcement. There is an abundance of off-street parking in the CBD - no need to have motorcycles or cars cluttering up the streets.	City staff will request for increased enforcement in the area to discourage motorists from riding on the footpaths. This situation should improve following the commencement of operation of the hotel (currently under construction). The demand for on-street parking in the city centre far exceeds	1**

No	Issue	Response / Action	No. times raised
	<p>[outside Lands Department building]</p> <p>Provide exclusive motorcycle on-street parking in this area, so people don't park their motorcycles on the footpath. It is not ideal to have people trying to walk past a person who is parking a large heavy motorcycle on the footpath. They often can't hear or see you with their full face helmet on.</p>	<p>the available parking spaces. The on-street parking that remains will be prioritised, with the highest priority reserved for taxi ranks and loading zones – the City is unable to prioritise space for any form of motorised commuter parking, including motorcycles. The City will continue to monitor the parking conditions and make changes where necessary.</p>	1**
Bond Street			
	<p>Reallocate road space from vehicles to pedestrians in Bond St. If Bond St doesn't have through traffic anymore due to the pedestrianisation of George St, then Bond St should be designed for people not cars. The current northern footpath is about 80 cm wide with poles in the middle of it.</p>	<p>Noted. The updated Plan includes additional footpath widening in Bond Street and a proposed continuous footway at the Pitt Street intersection to slow traffic and improve pedestrian safety.</p>	11**
Curtin Place			
	<p>Put seating and plants in Curtin Pl and the lanes coming off the south of it. It is a quiet refuge in the city where people like to sit (see photo), even though currently it is uglier than a prison (and prisons have better seating than milk crates). Make it an inviting place with priority for those walking and sitting, once the adjacent construction is finished. Copy Melbourne: https://participate.melbourne.vic.gov.au/greenlaneways</p>	<p>Noted, these lanes are flagged for upgrade under the plan. Text has been amended to specifically note this.</p>	3**
Macquarie Street			
	<p>Remove this slip lane (into the Eastern Distributor from the north). It incentivises drivers to travel fast when turning left from Macquarie St. It is unsafe for people walking. The aim should be to make this area quieter, safer and more attractive, not maximise throughput of vehicles. Reallocate the space to grass, garden or footpath.</p>	<p>Noted. The City is working with TfNSW and government on the Bridge Street/ Eastern Distributor and Macquarie Street intersection. This is currently proposed to be addressed as part of the State Government's Macquarie Street East upgrade project. The need to reduce vehicle speeds and make more space for pedestrians is noted and will inform the City's input to these projects.</p>	11**
	<p>Remove the slip lane. This current arrangement encourages people driving to turn the corner at high speeds. This is unsafe for people on foot and delays their journeys. Replace</p>		7**

No	Issue	Response / Action	No. times raised
	the slip lane with a sharper left hand turn at the main intersection. See https://www.strongtowns.org/journal/2019/11/5/slip-lanes-would-never-exist-if-we-prioritized-safety-over-speed		
	Remove the slip lane (into Macquarie Street from the Eastern Distributor)		5**
	[Bent Street intersection] Scramble crossing here, so people don't have to wait for three lights to cross diagonally.		5**
	[Bridge Street intersection] Remove the slip lane on the SE corner. This current arrangement encourages people driving to turn the corner at high speeds when going onto Macquarie St. This is unsafe for people on foot and delays their journeys. We don't want drivers going at high speeds on Macquarie St. Replace the slip lane with a sharper left hand turn at the main intersection. See https://www.strongtowns.org/journal/2019/11/5/slip-lanes-would-never-exist-if-we-prioritized-safety-over-speed		6**
	Reallocate space where Bridge St meets the Cahill Expressway. Cahill Expressway will soon be redesigned to have one lane each way. Therefore far fewer lanes are needed for driving. Convert the current acre of noise-filled asphalt into a beautiful, quieter, shady, inviting gateway to the Botanic Gardens and the Conservatorium. It is currently very unappealing (see photo). The NSW plans for Cahill Expressway are at https://www.nsw.gov.au/media-releases/circular-quay-set-for-major-revitalisation		5**
	I like the grand northern entrance to the NSW State Library. But I don't like the enormously wide, noisy, smelly freeway in front of it.	The need to slow traffic speeds and create more, high quality space for people with improved landscaping at Shakespeare Place is recognised in the state government's Macquarie Street East masterplan. Works on Shakespeare Place are currently in design phase, the City is providing input to this important government project.	3**
	The grand entrance to the NSW State Library faces 7 lanes of asphalt and a wide central median. Almost no-one can, or does admire this sandstone edifice, due to the loud, smelly		2**

No	Issue	Response / Action	No. times raised
	expressway in front of it. If the northern end of the CBD is being redesigned for people, not cars, we should reclaim some of this space as footpath or greenery. This 25 metre wide highway should have fewer lanes. Sydney CBD has new metro train lines opening - we don't have to cater for as many people driving.		
	Continuous footpath [across Hunter Street]	Noted. Additional analysis will be undertaken to inform the design of intersections to maximise pedestrian safety before any project progresses to concept design stage.	1
	Motorcycles are often parked here [under Cahill Expressway]. This space on Macquarie St is sheltered by the Cahill Expressway overhead. Make all the space that is sheltered into exclusive parking for motorcycles on both sides of the road. This way fewer motorcycles will be parked on the nearby footpaths.	Noted.	
Pitt Street			
	Would love it if this new pedestrian-focused zone, Martin Place, and Pitt St Mall were all connected by at least one non-car street. As in, take _all_ cars off this section of Pitt St all the way down to the Mall. A great opportunity to blend these three pedestrian-focused areas together rather than having them as separate islands surrounded by car-roads!	Noted – consistent with the CNPDP.	10**
	Is Pitt St going to be widened to two traffic lanes as indicated? Please keep it at one lane to make the area more pleasant	Pitt Street is not proposed to be widened, lanes shown include existing parking.	9**
	[across Hunter Street eastern side] Continuous footpath here.	Noted. Additional analysis will be undertaken to inform the design of intersections to maximise pedestrian safety before any project progresses to concept design stage.	5**
Loftus Street / Reiby Place / Customs House Lane			
	Please put a STOP sign or “Give way to pedestrians” at the end of Customs Lane.	Noted – this will be actioned by the City's Traffic Operations team.	2**

No	Issue	Response / Action	No. times raised
	This intersection is quite dangerous for pedestrians as the pavers indicate that it is a footpath, yet some cars don't slow down or the driver only look to their right for car traffic on Young st, forgetting pedestrians from their left completely. For pedestrians on Young st it's difficult to see cars as the buildings corners obscuring sights slightly. A lot of people walk fast or run for the ferry down Young St		
	I like the pedestrianisation of loftus street	Noted.	1**
	Creation of shared zone in Loftus Street. Flushed paved pedestrian priority zone.	Consistent with CNPDP and upgrade project currently underway.	
	Creation of shared zone in Reiby Place. Flushed paved pedestrian priority zone.		1
	Increased pedestrian priority and greening of Reiby Place through vertical greening and activation through public art / projections.		
Jessie Street Gardens			
	Jessie Street Gardens redesigned as a City Garden consisting of extended outdoor dining, seasonal planting and smaller areas for gathering and seating.	Noted, consistent with CNPDP.	1
Phillip Street			
	[near Hunter Street] Please also narrow this street and/or put in a raised zebra crossing so that it is safer to cross	Noted. Additional analysis will be undertaken to inform the design of intersections to maximise pedestrian safety before any project progresses to concept design stage.	7**
Chifley Square			
	This is a popular plaza and the cafe is always busy. Spaces like this are a great amenity in a city.		5**
Martin Place			
	Activation of Martin Place is a great idea. Finding opportunities to utilise the space over weekends with markets, eateries would be good. Perhaps further along the entire martin place rather that just centered down at George	Noted, consistent with the plan's long term objectives for Martin Place and the Martin Place masterplan.	3**

No	Issue	Response / Action	No. times raised
	Street. Pushing this up to the eastern side, and along Macquarie street would be pleasant with limited traffic on Macquarie St.		
	More cultural events and evening events to activate the space after dark.		1**
	Pedestrian-priority and continuous paving across streets intersecting with Martin Place.		1**
	Better integration of station infrastructure and reduced impact on surface level. Access to underground retail via new station entries. By removing the western entrance more space is gained in front of the popular MLC stairs.		1**
	More benches, more variety of benches, including landscaped seating.		1**
	Ensure that lighting and banners don't create visual clutter during the day. Lighting that celebrates the grand facades of the heritage buildings. Artistic, poetic, dramatic lighting of trees, landscaping, water features.		1**
	Removing the Pitt Street fountain and introducing new water features that integrate with the topography and break up the hard surfaces.		1**
	Reduce number of kiosks, increase diversity and improve design of kiosks/ coffee/ snack outlets. distribute evenly through Martin Place. Perhaps an open air library/ book swap like the one shown in Austria.		1**
	Coherent avenue of trees for shading. Combined seating and landscaping or integrated landscaped elements.		
	Truth and reconciliation memorial for the Australian Frontier Wars.	Noted – for discussion with the City's Public Art team and consideration in future updates of the Public Art Strategy.	1**
	Seek permission and commission public integrated First Nations artwork along the length of Martin Place, for		

No	Issue	Response / Action	No. times raised
	example installations telling the Seven Sisters songline.		
George Street			
	Close George Street to vehicular traffic between Hunter Street and Alfred Street. Local traffic access connections to be maintained as necessary, within a pedestrian priority environment.	Noted – consistent with George Street north pedestrianisation plan.	1**
QMS advertising signs			
	Concern QMS advertising signs will poorly impact amenity and accessibility in the public domain.	The City is currently undertaking a review of the placement of advertising structures in certain locations. As a result of that review, some structures may be relocated to improve accessibility and public domain outcomes.	1