

## Neutral Precinct

North Sydney Council's Community Precinct  
System



### Minutes of Meeting: Tuesday 10 March 2026

Commenced at 7.00 pm

Chair: CB (Co-Convenor) Minutes: CP  
(Secretary)

Attendance: 30 + Sam Clarke, & Mark Ames  
NS Council

Apologies: GC; HW

Concluded: 8:10 pm

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## 1. Presentation/discussion: Proposed cycle way from Mosman to Neutral Bay - Mark Ames Project Lead North Sydney Council

CB welcomed Mark Ames to present and take questions on the project proposal.

Mark presented an overview of the Neutral Bay to Mosman route – street, walking and cycling upgrades, including a proposed cycleway for Yeo Street, Wycombe Road, and Harrison Street. Mark outlined the project's objectives and scope.

- The project aims to improve transport choices, reduce local traffic, enhance safety for children walking and cycling, and strengthen connections within the cycling network.
- Everyone wants greater access to more transport choices, more sustainable transport choices. The intention of this project at a detailed level is to build changes to support that by reducing traffic, making public domain improvements, upgrade pedestrian crossings & providing continuous footpaths.
- The proposal is funded by Transport for New South Wales and forms part of North Sydney Council's long-term Integrated Transport Strategy.
- The proposed design includes a two-way separated cycleway with a concrete divider for safety, some relocated parking, new pram ramps and pedestrian crossings, and raised "continuous footpaths" across some side streets for improved pedestrian access.
- Some existing parking spaces will be relocated, with new parking spaces added on nearby or adjacent streets. In some locations this means minimal changes to some current spaces.
- The design team has planned changes to parking to avoid reducing local parking spaces, including making Barry Street one-way and adding spaces near St John's Church and Barry Lane. There is no planned reduction in the number of parking spaces overall.
- Five plane trees near Neutral Bay Public School will be removed to accommodate the cycleway, noting community trade-offs regarding tree retention versus space. Ten new trees will be planted, leading to a net gain of five.
- Barry Street is proposed to become one-way northbound to allow parking on both sides. Discussion highlighted community concerns already raised in consultations about this change.

- Two proposed peak time turning restrictions at the Yeo Street/Wycombe Road intersection will apply at key intersections, aiming to improve traffic flow and reduce congestion.
- Local community feedback is being sought as part of the design process, with consultation ongoing to address concerns and gather input.
- Project timeline: community feedback will be collected throughout this month, with Council reporting in June and detailed design work scheduled for early next year.
- Community consultation on the bike lane proposal is ongoing throughout this month, with council reporting planned for June and detailed design work scheduled for early next year.
- Feedback can be provided through the "Your Say" page, including a survey and an interactive map for technical comments:  
<https://yoursay.northsydney.nsw.gov.au/nb2m>

Question: Previous Council consultations have ignored local feedback, leading to unresolved traffic issues in similar projects. How can we be assured that community concerns on this project will be listed to?

Answer: Community consultation figures so far for the bike lane project were based on a limited number of responses, but it is still early in the process. Residents are encouraged to submit feedback to ensure their views are represented.

Question: The current consultation period is less than 30 days, many residents only received a letter of notification today. Can there be an extension to 90 days, like other projects with longer consultation periods?

Answer: MA apologies if letters had been delayed in the post. Council's Community Engagement strategy ensures all projects are managed and treated in the same way. For projects like this, the standard period is for 28 days. A request for an extension could be made in writing, but any extension granted would be limited to 7 days.

Question: The impact of making Barry Street one-way is significant. How will the potential risks to child safety and increased traffic flow on local streets near schools and churches be managed?

Answer: Traffic counts have been conducted, capturing data on current cyclists and vehicles as part of the project assessment.

Question: How was the assessment done of displaced parking and its effects on local circulation, especially regarding school zones and community facilities? There appears to be discrepancies in the number of parking spaces shown in the detailed plans, and what about essential services access like ambulances and visitors to Barry Street residences?

Answer: Around 59 parking spaces are being relocated to adjacent or nearby streets, but there is no overall reduction in volume of parking. A parking space will be provided for weddings & funerals at the Uniting Church.

Question: Has Council considered extending the Barry Street Carpark to relocate parking spaces from Yeo Street instead of into Barry St?

Answer: If you think that is a good idea you should put it to the Council to consider – funding for a project of that nature would have to come from local rates, whereas this project is funded by State Government through their streetscape grant program.

Question: The intersection of Yeo Street and Wycombe Road will see the removal of the Right Hand turn lane in Yeo Street (eastbound), which means that traffic will bank up behind vehicles turning right.

Answer: That is why we have proposed a no right hand turn sign during the AM and PM Peak hour.

CB thanked Mark and Sam Clark for attending the meeting.

Discussion following presentation:

- It is not clear how buses will be redirected during peak hours due to proposed right-hand turn restrictions from Wycombe Road onto Yeo Street. Buses currently have trouble turning on the intersection during peak hour and need the full width of Yeo Street to turn.
- The proposed plan's solution of a No Right Turn sign during peak hour does not solve the problem of the high volume of traffic on Yeo Street on Saturdays and Sundays when shoppers drive to the Rangers Road Woolworths, with its carpark access in Yeo Street.
- The proposal concentrates nearly half of the project's displaced parking onto a single residential street, Barry Street, by converting it to one way operation. This places a disproportionate burden on one street within one of Neutral Bay's busiest school and childcare access networks. It would increase circulation through that network, including directing traffic toward the school zone and potentially increasing safety risks in an area heavily used by children. The project Traffic Assessment Report does not address these local network impacts, focusing primarily on major intersection performance.
- Lindsay Street choke point. Traffic would be pushed into a narrow 90m section of Lindsay Street that currently operates with parking on both sides and two-way traffic sharing a single central lane. Barry Street historically operated under a similar configuration, but this was altered to one-side parking to improve traffic flow. Increased circulation through this constrained section could force a similar removal of parking on one side of Lindsay Street, undermining the project's claimed outcome of parking neutrality.
- The proposal assumes Barry Street can accommodate 27 new parking spaces without providing any detailed design. Without swept path analysis it is unclear whether waste trucks, delivery vehicles, emergency vehicles and residents entering or exiting driveways can safely manoeuvre within what may become a very narrow one way carriageway.
- The proposal says that there is no net loss of parking, however, in the short/medium term there will be a loss. There are currently two DAs at 19/21 and 54-56 Barry St for 8/9 story apartment buildings. Demolition/construction for up to two years will probably mean the loss of 6- 12 parking spaces in Barry Street around the time of proposed construction of the bike lane.
- Expanding the Barry Street Car Park should be seriously considered as a safer and more practical alternative for displaced parking, including short stay access for local businesses currently using Yeo Street. The concerns outlined above call into question whether concentrating parking on Barry Street can realistically deliver the project's stated outcomes of improved safety and parking neutrality. Given this is a State supported project, both Council and the State Government should be involved in identifying and supporting any safer alternative.
- The proposal to make Harrison Street one way and lose parking in half the street is problematic. Currently there are 7 unit blocks and a health clinic in the street. To lose one whole side of parking in the street would create a congestion nightmare in the surrounding streets. If Harrison St becomes one way it will significantly increase the congestion at the Rangers Road /Yeo Street exit to Military Road and the right hand turn into Murdoch Street.
- Having bike lanes is great for our health and the environment but increasing the traffic congestion already in the area just for a few bikes that will be using the

bike lane mainly during peak hours and less on rainy days is just a “lack of care for the majority”.

- Council should consider installing speed cameras or other traffic calming measures on Yeo Street, noting high vehicle speeds and comparing costs to the current project.

**MOTION:**

**Neutral Precinct does not support the creation of one way traffic in Barry and Harrison Streets, to enable the proposed cycle lane along Yeo St, Wycombe Rd and Harrison St. for the following reasons:**

- **The Project’s Traffic Assessment Report does not address the impact on traffic circulation networks, focusing primarily on major intersection performance.**
- **Creating one way traffic in Barry Street northbound concentrates nearly half of the project’s displaced parking onto a single residential street. It places a disproportionate burden on Barry street directing traffic, through narrow Lindsay Street, towards Neutral Bay’s busiest school and childcare zones potentially increasing safety risks in an area heavily used by children.**
- **The creation of one way traffic in Harrison Street and the loss of parking spaces on one side of the street will impact parking required for the health clinic and potentially increase the congestion at the Rangers Road /Yeo Street exit to Military Road and the right hand turn into Murdoch Street.**

**Neutral Precinct requests the Council to:**

- 1. Undertake a new traffic assessment, during the peak periods, of the proposed project area to identify the impact on traffic circulation networks created by the proposed establishment of one way traffic in Barry and Harrison Streets; and**
- 2. Seek funds from the Department for Transport to upgrade the Barry Street Car Park to accommodate the loss of parking spaces from Yeo Street.**

**VOTE: For: 30 (unanimous). Against: Nil. Abstain: Nil**

2. Apologies – GC, HW
3. No additional items were added to the Agenda
4. Business from December 2025 minutes:
  - i. The December minutes were endorsed. Proposed by TM and seconded by BH.
  - ii. There were no Council responses to Precinct motions
5. Updates:
  - i. Proposed Special Rates Variation:

Noted that the Precinct Committee had circulated a range of information to Precinct members encouraging all to register their opinion on whether they support or disagree with the proposed rate increase. The IPART site is now closed for submissions.
  - ii. 27-37 Bydown Street – Heritage Assessment

Noted that:

- The detailed heritage assessment commissioned by the Council has concluded that the 6 properties meet the threshold for heritage listing at the local level and should be recognised for their significance to the North Sydney LGA.
- The Council Planners have prepared a Planning Proposal to amend the North Sydney Local Environment Plan by identifying the six properties as local heritage items.
- The North Sydney Local Planning Panel is meeting tomorrow (11 March) and will provide advice to Council on the Planning Proposal
- The Council will then determine whether to forward the Planning Proposal to the Department of Planning and Environment seeking a Gateway determination. This usually means the Planning Proposal will go on exhibition for community consultation.
- The Interim Heritage Order, currently in place, has been appealed and is listed for a Hearing in Land & Environment Court on 19 and 20 March.
- The Precinct will keep residents informed as the process continues.

6. Outdoor furniture Hayes Street Wharf

CB advised that, on Monday 9 March, Council endorsed the following motion:

1. *That, should Council be successful with its special rate variation application, that Council consider in the 2026/27 Open Space budget the installation of tables and chairs in the public area near Hayes Street wharf.*
2. *That Council write to Sydney Ferries requesting urgent cleaning of the wharf amenities.*

Discussion:

- The area is well used by residents/visitors in the evenings to enjoy the harbour views. The removal of furniture will be a disservice to residents. The furniture consists of a mix of tables and chairs owned by the Thelma & Louise café that has a Council agreement to use part of the area.
- The Thelma and Louise café has been leaving their outdoor tables/chairs in the area overnight for use by residents/visitors but will now, most likely, remove and store their furniture inside the café overnight.
- Residents remain unhappy that trees/shrubs were removed from the area some time ago.

**MOTION: Neutral Precinct requests the Council:**

1. **To consider installation of permanent benches and tables at the park as a priority infrastructure project; and**
2. **To consider the area as a location to receive trees from the Warringah Freeway Upgrade 2 for 1 tree replacement program.**

**VOTE: For: 27 (unanimous). Against: Nil. Abstain: Nil**

7. Have Your Say on Council proposals

The following proposals were noted and residents encouraged to make submissions:

### **Draft Strategic Asset Management Plan**

North Sydney Council is seeking community feedback on the draft Strategic Asset Management Plan. The Draft Strategic Asset Management Plan sets out a structured, long-term framework to guide how Council plans, prioritises and invests in essential assets such as: buildings, stormwater systems, roads, footpaths, parks, community facilities. **Feedback closes 18 March 2026.** [More information](#)

### **North Sydney Olympic Pool - Draft Fees and Charges Schedule 2025-26**

North Sydney Council is inviting community feedback on the Draft Fees and Charges Schedule for the North Sydney Olympic Pool for 2025–26. This draft schedule provides a recommended list of fees for all chargeable services, requests, applications, approvals, licences, hire bookings, and memberships at the redeveloped North Sydney Olympic Pool. **Feedback closes 10 March 2026.** [More Information](#)

8. Upcoming meetings were noted [Neutral Precinct](#) – 7 April 2026; [Council](#) – 23 March, 13 April

The meeting closed at 8:10pm.

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