

SECTION 4.15 (1) (D) - ANY SUBMISSIONS MADE IN ACCORDANCE WITH THE EPA ACT OR EPA REGS

NOTIFICATION & SUBMISSIONS RECEIVED

The subject development application has been publicly exhibited in accordance with the Environmental Planning and Assessment Act 1979, Environmental Planning and Assessment Regulation 2021 and the Community Engagement Protocol for North Sydney Council.

The application has been subject to two (2) notification periods as detailed below:

2023 Notification Period

Council received development application (DA258/33) on 1 September 2023 seeking consent for a Concept Development Application for the creation of a public plaza over the existing Grosvenor Lane car park and works comprising demolition of existing structures and part of the adjacent Council car park. Construction of a 7-storey mixed use shop top housing development with a supermarket, liquor store and retail premises, a public community space, 72 apartments, 4 basement levels containing 267 public car parks and 84 private car spaces, the loading docks, services areas, Click and Collect facilities, signage, associated civil and landscaping works and associated subdivisions.

The application was on public exhibition from 29 September until 27 October 2023. During the notification period a total of 498 submissions were received. From a review of submissions 19 of these were 'double ups', miscounted, did not object or support the proposal or did not relate to the proposed development. As such, a total of 479 actual submissions were received. From the total 479 submissions, 412 of these were in objection to the proposal and 66 were in support.

Issues of concern included:

- Unacceptable building height variation;
- Premature submission of a DA prior to the release of the Neutral Bay Town Centre Planning Study;
- Transfer of control and development rights in respect of the Grosvenor Lane Car Park for private development;
- Traffic congestion and parking;
- Impact of loss of vehicular access and car parking on retailers;
- Overshadowing to the new plaza; and
- Lack of details on plaza design.

2024 Notification Period

Following amendments made to the proposal by the Applicant in response to Councils Request for Additional Information, an amended application was submitted to Council on 5 November 2024 seeking consent for demolition of existing supermarket and Grosvenor Lane car park. Construction of a 4-storey mixed use and shop top housing development with residential apartments, supermarket loading dock, liquor store and retail premises, 4 levels of basement parking including 189 retail parking spaces, 77 public parking spaces and 39 residential parking spaces, signage, associated civil and landscaping works and associated stratum subdivision.

The amended application advertised for a period of twenty-eight (28) days between 22 November 2024 and 10 January 2025 in accordance with the North Sydney Community Engagement Protocol criterion. It is noted that the period between 20 December and 10 January (inclusive) is excluded from the calculation of a period of public exhibition in accordance with Clause 16 to Schedule 1 of the EP&A Act 1979. During this second notification period (2024 notification) a total of 250 submissions were received. From a review of submissions 17 of these were 'double ups', did not object or support the proposal or did not relate to the proposed development. As such, a total of 233 actual submissions were received. From the total 233 submissions, 209 of these were in objection to the proposal and 24 were in support.

Given the vast differences between the application from the 2023 notification period and the 2024 notification period, only the submissions received during the 2024 submission are summarised and addressed below.

It is noted that the 2023 submissions were reviewed and contributed to the Request for Additional Information sent to the Applicant on 12 January 2024 requesting that the scheme be significantly amended to a bulk and scale which would better align with the applicable built form controls, whilst also address the concerns raised by objectors during the 2023 notification period.

2024 Submissions and Council Response

Subject Issue(s)	Concerns	Response
Loss of Public Benefit	<ul style="list-style-type: none"> We believe Coles has withdrawn funding for the public plaza while proceeding with plans to excavate and build a basement car park which is on "public land". They should not be able to use public land for unilateral economic gains in relation to the proposed underground parking. The proposed development includes works within public property that do not benefit the public. The underground car park within the public land solely benefits the developer and it utilized for: residential storage; rainwater tank room; plant room; basement ramping; trolley bay; resident parking. None of the above are in the public interest. 	<p>The amended proposal does not rely on a VPA for the creation of the public plaza given it is now of a bulk and scale which is relatively compliant with the planning controls. Given the reduced density of the development proposed the Applicant is no longer able to commit to the monetary contributions for the plaza due to feasibility. As such it is correct that the Applicant requires the public plaza for the purpose of excavation and construction of the development.</p> <p>The concerns raised by the public given the development no longer provides the public benefit of</p>

	<ul style="list-style-type: none"> • It should be a condition of the non-compliant (Clause 4.6 variation) Coles supermarket complex approval that Council only grant the exemption to this clause 4.6 if they agree to submit, pay for and complete the Neutral Bay Plaza complex area. • The proposed development threatens to displace a public square with seating and established trees that serve as a central gathering point for the local community. Public spaces, as outlined in the NSW State Environmental Planning Policy (Social and Economic Impact), should be preserved as key features of urban environments, fostering social interaction, and contributing to mental well-being. • The short descriptive summary again refers to the demolition of the community car park which is not currently owned or controlled by Coles but by the community through Council ownership. Informal pathways exist, people and the community connect, and transactions occur using that community car park. • I object to the latest revision. The new proposed amendment only benefits Coles and removes community benefits by proposing to fund the public plaza (VPA agreement). • I feel a scaled down version of this DA 258/23 that does not include creation of a fully pedestrianised plaza with underground parking to replace the Grosvenor Lane Council Car Park is a net loss to the community. • Have always been assured that we would have a 'village green' - a pleasant, tree lined, green area nestled between the supermarket and the existing small retailers. 	<p>funding the plaza are understood and acknowledged. Notwithstanding this, the proposed development will underground the existing public parking spaces and provided additional publicly accessible parking underneath the existing public car park. The provision of this underground public parking, as desired for the centre and by Councils planning study, necessitates excavation and construction work within Council's land. The provision of underground public parking will have a significant public benefit for the future of the centre by commencing the process of creating a pedestrianised plaza surrounded by quality mixed use developments with active frontages.</p> <p>Notably, the extent of work proposed on Council owned land is exclusively for public parking with all private development contained within the privately owned land.</p> <p>The amended proposal is clear in that the design and construction of the public plaza does not form part of this application.</p> <p>It is important that the community are aware that the redevelopment of the existing public car park for a plaza will occur despite the current proposal. Council has called for Expressions of Interest (EOI) for the Grosvenor Lane Car Park and the delivery of new Town Plaza. It is understood that Coles will be responding to Council's EOI and the EOI is of course open to other developers. It is also noted that Coles have been clear that this DA amendment is only the first stage of the approval process for the site. Coles has commenced the Planning Proposal process for the additional height for residential levels above the supermarket to fund the</p>
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	<ul style="list-style-type: none"> The Application is misleading as, despite the description, there is now no inclusion of a ground level public plaza as originally proposed. Coles should remove the undergrounding of on-grade parking from this DA as they have now excluded redevelopment of the plaza. 	design and construction of the underground public car park and Plaza.
Construction on council/public land	<ul style="list-style-type: none"> If the council were to allow Coles to build on (or beneath) public land, that would constitute an egregious breach of the council's duty to the community, and a serious breach of trust. At ground level there are columns set within the footpath zone along Grosvenor Lane. I do not support the use of public land for such purposes. If this "staged" planning approval approach is to be taken, then the public land should be excluded, and Coles should obtain a Development Approval for a new supermarket and 	<p>The concerns raised by the public given the development no longer provides the public benefit of funding the plaza are understood and acknowledged. Notwithstanding this, the proposed development will underground the existing public parking spaces and provided additional publicly accessible parking underneath the existing public car park. The provision of this underground public parking, as desired for the centre and by Councils planning study, necessitates excavation and construction work within Council's land. The provision of underground public parking will have a significant public benefit for the future of the centre by commencing the process of creating a pedestrianised plaza surrounded by quality mixed use developments with active frontages.</p> <p>Notably, the extent of work proposed on Council owned land is exclusively for public parking with all private development contained within the privately owned land</p> <p>The proposed columns are to support the proposed awning which is in line with Councils controls.</p> <p>As per the Staging Plan, the proposal will largely maintain the public car park for the construction of the private development during Stage 1. This is considered</p>

	<p>shop top housing that sits only within their boundary as “stage one”.</p> <ul style="list-style-type: none"> • If Coles owns land then all construction and scaffolding should be restricted to their land and not impact the public space. • We do not want corporate price gouging to further its stake on driving all small businesses away. Coles shouldn't benefit over public land, the square should be centred around community, not corporate interests. • Coles should have to pay for the right to develop parking under the existing Plaza • No public land should be made available for parking, underground or above ground. 	<p>reasonable given the constraints for the site for construction.</p> <p>Standard conditions relating to scaffolding will be enforced.</p> <p>The proposal will allow for the undergrounding of public parking underneath the existing public car park, hence why development on Council land is required. Whilst it is acknowledged that Coles will benefit from the proposal, the provision of public car parking underneath Council land is ultimately a public benefit. Coles will be subject to developer contributions for the proposed development. Future monetary contributions will be provided to Council for the plaza. The extent of parking to be provided underneath the Council owned land is for the public only.</p>
Relationship with Arkadia Planning Proposal	<ul style="list-style-type: none"> • Use of Council's land for on-grade vehicular access does not include retail parking on Arcadia's site. • Arkadia Planning Proposal shows use of Council's land for on-grade vehicular access and does not to include retail parking on Arcadia's site. • Vehicle access to the proposed Arkadia development could be gained through the underground car park being proposed by Coles. • Parks Precinct authorised the office bearers to make a submission to Council emphasising: <ol style="list-style-type: none"> 1) The primary objective is that the plaza should be people friendly, fully pedestrianised and without vehicle traffic. 2) The underground parking should seamlessly integrate Coles and Arkadia sites as well as retail and public parking. 	<p>References to the Arkadia Planning Proposal are not entirely relevant to this development application and it is clear that a number of submitters are objecting to the Arkadia Planning Proposal for 9-12 storeys rather than the subject application for a 4 storey development. Notwithstanding this, it is noted that the proposed parking arrangement under this application aligns with the vision for the centre, as shown in the area planning study. The proposal does not impact the future parking or access arrangements for the Arkadia Planning Proposal.</p> <p>The Applicant has shown indicative future connections within the public basement parking levels proposed to the Arcadia site.</p> <p>Any comments against the Arkadia Planning Proposal are not relevant to this application.</p>

	<p>3) Both developers should provide adequate parking for their properties.</p> <p>4) The plaza should not be the access point for the Arkadia development.</p> <p>5) The currently stated intention to leave the Blue & White Dry Cleaner's as an isolated entity will potentially compromise the Plaza development. It should form part of commercial development of the area.</p> <p>7) As landowner, the Council should be utilising its land to provide open space for the residents as opposed to the proposed facilitation of access to the Arkadia development.</p> <p>8) Council should provide regular detailed updates to the community.</p> <p>9) This one time opportunity requires strong, immediate and visible leadership from Council to ensure the opportunity is delivered for current residents and future generations.</p> <ul style="list-style-type: none"> • The viability and strength of the Village atmosphere will be irreparably compromised by the proposed development in its current form. The wider Neutral Bay community, will be directly affected by a poor urban outcome for the future Neutral Bay Plaza. • The underground parking should seamlessly integrate Coles (Site 1) and Arkadia (Site 2) retail and public parking with Council's public car parking so that it functions as one carpark. • Sound planning principles would require acquisition of properties to ensure access from a public road and not through the plaza. • Blue & White Dry Cleaner's small property should not be left as an isolated site. 	<p>The proposal is considered to align with the vision for the centre and the site and delivers an appropriate urban outcome for the site.</p> <p>The proposal is considered to align with the desired future character for the centre.</p> <p>The Applicant has shown where the proposed basement parking levels will integrate with basement levels of Site 2.</p> <p>The access arrangements align with the vision for the precinct.</p> <p>The proposal does not isolate the Dry Cleaners, that is the Arkadia development.</p>
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Master alignment	Plan	<ul style="list-style-type: none"> Why proposals that violate the master planning guidelines are even assessed. Neutral Bay Village is a cherished community hub, and this proposal jeopardizes its character, accessibility, and future. Masterplan to create a ground level pedestrian precinct with underground parking to service all local businesses. 	<p>The proposed development is considered to align with the relevant guidelines and the area planning study.</p> <p>Whilst the proposal does not provide the public plaza it will underground public parking as envisaged by the planning study.</p> <p>The parking will be able to serve surrounding local businesses and the community.</p>
Building height		<ul style="list-style-type: none"> I oppose Arkadia to develop properties to a height above that of the tallest existing building in the immediate vicinity of Neutral Bay Junction. The height of the residential tower should not be higher than the surrounding buildings, this is out of place for the Village aesthetic of Neutral Bay. This DA for Coles must be limited to the existing footprint and height regulations. 	<p>The application is not to be confused with the planning proposal for Arkadia. The proposal has been reduced to a height of 4 storeys which is consistent with approved and existing development within the immediate vicinity of the site.</p> <p>As such, the proposal is not considered to be out of place or not keeping in character with the locality.</p>
Building setbacks		<ul style="list-style-type: none"> Setbacks are inadequate with ground level setbacks needed to enhance the pedestrian environment. 	<p>The ground level setbacks are considered appropriate to address and activate the street and lane frontages.</p>
Parking impacts during construction		<ul style="list-style-type: none"> Parking is a premium and because public transport is not fantastic people need their cars to access supermarkets and taking parking spaces away is not going to help the local economy. The changes proposed no longer guarantee a new Plaza and parking which will be removed for a period of 2 years. How will the local businesses survive. Coles must keep the Plaza carparks operating while they build their supermarket. The small businesses that surround it are fixtures and vital to not only our community but the wider network of farmers, sea mongers, florists etc that provide quality goods to these businesses. 	<p>The impact on surrounding small businesses with regard to parking availability during the construction of the proposed development is acknowledged.</p> <p>The Staging Plan submitted with the application has been devised in order to maximise the retention of public parking spaces during the construction phase of the proposed development.</p> <p>As shown on the Staging Plan, Stage 1 will involve the construction of the supermarket, residential units, public and residential parking and loading dock. This stage will last for 25 months. During this stage 59 car spaces on council land will be retained. This is a</p>

	<ul style="list-style-type: none"> The construction should be staged so that the substantial disruption which would occur if the whole development were to proceed at the one time is avoided. The removal of on-grade convenient parking and the disruption caused by construction staging will severely limit customer access and circulation. We would like to point out many examples of the closure of shopping streets that have killed local businesses and created a down-market environment where there is reduced retail activity. I am a disabled and with this development I will have enormous difficulty accessing Inform Pharmacy for my medications to keep me alive. 	<p>reduction of only 18 parking spaces during this stage. After this, sections of the basement parking will be available to the public and approximately 200 spaces will be accessible, exceeding the current parking provision.</p> <p>The proposed arrangement is consistent with the vision of the centre to underground the Grosvenor Lane car park and the staging plan ensures this is done in a way that does not adversely impact parking access for small businesses in the area.</p> <p>The proposal is accompanied by a Construction Management Plan which details how pedestrian and vehicle traffic will be accommodated during certain stages of the construction process. It will also be conditioned that alternate travel paths, where required, will be provided throughout the delivery of the project.</p>
Infrastructure Availability	<ul style="list-style-type: none"> How would NB infrastructure be able to accommodate increase in residents with no infrastructure road upgrades, bus access only (with Military Rd being one of the most congested roads in Sydney), no increase in public hospitals bed spaces nor school upgrades? 	<p>External referrals have confirmed that existing infrastructure is capable of supporting the proposed increase in residents to the area. Notably, the increased residential density is what is reasonably permitted on the site and encouraged by recent Government initiatives.</p>
Environmental Impacts	<ul style="list-style-type: none"> The development will likely have a detrimental impact on local wildlife, particularly birds, which currently inhabit the trees and open areas nearby. 	<p>The Applicant will be required to provide a commensurate amount of replacement tree planting, particularly where removal of trees is proposed within the existing car park. This will be conditioned.</p>
Wind Effects	<ul style="list-style-type: none"> The scale and positioning of the proposed development could create significant wind tunnel effects, which will alter the local microclimate (NSW Planning Policy & North Sydney Council Development Control Plan, developments should avoid creating uncomfortable wind conditions for residents. 	<p>Given the height of the proposed development, there will not be any unreasonable wind effects resulting from the built form.</p>

Access to public plaza	<ul style="list-style-type: none"> • The proposed travelator favours Coles' supermarket, while the rest of the Village relies on what appears to be a single set of stairs from the underground car park. • Easy access for disabled people from the below ground car park to each side of the proposed "plaza" is required, not simply a travelator to the supermarket from the underground car park. • The current plans demonstrate a clear bias toward Coles' interests, with a direct travelator connecting the underground car park to the supermarket entrance while only a stairwell links it to the Plaza • The escalator funnels people into Coles controlling the parking and will choke business's. • Car parking levels encroach into public land and then provide no access from that land which enables access to small businesses. • There is no wider public benefit from this car park, the way it is designed and configured with its access in and out for customers and users of the area being directed to Coles. • The proposed development of the Grosvenor Lane Carpark is very Coles Centric, prioritising access to Coles and funnels everything towards the supermarket away from local small businesses. 	<p>The proposal provides both an escalator and lift from the basement car park to the ground level above. Both the escalator and lift open external to the supermarket with direct access to the future plaza.</p> <p>There is an additional stair access which provides access further into the future plaza.</p> <p>Notably, as surrounding properties are developed and the public basement parking is extended there will be additional access points provided from the underground parking to the future plaza.</p>
Signage	<ul style="list-style-type: none"> • Any signage that promotes the Coles Supermarket of Vintage Cellars must not be allowed to run after 11pm at night. 	Signage will be subject to a future development application.
Views	<ul style="list-style-type: none"> • The proposed development will dramatically obstruct the current views of the surrounding area, including the greenery and trees that currently provide a natural buffer. 	The proposal has been assessed in terms of views and is not considered to have an impact on any significant views. With regard to existing greenery, the Applicant will be required to provide a commensurate amount of replacement tree planting, particularly where removal of trees is proposed within the existing car park. This will be conditioned.

Impact on Property Values	<ul style="list-style-type: none"> Property values and council rates paid in the area are sufficiently high to warrant residents of Neutral Bay the same consideration and rights in determining what development takes place in the area. 	Whilst this is acknowledged, this is not a reason to refuse the development.
Traffic	<ul style="list-style-type: none"> Traffic flows / speed around this area should be reviewed and amended. <ul style="list-style-type: none"> Grosvenor Street parking should be addressed to widen the street to increased traffic that will result from the Coles development. Proposal to remove the rear to kerb parking from the entire Grosvenor Street and make it single only for the whole street. Cooper Lane should be converted to one way all the way from Grosvenor Lane to Belgrave St to accommodate increased traffic flow and to reduce the chance of Coles trucks making a short cut to Coles loading dock area. Speed limit in Grosvenor Street and surrounds should be reduced to 30 km/hour, currently people speed up and down Grosvenor St. Install appropriate speed bumps on the whole street to avoid speeding vehicles along Grosvenor Street The construction will cause even more traffic in a high traffic area. Traffic congestion and parking issues with construction workers taking up parking. The inclusion of a supermarket and extensive underground parking in this development is likely to increase traffic volumes in an area that already faces congestion. 	<p>The application is accompanied by a Traffic and Parking Impact Assessment by People Trans.</p> <p>The proposal has also been assessed by Council's Traffic Engineer.</p> <p>Changes to Grosvenor Street parking are not proposed or considered necessary.</p> <p>Cooper Lane will remain a one way street as existing.</p> <p>Speeds limit will be retained.</p> <p>The proposal has been assessed by Council's Traffic Engineer and is not considered to result in unreasonable traffic impacts.</p> <p>Construction workers will be encouraged to travel to the site via public transport.</p> <p>As above, the proposal has been assessed by Council's Traffic Engineer and is not considered to result in unreasonable traffic impacts.</p>
Passing / Waiting Bay	<ul style="list-style-type: none"> I note there is no provision for a waiting bay/passing bay for the truck lift. What will happen if a truck arrives and the truck 	The Applicant has advised that options for managing instances where a service vehicle arrives at the truck

	<p>lift is already in use, and another truck arrives? It would block Grosvenor St, and most likely block Cooper Lane as well.</p> <ul style="list-style-type: none"> • Loading Dock access from Grosvenor St, should be moved to underground with access from existing location, also there is no provision for delivery trucks for existing small businesses. • Truck waiting areas in Grosvenor St and Young St is not viable as the street is too narrow. Coles trucks should enter from Cooper Lane as the Development residents would, this would remain as an access laneway for deliveries, garbage collection and resident access to apartments. • Cooper Lane should be made one way from Grosvenor Lane to Belgrave St, to avoid Coles trucks / residents making shortcuts to loading dock and residential apartments. • If loading is to be below grade through this basement, the Basement 1 level would need to allow for a vehicular clearance height of 4 metres, as well as the required swept paths. If the design is approved (with assumptions of access via the Coles carpark), it prejudices what can be delivered to the south. 	<p>hoist to find it in use, or the loading bays fully occupied include a regulated booking system to avoid this occurrence altogether or allocation of on-street waiting areas on the outskirts of the site with communication via two-way radio.</p> <p>This will be conditioned to ensure queuing along Grosvenor Street does not occur.</p> <p>The loading dock access is appropriately located. Current access from Grosvenor Lane does not align with Council's future plan for the pedestrian plaza.</p> <p>Truck waiting areas are not proposed. As above a system will be in place to ensure no queuing results from trucks accessing the underground loading area.</p> <p>Cooper Lane is an existing one way lane adjoining the subject site. As shown by the Traffic and Parking Impact Assessment the route for trucks does not involve access through Cooper Lane.</p> <p>The basement height is acceptable for the proposed use.</p>
Car Parking	<ul style="list-style-type: none"> • I strongly object to removing the outdoor car parking during construction. 	<p>As per the Staging Plan outdoor car parking will be largely retained during Stage 1 of the construction whilst parking in excess of what is currently provided will be available for the remaining construction stages.</p>

	<ul style="list-style-type: none"> • Reliance on accessibility for parking for customers. • Convenience of the outdoor car park which draws us to shop there most days and avoid driving underground to park. • The development will seriously impact parking. Parking is already limited and difficult in peak times. This will impact the quality of the area and community. • Years of construction will cut off parking and circulation, inconveniencing customers and devastating local small businesses. • The carpark that is council owned should not be closed for 25 months for the benefit of Coles. • The underground carparking on the public land is staged so that sufficient on ground customer parking and access remains for adjacent retailers. That the underground carpark provides access for aged and disabled to/ from the landscaped plaza and as required by anti-discrimination laws. • The current above ground parking has adequate disabled parking spaces. • If Coles require parking for their customers they should provide it within their site. 	<p>Parking will continue to be accessible during construction. Post construction access to the basement parking from the shops above will be provided by lift and escalator.</p> <p>This does not align with Council's vision for the pedestrian plaza.</p> <p>The proposal will have limited parking impacts during construction. Once constructed the proposal will provide public parking in excess of what is currently available.</p> <p>As per the Staging Plan, the majority (55 spaces) of the public car park will be retained and accessible to customers of small businesses.</p> <p>As above. The entire car park will not be closed.</p> <p>The proposal will appropriately stage construction to allow for on ground parking. Underground parking will be accessible via escalators and lifts available to the public.</p> <p>Accessible parking will be provided for in the basement. Notably, as part of Council's vision for the plaza it is planned for some accessible parking will be provided in the future design at ground.</p> <p>All parking required for the proposed development is located wholly within the privately owned land. Only publicly accessible parking is provided on Council owned land.</p>
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	<ul style="list-style-type: none"> • The Coles development parking will become almost impossible in and around the shops. • The current parking is of great importance to the local community who are using the Neutral Bay Community Centre to maintain social and physical needs, a large percentage of whom are retirees who are not capable of walking long distances to the centre. • The supermarket parking should be completed before the current parking is redeveloped. • Complete build of new parking spaces and road access before closing down access and parking to locals and local business. • The basement car park overlaps with the above ground public parking currently available, which will remove a huge amount of parking. • There is not enough parking supplied for shoppers. • Replacing the at-grade car park with a basement parking facility is not only inconvenient but also inappropriate for our community's needs. • The proposed underground carpark limited access in and out. The current carpark has three access points for cars and two exit points. The underground carpark we believe has proposed access and egress at one location. • In the short-term excavation of the proposed carpark will decimate access to the businesses surrounding the existing car park. In the long term access to any business that 	<p>The proposed car park complies with the relevant Australian Standards.</p> <p>The undergrounding of parking will provide for lifts and escalators to the centre above.</p> <p>This is proposed as per the Staging Plan.</p> <p>As above.</p> <p>The completed proposal will provide 27 more public parking spaces than the current above ground car park.</p> <p>The parking provision aligns with Councils parking rates which are maximums.</p> <p>The undergrounding of parking aligns with Councils vision for the centre.</p> <p>The access to the car park is considered appropriate to avoid adverse impacts on traffic. A single entrance is a standard approach. Notwithstanding this, residential and public access points are separated.</p> <p>The Staging Plan will ensure at ground parking is retained during construction. When excavation of the existing car park occurs sufficient parking will be</p>
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	<p>manages to survive will have its access to parking made more difficult.</p> <ul style="list-style-type: none"> The existing basement area at the Grosvenor/Young lane corner already has in excess of 4m clearance. This may involve a slightly elevated ground floor area of Grosvenor Lane. The public parking in the complex must remain open 24 hours a day year round with a minimum 2 hours free parking as at present. My understanding was that under the original proposal the existing carpark would be retained for the benefit of the community and businesses in the NB Village. 	<p>provided in the basement with access provided to the shops above. The undergrounding of parking aligns with the vision for the centre.</p> <p>Public parking will be accessible 24 hours a day. Free parking hours will be conditioned.</p> <p>The undergrounding of existing carpark will benefit the future of the plaza.</p>
Environmental Impacts - Noise, Dust	<ul style="list-style-type: none"> The current supermarket site will become vacant and imagine it will be derelict, vandalised until such times as COLES start demolition. Continue to live with noise, filth, developers without conscience. Disruption to current residents living/ambiance around the construction site for 5+ years; dust, noise, access to residences from prolonged construction period; increased vermin (rats etc..) from disturbing the ground and tunnels, already very noticeable in the area since the recent developments in Grosvenor St, also from increased construction worker rubbish that is thrown everywhere, need to access this and provide appropriate extermination plans and garbage removal. Noise pollution, dust, and restricted access during this time will significantly diminish the quality of life in the area. 	<p>This is a possibility for all redevelopments. Notably, it is likely that the developer will want to undertake works as soon as possible as has been advised to Council.</p> <p>Suitable mitigation measures will be imposed by conditions of consent in relation to noise and waste.</p> <p>In accordance with the Staging Program the development construction is forecast over 3 years and 6 months. In terms of impacts suitable mitigation measures will be imposed by conditions of consent in relation to noise and waste.</p> <p>This is a consequence of development unfortunately. Suitable mitigation measures will be imposed by conditions of consent in relation to noise and waste.</p>

	<ul style="list-style-type: none"> • The project poses considerable environmental concerns, including increased carbon emissions, loss of green spaces, and strain on local resources. • All large vehicles involved in the demolition of the site and it's later construction must only use Waters Road, Belgrave Road and Military Road for their access to/from the site. Grosvenor Street itself is far too narrow for trucks to use because of the sign-posted (and thus council enforced) rear-to-kerb parking along it's southern side, which in combination with the larger cars that usually occupy these spaces results in vehicles often being unable to pass each other when moving along the street. • The supermarket entrance and associated loading zones will contribute to a significant increase in noise levels, particularly during early and late hours. • The construction of the proposed underground parking facilities and the increased number of vehicles associated with the supermarket will lead to increased air and noise pollution. This will further degrade the environmental quality of the area, particularly in a locality that already suffers from the effects of urbanisation. • Construction noise everywhere, heavy vehicles, tall cranes, ruining the skyline of what was a delightful place to live. 	<p>Conditions will be imposed to reduce environmental impacts during construction. The proposal will remove trees within the public domain however the Applicant will be required to replace these trees at a rate of 1:1. This will be conditioned.</p> <p>Access arrangements for the development will be determined prior to the issue of the Construction Certificate.</p> <p>The use of the loading zone will be restricted to certain hours of operation to ensure noise impacts are minimised. The recommendation in the Acoustic Report submitted will be implemented by conditions. Conditions will be imposed to ensure that noise and air pollution impacts both during and after construction will be mitigated.</p> <p>These are standard consequences of development. Conditions will be imposed to ensure impacts are mitigated.</p>
Pedestrian Access	<ul style="list-style-type: none"> • The safety of pedestrians should be a priority in whatever plans are made for Neutral Bay Village. Access to the range of small businesses in Neutral Bay is also important to me. Many have struggled to survive COVID. 	<p>Pedestrian safety will be prioritised with conditions imposed to ensure this.</p>

	<ul style="list-style-type: none"> • No access to the proposed Plaza from the proposed car park without having to climb a flight of stairs. The disabled, and families with prams are disadvantaged. • Above-ground and underground elements are disconnected, risking poor outcomes for the plaza and pedestrian experience. • Equitable Access and Design Concerns. The proposed travelator favours Coles' supermarket, while the rest of the Village relies on stairs. • Must keep public access areas open during construction. • Current area around the Woolworths supermarket is so congested, without guarantee pedestrian access to this area will remove the Neutral Bay village feel and atmosphere. 	<p>A lift and escalator are provided from the basement to the ground level, outside of the supermarket.</p> <p>The basement levels and ground floor are considered to be well connected with a number of options for access between the levels.</p> <p>The escalator will come out at the ground floor outside of the supermarket. Notably, additional access points will be made available as the rest of the underground basement parking is constructed as part of other developments.</p> <p>Public access will be maintained during construction. Where alternative routes are required the Applicant will need to work with Council to coordinate this.</p> <p>As above.</p>
Staging Development	<ul style="list-style-type: none"> • Need for community-focused construction staging, specifically building the supermarket parking before disrupting existing public parking. • Staging must prioritise community needs-ensuring convenient access to parking and local stores. • Grosvenor Lane parking is kept available until Cole's have developed their underground parking, so that all the small businesses are not impacted during the development of the site. 	<p>The Staging Program is considered to prioritise the retention of public parking. The supermarket will be built before the public car park is removed.</p> <p>As above Stage 1 of the proposal will maintain public parking and access at the ground level. After Stage 1 there will be more public parking available than existing and accessible access from the basement to the ground level will be provided.</p>

Plaza's Future	<ul style="list-style-type: none"> • The proposal fails to address critical aspects of the Plaza's future. • The development lacks clarity about what will be delivered above the underground car park, who will fund it, and when the community can expect completion of the promised plaza. • How can the community provide feedback when we don't currently have the full picture • No certainty on who will fund and build plaza • Coles has stated that it plans further amendments to the DA, leaving Council and the community in the unsatisfactory position where it is impossible to fully assess the project's overall impact on the area and the application. • DA is incomplete regarding significant amendments and alternations that have not been supplied to the public. Grosvenor Lane EOI process should be completed prior to considering this DA. • Plans are inconclusive towards the future of the plaza and as such approval should not be granted until we understand the full picture. 	<p>The proposal will not have an impact on the future redevelopment for the plaza. It allows for an integrated design approach.</p> <p>The Applicant has submitted that they will replace the public car park after construction is completed. Replacement of the car park will be in accordance with Councils specifications including replacement tree planting. In relation to the plazas future it is important that the community are aware that the redevelopment of the existing public car park for a plaza will occur despite the current proposal. Council has called for Expressions of Interest (EOI) for the Grosvenor Lane Car Park and the delivery of new Town Plaza. It is understood that Coles will be responding to Council's EOI and the EOI is of course open to other developers. It is also noted that Coles have been clear that this DA amendment is only the first stage of the approval process for the site. Coles has commenced the Planning Proposal process for the additional height for residential levels above the supermarket to fund the design and construction of the underground public car park and Plaza.</p> <p>Regardless of the above, Coles is entitled to proceed with an application without a VPA for the plaza redevelopment. The proposed undergrounding of public parking will assist with the progress towards redevelopment of the plaza.</p>
Construction Impacts	<ul style="list-style-type: none"> • The owner and builder of the Coles Supermarket Housing Complex should be held liable for any construction failures, or other damage caused to any residents property as a result of the demolition and building work conducted by them. 	<p>Liability is accepted by the developer when they commence a development.</p>