

COMMUNICATIONS

Community Consultation Report

The Spot streetscape upgrades and parking proposals

09 May 2025

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1. Project overview and summary of outcomes

Randwick City Council is planning streetscape upgrades to revitalise The Spot in Randwick.

The proposal includes undergrounding power lines, installing new lighting and smart poles, planting more greenery, improving paving and pedestrian safety, and widening the footpath to support outdoor dining by removing parking spaces on the southern side of St Pauls Street (between Perouse Road and Nancye Street) and outside Kurtosh.

During initial consultation, community concerns were raised about the proposed removal of parking on parts of St Pauls Street. In response, Council identified opportunities to offset the loss by adjusting parking layouts on nearby streets — Lee Street, Stewart Street and Coogee Bay Road. A second round of consultation was held to seek feedback on the proposed parking changes.

Streetscape upgrade outcomes:

Community feedback on the streetscape upgrades was generally positive, with 86% of 202 survey respondents either supporting the proposal outright or with changes. Supporters valued the improved dining and visual appeal, while those wanting changes raised concerns about the impact of parking loss and cyclist safety.

Parking proposals outcomes:

Feedback on the parking proposals was polarised. The Lee Street and Coogee Bay Road proposals received more support than opposition, but Stewart Street residents strongly opposed the changes, citing safety, access, and amenity concerns.

Business outcomes:

Feedback from local businesses on the upgrades and parking proposals was mixed. Council received feedback from 34 businesses:

- 10 businesses supported the streetscape upgrades, valuing the need for the upgrades and the potential increase in foot traffic
- 19 expressed concerns, particularly about the loss of parking on St Pauls St and its potential effect on operations and deliveries
- 5 were not supportive of the upgrade and/or parking proposals

2. Consultation activities

- **Your Say Randwick webpage** - detailed project information and feedback tools
- **Business engagement** - doorknocking (27 Nov 2024 and 7-14 Apr 2025), meetings with The Spot Business Association, and two information sessions (2 Dec 2024 and 10 Feb 2025)
- **Targeted emails** - local businesses, schools, precinct groups, and Your Say subscribers
- **Flyer drops** - all businesses and households in the surrounding area (Dec 2024 and Mar 2025) and letters to households on Lee St, Stewart St, and Coogee Bay Rd (7-8 April 2025)
- **On-site pop-up sessions** - The Spot (19 Dec 2024 and 16 Jan 2025)
- **Ongoing promotion** - Randwick News, Facebook, and Instagram
- **Digital display screens** and hard copy plans - libraries and the Customer Service Centre

3. Engagement outcomes

	Streetscape upgrades	Parking proposals
Your Say website visits	3869	1968
Survey responses	202	150
Community submissions	27 submissions	24 submissions
Business submissions	34 submissions or surveys completed	
Pop-ups & business meetings	Approx. 50 people	N/A

4. Streetscape upgrade outcomes

4.1. Survey results

Do you support the proposed streetscape upgrades? (202 responses)		
Yes	Yes, with changes	No
48%	38%	14%

‘Yes’ (96 respondents)

Those who support the upgrades are primarily in favour because they value improvements to outdoor dining at The Spot and want to enhance the area's appearance.

This was consistent among respondents who indicated they live within a ten-minute walk, dine or shop, or attend events at The Spot.



More space for outdoor dining is great.

I support Randwick Council's proposed people-focused upgrade of The Spot at Randwick, as it allows for more space for outdoor dining.

Extended dining areas with greenery. A wider footpath to allow a more comfortable outdoor dining experience is a great idea.

The extended dining areas coupled with the upgrade of the pavement with the additions of trees and lights. I love it!

More greenery creates a more appealing streetscape. Likely to make the Spot more vibrant especially at night.

It all sounds great. Especially excited about more greenery...and tree cover,

more space for alfresco dining and community, and putting power lines underground.

”

See Appendix A for all comments

‘Yes with changes’ (77 respondents)

Those who support the upgrades with changes or improvements have raised concerns about:

- Loss of parking and the impact on local businesses
- Pedestrian and bicycle safety, particularly at the roundabouts

This was consistent among respondents who indicated they live within a ten-minute walk, dine or shop, or attend events at The Spot.

“

The changes are impressive but I can't believe you are doing it at the expense of around 20 parking spaces. It's already a nightmare on busy evenings.

Upgrading The Spot to make it more vibrant and attractive for visitors is a great idea but the biggest problem at The Spot now that makes it difficult to visit all that often is a lack of parking.

Whilst I broadly support the beautification and community-building aspects of the proposed upgrade...I'm concerned with Council's removal of 20 parking spots from The Spot precinct.

The loss of parking will be detrimental to many businesses in the area. The focus of the upgrades seems to be on the night time economy with little consideration given to the day time economy.

As a cyclist I want to ensure that any changes don't force cyclists into dangerous positions on the road and particularly at the pedestrian crossings.

”

30 km/h speed limit on Perouse Rd and St Paul St in The Spot. Ensure road narrowing does not reduce amenity/safety for people riding bikes

See Appendix A for all comments

‘No’ (29 respondents)

Those who do not support the upgrades are primarily concerned about the proposed loss of parking and its impact on local businesses and nearby residents.

These concerns were consistent among respondents who indicated they live within a ten-minute walk, dine or shop, or attend events at The Spot.

“

I feel that I need to oppose it due to the significant reduction in the car parking spots. There is no point of making all these changes if people cannot actually come and enjoy them.

Changes will further reduce parking spaces and it is difficult for a disabled person to find parking spaces near the businesses that I need to patronise. Having restaurants...spilling out over the footpath leads to a reduced area for

pedestrians especially for a disabled person such as me.

The current streetscape strikes the right balance between being a place for locals and visitors.

*Do you literally only want people who live within 10 walking mins to go there?
Wonder how the businesses will survive with only that customer base.*

”

See Appendix A for all comments

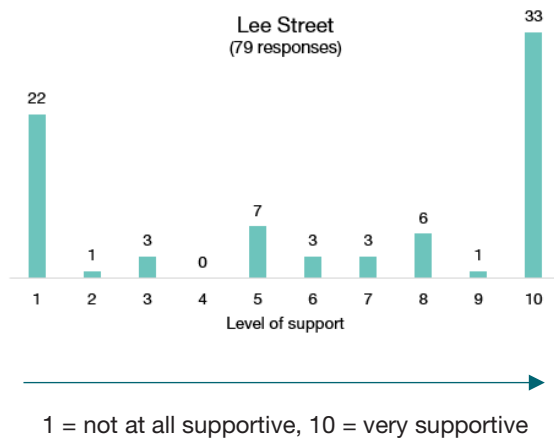
4.2. Submissions on streetscape upgrades

In addition to the 202 survey responses received via Your Say Randwick, Council received 27 submissions via email and phone. While the majority of submissions support the upgrades, concerns were raised about the loss of parking, safety at pedestrian crossings, cyclist safety, and the number of empty shops - consistent with the themes identified through the Your Say Randwick survey.

See Appendix B for all submissions.

5. Parking proposal outcomes

5.1. Level of support for Lee Street parking proposal



Community feedback on the proposed parking changes to Lee Street was polarised, with many respondents either strongly supporting (33 responses rated 10) or strongly opposing (22 responses rated 1) the proposal.

Overall, more respondents indicated support (ratings 6–10) than opposition (ratings 1–5), with few expressing moderate views.

Views of Lee Street residents:

One survey response was received from a Lee Street resident, who did not support the proposed parking changes.

Summary of support (most to least frequent themes)

Overall support for more / better-located parking at The Spot

Broad support for revitalisation of The Spot

Requests for timed parking in nearby streets

Comments:

"More parking is definitely needed, and it should be 3 hours free...time to see a movie, eat a meal...without worrying about their car."

"I live locally and I am so supportive of moving parking around the corner from The Spot so that the area can be renewed."

Summary of opposition (most to least frequent themes)

Support for revitalisation but not increased car parking

Opposed to removing parking on St Pauls St

Support for public/active transport alternatives

Traffic and congestion concerns

Minimal benefit from changes

Safety and access issues

Local streets already over-parked

Increased car parking impacts negatively on liveability

Comments:

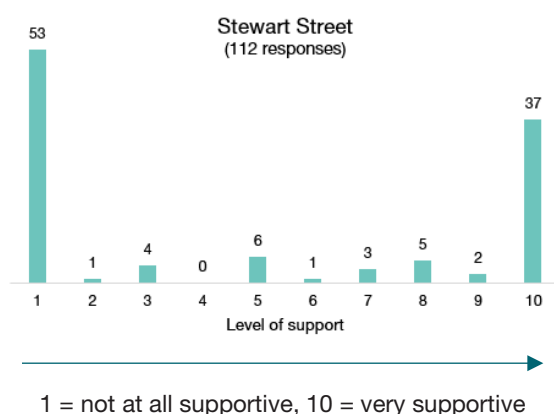
"I support the council improving our spaces to make it more liveable. Increasing the number of car parking spots does not align with goal."

"Parking spots should be made available for those with disabilities and then the design should focus on walking and cycling infrastructure."

"A small street not meant to handle this type of traffic and turnover of vehicles."

"The corner is already dangerous as cars turn right onto Ivy Street or left onto Lee Street. Adding cars on an angle with decrease visibility, making accidents even more likely."

5.2. Level of support for Stewart Street parking proposal



Community feedback on the proposed parking changes to Stewart Street was also strongly divided, with the largest number of respondents either not at all supportive (53 responses rated 1) or very supportive (37 responses rated 10).

Overall, opposition (ratings 1–5) outweighed support (ratings 6–10), and few respondents selected mid-range ratings.

Views of Stewart Street residents:

All 28 survey responses received from Stewart Street residents opposed the proposed parking changes.

Summary of support (most to least frequent themes)

Practical solution that adds much-needed parking capacity near The Spot

Support for time-limited parking to balance visitor and resident needs

Comments:

"Looks sensible, has a major impact in terms of numbers of spots available."

"I'm supportive and would also like other surrounding streets in the Spot area assessed for timed parking to assist resident parking availability."

Summary of opposition (most to least frequent themes)

Safety and access issues

Traffic and congestion concerns

Increased car parking impacts negatively on liveability

Street will be too narrow because of changes

Impact on street character and value of homes

Comments:

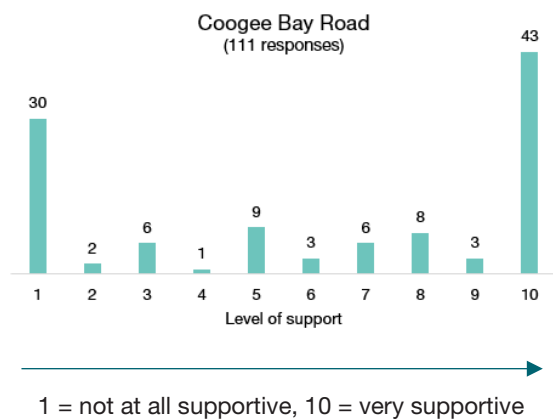
"The insufficient road width on a no-through road is a serious issue, particularly for safety and essential services."

"As it is a no-through road, reducing the width of the traffic lane to 5.1m will hinder the flow of traffic."

"...a residential street and should not be considered as part of the shopping precinct of The Spot."

"What should be a peaceful, safe residential street could become a congested parking lot...a space that no longer supports the well-being of its residents."

5.3. Level of support for Coogee Bay Road parking proposal



Community feedback on the proposed parking changes to Coogee Bay Road showed a clear split in views, with most respondents either strongly supporting (43 responses rated 10) or strongly opposing (30 responses rated 1) the proposal.

Overall, more respondents expressed support (ratings 6–10) than opposition (ratings 1–5), with limited neutral feedback.

Views of Coogee Bay Road residents:

Of the seven survey responses received from Coogee Bay Road residents, four were supportive, two were neutral, and one was not supportive of the proposed parking changes.

Summary of support (most to least frequent themes)

Practical solution for a wide road that adds much-needed parking capacity near The Spot

While generally supportive, some concerns about cyclist safety, the perceived dangers of parking manoeuvres on a busy road, speed limits, and school zone safety

Comments:

“Excellent location. Very wide section of Coogee Bay Road.”

“Valuable addition to support The Spot.”

“...concerned re the practicality / safety of implementing these changes, especially with school car lines, very busy peak hour traffic along with speeding electric bikes flying uphill racing to grab a lightrail.”

Summary of opposition (most to least frequent themes)

Safety concerns – perceived danger with reversing into high speed traffic

Negative impact on cyclists and active transport users

Too far or too uphill to benefit visitors to The Spot, especially people with disabilities or mobility issues.

Comments:

“Coogee Bay Road is a busy thoroughfare with trucks, buses, vehicles and bicycles all travelling at various speeds.”

“bike riders will be squeezed into the now single lane of traffic...cyclists are climbing and therefore slow. This will make cars/buses/trucks impatient and take risks passing cyclists.”

“This is a long distance for people with disability.”

See Appendix C for the full list of all comments received via Your Say Randwick.

5.4. Submissions on parking proposals

In addition to the 150 responses submitted via the Your Say Randwick online survey regarding the proposed parking changes, Council received **24** written submissions via email or post. These included:

- 20 submissions from **15** Stewart Street residents (some residents made multiple submissions)
- **1** submission from a Lee Street resident
- **8** submissions from other community members

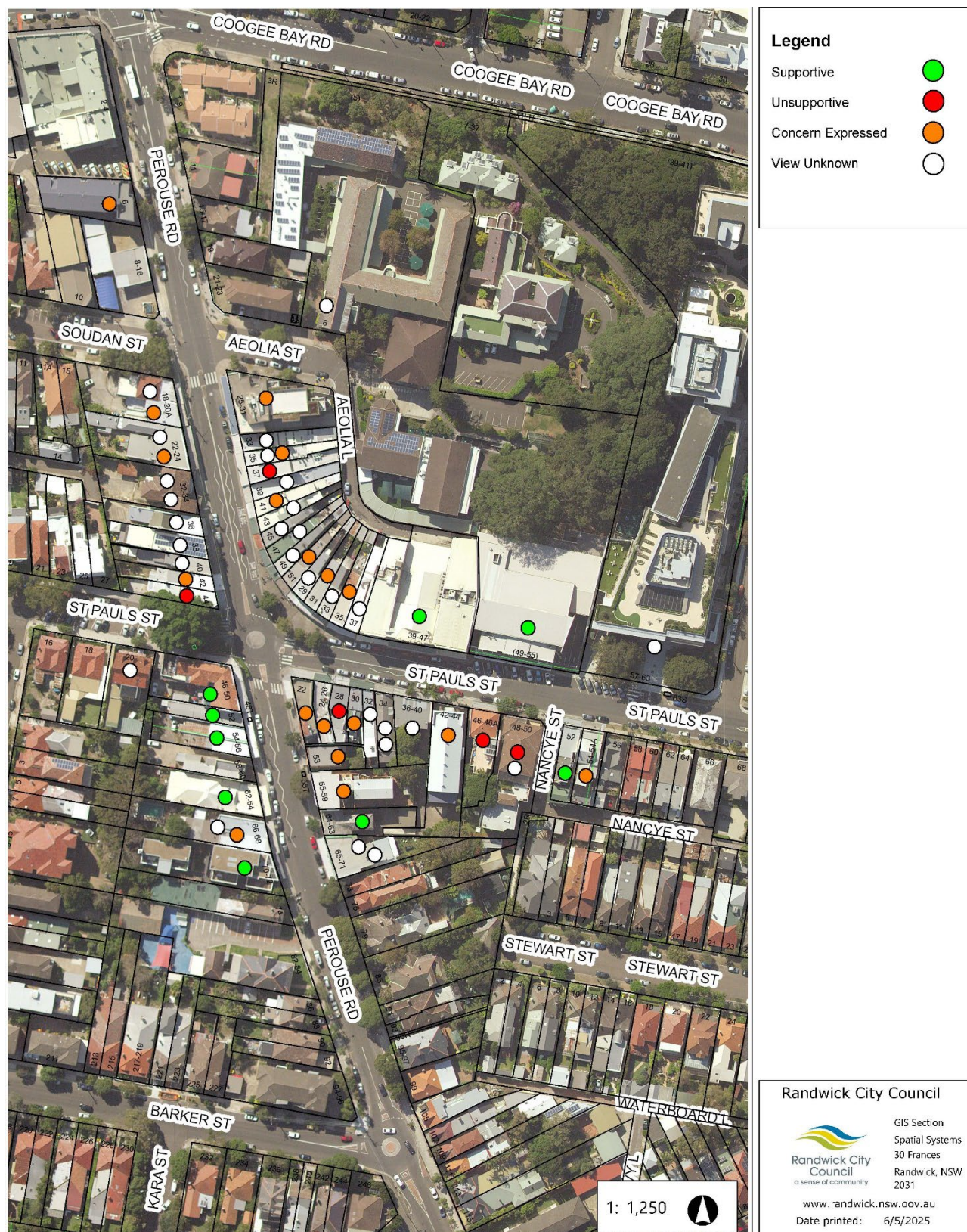
Of these, 14 individuals had also completed the online survey, meaning their views were represented in both channels.

The table below summarises the key themes raised. **See Appendix D for the full list of submissions.**

Support for parking changes	Opposition to parking changes
Lee Street resident (1 submission) • Suggested parking and traffic changes to improve safety and traffic flow in Lee Street Other residents (4 submissions) • Perceived lack of parking deters local visitation to The Spot • Support changes provided traffic flow is maintained • General support for upgrades to The Spot	Stewart Street residents (15 submissions) Common concerns included: • Safety risks and reduced visibility • Restricted access for service and emergency vehicles • Increased noise and loss of amenity due to traffic and parking impacts • Undermining the street's heritage and community character Other residents (4 submissions) Key concerns included: • Angle parking reduces visibility and affects feasibility of a future bike lane on Coogee Bay Road • Increased traffic and parking pressure on nearby streets • Reduced short-term parking on St Pauls Street may impact local businesses • Accessibility issues for elderly and less mobile users • A preference for investment in active and public transport

6. Business feedback

Council consulted with businesses at The Spot during both stages of consultation. The map and table below summarise feedback received from 34 businesses (32 business located in The Spot) on the streetscape upgrades and parking proposals where specific comments were provided.



6.1. Supportive (10 responses)

Business name	Address	Summary of comments
Dolce Fiori	52 St Pauls St	Supportive of the upgrade
Frank Lagudi Real Estate	61 Perouse Rd	Benefits of upgrade outweigh parking loss Suggest a drop off zone on St Pauls St
Australia Post	70-72 Perouse Rd	Supportive of the upgrade
Java Café and Thai Riffic	62-64 & 46	Want to attract more people to The Spot
BWS	54 Perouse Rd	Want to attract more people to The Spot
The Spot Supermarket and Newsagency	52 Perouse Rd	Supportive of the upgrade
Gaia Gelato	50 Perouse Rd	Supportive of the upgrade
The Ritz	45 St Pauls St	Prefer as much parking as possible
Bombay Bloomers	49 St Pauls St	Would like extended footpath outside their business
Pedal Set Go	Not located in The Spot	Want to see safer cycling access to The Spot

6.2. Concern expressed (19 responses)

Business	Address	Summary of concern
Randwick Dental Care	54 St Pauls St	Do not support removal of parking on St Pauls St. Business is planning to expand in next few years.
The Dance Spot	42 St Pauls St	Do not support removal of parking on St Pauls St Review timed parking
Four Frogs	30 St Pauls St	Do not support the removal of parking on St Pauls St, particularly due to the impact on deliveries Concerned about the impact of construction on business
Sea Horse Italian Restaurant	24-26 St Pauls St	Do not support removal of parking on St Pauls St. New parking proposals do not help with deliveries or customers being dropped off
Empty (formerly Ambrosia)	22 St Pauls St	Do not support removal of parking on St Pauls St.

Business	Address	Summary of concern
		Opposed to the brick garden beds at the roundabout Supportive of parking proposal on other streets
Laila Massage	53 Perouse Rd	Do not support removal of parking on St Pauls St. Proposed parking changes too far to walk
Perouse Dental	55 Perouse Rd	Do not support removal of parking on St Pauls St. Supportive of parking proposal on Coogee Bay Road only
Royal Dry Cleaning	68 Perouse Rd	Do not support removal of parking on St Pauls St. Parking proposals do not help their business/customers
Live This	42 Perouse Rd	Do not support removal of parking on St Pauls St. Supportive of parking proposal on other streets
Edge Fit	24 Perouse Rd	Do not support removal of parking on St Pauls St.
Kinjo	20 Perouse Rd	Do not support removal of parking on St Pauls St.
Sydney Lodges	6 Perouse Rd	Do not support removal of parking on St Pauls St. Concerned about the impact of construction on business Supportive of Coogee Bay Road parking proposal
Belle Property	25-31 Perouse Rd	Do not support removal of parking on St Pauls St Supportive of Coogee Bay Road parking proposal
Percentage Finance	Level 1, 35-37 Perouse Rd	Do not support removal of parking on St Pauls St.
Four Points	41 Perouse Rd	Do not support removal of parking on St Pauls St.
Wing Boy	51 Perouse Rd	Do not support removal of parking on St Pauls St. Supportive of parking proposals

Business	Address	Summary of concern
Hungs	31 St Pauls St	Concerned about the impact of construction on business Supportive of parking proposals
The Spanish Fly	35 St Pauls St	Do not support removal of parking on St Pauls St.
Claremont College and P&F	Coogee Bay Road	Not supportive of parking changes to Coogee Bay Road Safety concerns in school zone

6.3. Not supportive (5 responses)

Business	Address	Summary of comments
Spot On Health Hub	48-50 St Pauls St	Perceived noise impact on their practice if Nanyce Lane is used to connect new parking on Stewart St with St Pauls St
Laing and Simmons	46 St Pauls St	Do not support removal of parking on St Pauls St. New parking proposals do not help their customers who need short parking.
St Pauls Therapeutic Massage	28 St Pauls St	Do not support removal of parking on St Pauls St. Proposed parking changes too far to walk
Full Face Orthodontics	44 Perouse Rd	Safety concerns
The Spot Cellars	37 Perouse Rd	Do not support removal of parking on St Pauls St. Concerned about the impact of construction on business Supportive of parking proposals

See Appendix E for the full list of all business submissions.

A. Streetscape upgrade survey comments

All comments received on the streetscape upgrade via Your Say Randwick are shown in the following three tables. Comments have been grouped by those who indicated their support as 'yes', 'yes with changes' or 'no'.

PERSONAL/IDENTIFYING DETAILS

	Do you support the proposed streetscape upgrades?	What aspects of the proposed upgrades do you find most appealing or beneficial?
1	Yes	Powerlines underground (would be great if this occurred throughout the area).
2	Yes	New trees and more dining space. It sort of feels at present the best is not being made of the space. Improved crossing is also good. One thing you might want to consider is putting 90deg parking somewhere nearby to regain the lost parking spots. It gets pretty busy at times, like when it rains and everyone wants to go to the cinema.
3	Yes	Increased area of dining and a overall nicer streetscape is much needed. The lack of small bars in the entire Randwick precinct (compared to other inner city areas) is telling. I'd like to add that part of the issue with the decline in The Spot as a hospitality hub is partly to do with a higher number of medical/health related businesses in the area. The dental care business on the north-west corner of the roundabout for example, should have always been zoned exclusively for retail/hospitality. (I realise that may not be possible big higher rents has meant the health-related businesses are the few that can pay the higher rents.)
4	Yes	outdoor dining, more planting for attractive streetscape
5	Yes	More alfresco dining Making it more difficult to park will reduce traffic, which is excellent! People will be encouraged to walk
6	Yes	Less parking, more outdoor dining areas. A focus on people and place and business and fun rather than on cars.
7	Yes	Extended dining areas with greenery. A wider footpath to allow a more comfortable outdoor dining experience is a great idea.
8	Yes	Much great amenity, a more pleasant experience.
9	Yes	Increased greenery and prioritizing pedestrian access for an enhanced experience.
10	Yes	More trees, less car parking
11	Yes	Wider footpath for outdoor dining.
12	Yes	Lighting and planting

	Do you support the proposed streetscape upgrades?	What aspects of the proposed upgrades do you find most appealing or beneficial?
13	Yes	the whole thing is absolutely brilliant !!!! if only you could do the same about Belmore Rd too!
14	Yes	More outside dining is great. It would be good if your plans for bicycle racks would be more visible on the plan. As we are losing car parks, it would be good to see were i can store my bike when visiting the area.
15	Yes	wider footpaths, more bike racks, more trees, and potentially safer road crossings
16	Yes	More space for pedestrians, and safer crossings. I would also like to see vehicle speed limits reduced to 30km/h here to further improve safety and reduce traffic noise for outdoor dining. I live about a ~15-20-minute walk from the spot (near North Randwick village), and would really enjoy being able to cycle to The Spot if the road conditions were safer for cyclists. We would visit The Spot much more frequently if this was the case.
17	Yes	Outdoor dining and more attractive surroundings particularly more greenery
18	Yes	Real trees & plants
19	Yes	More green space and safer pedestrian access. The recent changes in Randwick and Kingsford with concrete-heavy plazas were disappointing. More (non-allergen inducing) greenery and canopy would be very welcome. Also increased outdoor dining space can increase connection with the local area (I live 20 minutes walking distance) and support public health. I would be more likely to visit The Spot more often as I only visit shops in this area where outdoor dining are available. I also walk and support measures to make walking safer.
20	Yes	It's wonderful to have more space for pedestrians and seating, making this community hub a vibrant, enjoyable place to spend time. There is absolutely no need for this area to double as a parking lot
21	Yes	all of it sounds wonderful. However, could council ensure that any new pavers are non-slip and could 2 new disabled parks be made near to the post office? Also, could an additional disabled parking space be made behind the original disabled parking space that exists on the western side of Perouse Rd - near the LIVE THIS store. This would be much appreciated if possible.
22	Yes	More footpath space
23	Yes	Additional al fresco dining options
24	Yes	Better street appeal
25	Yes	Additional seating options. No need for new trees in my opinion, planter boxes will be fine and can easily be upgraded
26	Yes	Expanded pavement and outside dining, removing power lines.
27	Yes	More Al fresco dinning seats. Fixed footpath paving. Bigger sidewalks

	Do you support the proposed streetscape upgrades?	What aspects of the proposed upgrades do you find most appealing or beneficial?
28	Yes	I love the conversion and esp the increase in public seating. More bike parking is needed at The Spot - even if it is not right at the activation space - esp with the poles being converted. Is it possible to install more bike racks in the nearby vicinity? This is really exciting, thank you!
29	Yes	removal of parking spots and pavers for pedestrian. bravo!
30	Yes	Wider footpaths, more outdoor dining.
31	Yes	More space for outdoor dining and prioritising pedestrians
32	Yes	Definitely in favour of any upgrades to The Spot, since we visit often both as a family and with friends. We use the restaurants & cinema. My only concern and I am all for greater outdoor dining [this is essential for hub atmosphere] is how to overcome street parking. I'm not sure how this can be overcome without significant building works, since that's quite a few lost car spaces. But overall I personally would prefer more outdoor dining and wider footpaths and feel the loss of existing car spaces is a price worth paying for. Don't envy your decision making process.
33	Yes	Creation of a more vibrant and interesting precinct
34	Yes	More dedicated space for dining and enjoying the Spot.
35	Yes	The extended dining areas coupled with the upgrade of the pavement with the additions of trees and lights. I love it!
36	Yes	The additional trees and gardens/planting to soften the area
37	Yes	More trees and outdoor dining
38	Yes	Agree with most except removing the 15 parking spots at number 2 on the plan. That end of the strip isn't as busy with pedestrians or diners, and parking in the area is already at a premium. Evening public transport has dwindled since privatisation of the buses and although I cycle, most diners and cinemagoers don't cycle there.
39	Yes	More pedestrian space and removing parked cars which act as a barrier to the outside space when dining. Opportunity for more outdoor dining.
40	Yes	Green spaces, improved pavements
41	Yes	Wider footpath for outdoor dining. More trees.
42	Yes	It's already a nice locale, with the Ritz & good restaurants. The upgrade fits well with and will improve the ambiance. I find it a locals hangout, with Coogee beach often being very touristy, so its appreciated that it gets upgraded too.
43	Yes	I'm very supportive of this. The proposed plans look fantastic. I'm also very keen to understand if changes are made though. A few questions... Once the development has been completed, have you thought about marketing The Spot to attract not only other people from Randwick, but also people outside of Randwick? It would be great to see people from outside of Randwick bring business to the local community and raise the profile of The Spot.

	Do you support the proposed streetscape upgrades?	What aspects of the proposed upgrades do you find most appealing or beneficial?
		While I do not have a local business in The Spot, will the businesses still be able to operation as per usual during the renovation period? With the widening of the footpath and loosing up to 20 car spaces, what actions are being taken to ensure there can still be easy access to parking for The Spot? I am unsure if the parking behind The Ritz is privately operated or if it is operated by council, but will there be allocations be made for short term parking in the parking lot? eg. Free parking for 30 minutes in the parking lot. While this last point is not directly related to the upgrades, I wanted to add that the recent Thursday night street festival was fantastic!! You should keep that going for summer even though I do understand that it was to motivate people to come out during winter. I think it gave the area a fantastic buzz. Keep that up!! :)
44	Yes	More alfresco dining and tree cover. I've so loved the Thursdays as well. Unsure if it's possible to have it pedestrianised at certain times of the year...
45	Yes	More space for alfresco dining, more greenery and night time lighting
46	Yes	Agree with opening up the Spot to encourage outdoor dining but find having big noisy buses running through a dining precinct as being a bit off putting. Any chance of changing the bus routes or getting electric buses?
47	Yes	ALL aspects of proposed upgrade should be adopted. 1. Special attention to creating a safe and appealing day and night time environment. 2. Special attention to safety lighting above pedestrian crossing at The Spot roundabout — currently unsafe due to poor lighting. 3. Improved paving all along St Paul Street.
48	Yes	More Greenery creates a more appealing streetscape. Likely to make the Spot more vibrant especially at night.
49	Yes	More pedestrianisation, wider footpaths, more space for businesses and more landscaping
50	Yes	Significantly increased outdoor dining options. The improvements should cover the part of the Perouse Road just north of St Paul Street as well to enable the restaurants there to benefit.
51	Yes	Additional and improved Al Fresco Dining. However it is a nightmare to get by public transport to the Spot from Malabar. Anything that can be done to improve this?
52	Yes	More greenery, more outdoor dining and more liveability
53	Yes	Raised crossing will be a big improvement safety wise, widening the outdoor seating areas would be excellent for the local community. Strongly support all proposed upgrades
54	Yes	better lighting and more outdoor seating
55	Yes	Love the extended outdoor dining, enhanced landscaping, underground utility placement, upgraded footpaths, and overall improvements all look

	Do you support the proposed streetscape upgrades?	What aspects of the proposed upgrades do you find most appealing or beneficial?
		fantastic. These changes will help modernise this iconic area while preserving its character, elevating The Spot to better realise its potential as one of Sydney's premier destinations.
56	Yes	Narrowing the carriageway so people on bikes don't feel pressured to be squeezed into the gutter. Also like the vegetation to make it feel less car dominated. The restaurants aren't good there so you might need to improve the retail strategy. Thanks for the update
57	Yes	Improved pedestrian footpaths and raised crossings. The new scheme reduces the number of parking spaces. I am concerned about this as our street - Hardiman Avenue - does not have any parking restrictions and it is incredibly hard to get a park already. Can you please look at sign posting and restricting parking to 2 or 3 hour limits? We have families and elderly living in heritage apartments with no access to parking. The new scheme for The Spot looks great but will certainly make our parking woes much worse.
58	Yes	Removal of parking. Less cars make outdoor dining more appealing.
59	Yes	Investing in making a better pedestrian and evening economy experience for people is so great! It will encourage happy lifestyles, walking, positive social interaction, as well as help small businesses. I'm in full support. I think you should also be radical and pedestrianise Coogee Bay Road as well. Make the area less about noisy and polluting cars, and more for people. Right now, Coogee and Randwick have terrible traffic and noise pollution in far too many places, which could be made a lot better with some thought.
60	Yes	The idea of a more European style way of socialising. Sydney is very light on areas of culture and character. The spot is also housing several vacant shops which is a tragedy so hopefully this will help fill those.
61	Yes	More tree cover is really needed. More outdoor dining will make the area more vibrant and encourage new quality businesses into the area. Discouraging parking is also good. Traffic there is a nightmare, despite the fact it's easily accessible by public transport.
62	Yes	More outdoor dining space
63	Yes	It all sounds great. Especially excited about more greenery (please make it edible or habitat or both) and tree cover, more space for alfresco dining and community, and putting power lines underground.
64	Yes	Improve amenity of area. Make it more pleasant for pedestrians. Create a community hub .
65	Yes	Alfresco bars
66	Yes	More space for dining and socialising. It is a great space already for meeting up with friends etc, but more options for outdoor dining is great.
67	Yes	The widened footpaths !! Allows for more space for outdoor dining, people gathering etc ... and the reduced parking will also encourage more people to take public transport, or walk or cycle to the Spot.

	Do you support the proposed streetscape upgrades?	What aspects of the proposed upgrades do you find most appealing or beneficial?
		HOWEVER, more bike racks are needed throughout the area of the streetscape upgrade !
68	Yes	The greening of the area and slowing of car traffic are both excellent ideas
69	Yes	Upgrades to street activation and outdoor dining. Fantastic ideas to bring life to the streets and great for social wellbeing.
70	Yes	Extra space for pedestrians and tree canopy
71	Yes	The Spot Streetscape changes will create more space for people to take part in their community, dine and meet with friends. Yes it may take away some parking spots but the removal of these parking spaces will benefit many more people than it will inconvenience. Safety is also a welcome improvement, with the raised pedestrian crossings. A lower vehicle speed would be ideal too.
72	Yes	The additions being made that enhance the pedestrian experiences of walking around the spot, the narrowed streets meaning that cars have to be more careful driving
73	Yes	I love the fact that you are making it even more pedestrian friendly and adding more trees for a better urban canopy. Love the addition of additional footpath space and more plants and seating!
74	Yes	I support Randwick Council's proposed people-focused upgrade of The Spot at Randwick, as it allows for more space for outdoor dining and people gathering, while the reduced parking will also encourage more people to take public transport, or walk or cycle to The Spot. With the reduced parking and to encourage more sustainable transport to The Spot, more bike racks are needed throughout the area of the streetscape upgrade, particularly along St Pauls Street east of Perouse Road where the new footpath will be considerably widened. A contraflow (westerly direction) lane for bikes is needed for St Pauls Street west of Perouse Road, to allow east-west travel for bicycles through the area and to access the cycle route west through the Prince of Wales Hospital.
75	Yes	it allows for more space for outdoor dining and people gathering, while the reduced parking will also encourage more people to take public transport, or walk or cycle to The Spot. With reduced parking to encourage more sustainable transport to The Spot, more bike racks are needed throughout the area of the streetscape upgrade, particularly along St Pauls Street east of Perouse Road where the new footpath will be considerably widened. A contraflow (westerly direction) lane for bikes is needed for St Pauls Street west of Perouse Road, to allow east-west travel for bicycles through the area and to access the cycle route west through the Prince of Wales Hospital.
76	Yes	I fully support Randwick Council's proposed people-focused upgrade of The Spot at Randwick. The plan creates more space for outdoor dining and community gatherings, while the reduction in parking will encourage more

	Do you support the proposed streetscape upgrades?	What aspects of the proposed upgrades do you find most appealing or beneficial?
		people to use sustainable transport options such as public transport, walking, or cycling to visit The Spot. Additionally, with reduced parking and the goal of promoting sustainable transport, it's essential to install more bike racks throughout the streetscape upgrade area. This is especially important along St Pauls Street, east of Perouse Road, where the widened footpath provides an excellent opportunity for additional bike parking. Furthermore, a contraflow bike lane (westbound) is needed on St Pauls Street, west of Perouse Road. This will facilitate east-west bicycle travel through the area and provide access to the cycle route heading west through the Prince of Wales Hospital.
77	Yes	I love the added outdoor seating. One, it's a nice thing to have, but two, COVID has made me really aware of how nice it is to have a bit of extra space.
78	Yes	wider footpaths and reduction in parking spaces - meaning less cars, so feel more safe riding a bicycle
79	Yes	I support for Randwick Council's proposed people-focused upgrade of The Spot at Randwick, as it allows for more space for outdoor dining and people gathering, while the reduced parking will also encourage more people to take public transport, or walk or cycle to The Spot. 2/ The reduced parking will encourage more sustainable transport to The Spot, more bike racks are needed throughout the area of the streetscape upgrade, particularly along St Pauls Street east of Perouse Road where the new footpath will be considerably widened. 3/ A contraflow (westerly direction) lane for bikes is needed for St Pauls Street west of Perouse Road, to allow east-west travel for bicycles through the area and to access the cycle route west through the Prince of Wales Hospital.
80	Yes	1. More open space for alfresco dining 2. New paving surfaces 3. Underground power lines 4. Better public lighting. I would also like to see a space where bike can be left securely, e.g. a bike rack. Also, if possible, a line marking or separate path on the road for bikes.
81	Yes	It will create a safer and more pleasant environment encouraging people to visit The Spot. Less space for cars and more space for people in the form of widened footpaths, outdoor dining, and raised crossings is fantastic to see.
82	Yes	Improve dining opportunities, traffic calming, reducing car dependency. Improve walking. Support reduction of car parking and increasing sustainable mobility options. Please improve the bicycle parking and safety of bicycle riders too.

	Do you support the proposed streetscape upgrades?	What aspects of the proposed upgrades do you find most appealing or beneficial?
83	Yes	It would be great to improve and widen the footpaths to enhance outdoor dining. The spot on festival over the 10 weeks was a great example of how vibrant the spot can be with people enjoying al fresco dining with their families
84	Yes	Better place for people and improved safety for pedestrians plus greenery to cool the area
85	Yes	This looks amazing, thank you Randwick Council. The upgraded public domain and more space for outdoor dining will really revitalise the Spot and ensure that it can be the beating heart of Randwick far into the future. I support the removal of 20 car parking spaces to accommodate much wider footpaths for people to walk, gather and socialise. Reduced parking will also encourage more people to take public transport, or walk or cycle to The Spot. Focus on making The Spot amazing, and people will find a way to get there that doesn't involve parking in the precinct. Please make sure there are plenty of bike racks. I urge Randwick Council to work with NSW Government and reduce the speed limit in the area to 30km/h. There is no cycling infrastructure here, and the upgrade does not include any cycleways or shared paths. A important cycle route along St Pauls Street links the Prince of Wales Hospital with South Coogee beach, and provides access to The Spot. With a 30km/h speed limit, most bike riders will feel comfortable sharing the road with vehicles and there is much less likelihood of footpath cycling - very important in an area with very high pedestrian activity. In addition, a contraflow (westerly direction) lane for bikes is needed for St Pauls Street west of Perouse Road, to allow east-west travel for bicycles through the area and to access the cycle route west through the Prince of Wales Hospital.
86	Yes	Less parking
87	Yes	The removal of car parking spaces and more space for alfresco dining. In an ideal world it would be amazing to have cars removed from the whole spot area and the whole precinct for pedestrians, cyclists and of course space for vehicles with deliveries for businesses and those with mobility issues. But I think this is a great step forward! Nice one team :)
88	Yes	Absolutely LOVE that you're widening the street to create a better, more liveable streetscape. I love the wider footpaths, increased alfresco dining, raised pedestrian crossings, and of course, fewer car parks the prioritise residents & visitors over large metal vehicles. Please ensure that there are a large number of bike racks - including for electric bikes - and that the speed limit is lowered to 30 kph to ensure safety of residents and increased livability. Additionally, do make sure to include Bicycle NSW's proposal of contraflow cycling (westerly direction) on St. Pauls Street west of Perouse Road.

	Do you support the proposed streetscape upgrades?	What aspects of the proposed upgrades do you find most appealing or beneficial?
		I adore taking friends to The Spot, and this will ensure that the village feel remains the heart of Randwick - and one of Sydney's gems - for decades to come.
89	Yes	I love making the space more pedestrian friendly, slowing the traffic down, and putting in more trees. It will be so much nicer. It makes no sense to have car parking in this area and much better to use this space for diners and pedestrians. Good to see you are also accommodating cyclist with bike racks and slowing the traffic down.
90	Yes	Space for Alfresco dining, greenery
91	Yes	The Spot is tired with many shops vacant for long periods. Improvements to the infrastructure at The Spot are important to support existing businesses and to attract new business. It is also important to provide residents and visitors with improved amenity and options. It would be good to extend the zone within which power lines are going underground to reduce visual clutter in the streets immediately adjacent to the Spot. Overall I think this is a sensible allocation of council funds.

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
1	Yes, with changes	Parking is essential for the entire area, with the Ritz at its core. People don't take buses to the cinema. Maybe consider allocating some budget to the Ritz and the adjoining mock-deco building to improve the area's appeal and prevent it from feeling so desperately neglected.
2	Yes, with changes	I think the whole area (the roads) should be a slow shared path instead of just having elevated crossings. Drivers who want to go faster can always take Avoca St.
3	Yes, with changes	I support this upgrade plan but with changes. If removing several car spaces please include infrastructure to support the safe use of active transport, including off road separated cycleways and lots of bike racks for bike parking. An off-road separated cycleway should go through (or around) The Spot, and also extend to/from The Spot in all directions and connect with wider cycleway network
4	Yes, with changes	Think about car park options. The main challenge to go out at the spot is access. There is little public transport options, absolutely no cycleway option. The only option is driving and it is impossible to park. Build some decent and safe cycle way!
5	Yes, with changes	Support extended dining and more greenery but would like to understand how many parking spots will be taken. Mentioned but no detail included - believe you need to be upfront about this when asking the community for comment so they understand what they are voting on. Parking is already very difficult in this area.

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
6	Yes, with changes	The idea is good but please don't mess the execution like you did at Maroubra beach. Mckeeon street streetscape is really ugly and totally missed the mark. This is not a not inspirational and substandard. Spend the money right.
7	Yes, with changes	It's a Great Idea for the Area / Location. The only issue is that trying to find parking around The Spot is already terrible. Removing more parking will make it even harder to get to The Spot if you are driving.
8	Yes, with changes	It's not a change that I think is necessary, rather the preservation of the parking spots in front of Kurtosh (St. Paul's street). Parking is at an absolute premium there - if anyone had bothered to survey it, they would see that mums park cars in driveways, in the no standing zones opposite (which you'll be filling in), double park ... whatever it takes to be able to pick their kids up from Brigidine College, or for other people to use a shop at the Spot. Getting rid of yet more spaces in utter madness. At other times, there is considerable movement there and motorbikes can park there without taking up whole spaces (which they have to otherwise as there is nothing set aside for them or they inconvenience other parks by making them hard to get in/out of. For the sake of a few more tables in front of Kurtosh, I think this is a very misguided idea. If there is less parking in the area than there is now (which is tight enough!), why would I bother driving or riding up from Maroubra as I do?
9	Yes, with changes	Taking away 20 car spaces means that houses around the spot already have issues parking - there needs to be more car spaces for the extra seating you are wanting to provide
10	Yes, with changes	The changes are impressive but I can't believe you are doing it at the expense of around 20 parking spaces. It's already a nightmare on busy evenings.
11	Yes, with changes	This is a 'no brainer' however I resent being given plans without a budget. Ratepayers are not children, your budget is our money and time and again readily available financial information isn't included. The only realistic reasons for the consistent omissions are a desire to avoid accountability or sway the outcome.
12	Yes, with changes	Firstly not too happy to see so much parking removed at ratepayers' expense to allow the restaurants to make more money. Can't the owners be levied to cover costs? But more importantly I think pedestrian safety can be improved by moving the crossings away from the roundabout. I see too many close calls. Say to the Ritz on St Paul's St and to the BWS on Perouse Rd. Guidance fencing at the roundabout could funnel pedestrians to the new and safer crossing locations. Currently it's difficult to see pedestrians emerge onto the crossings because of the streetscaping and shrubs.
13	Yes, with changes	I refuse to go to the spot as there is insufficient parking
14	Yes, with changes	Instead of 'closing in' the main roundabout (Perouse/StPauls junction) with foliage, why not allow cyclists to get through the busy intersection without 'being thrown under the bus'. For at least a decade, I have sought to explain to RCC planners that forcing cyclists into main vehicular lane does slow cars and trucks, but at an unacceptable risk to cyclists. Again here,

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
		that same philosophy is displayed - taking wide footpaths and allowing all sorts of activities EXCEPT bicycle or shared path for safe passage of cyclists. All RCC planners need to view "Active Towns" and "Not Just Bikes" channels on YouTube, to be walked through the best examples of Dutch urban streetscape planning, to understand how urban centres can be planned to include cyclists in protected spaces. The result is that marked or separated bike lanes are sufficiently safe for children to ride, which cannot be said of the bike lanes designed by RCC. Safe cycling through The Spot is also necessary because the L2 tram terminus is just 200m to the NW, so cycling along Perouse Rd is required to access the shopping and transport at Randwick, from areas to the SE of that urban centre, without forcing cyclists onto steeper climbing routes. One option is to make the footpath on the W-side of Perouse a dual-direction, separated bike lane, even if that means losing some on-street carparking from Barker St to the triangular park at High St. That should then link in to 'shared path' on E-side of Avoca between Belmore St and Rae St (at which point cyclists can get off Avoca to use Dutruc for N-bound cycling without steep climbs. A second option is to replace the on-street parking on N-side of St Marks Rd between Perouse Rd and Dudley St, with a dual-direction bicycle lane, to better achieve separation of cyclists away from the new outdoor eating and pedestrian area, but without throwing them into the single lane of cars and trucks. That bike lane would then need to continue N from Perouse/StMarks roundabout to Coogee Bay Rd. Examine those videos on Dutch bike path planning and it will be obvious what is missing in the RCC design. Interestingly in the 'street cross-section' diagram, in the planning documents, parked and moving cars are shown, together with lots of pedestrians, but not a single bicycle.
15	Yes, with changes	Do NOT reduce parking spots yet again! We have an ageing population and a growing population making it harder and harder for those who need to drive or be driven due to infirmity to be able to park! Parking needs to be increased, more durability spots to be added
16	Yes, with changes	If you remove parking then travelling to the spot for dinner becomes harder and we'd be less likely to go. Randwick is hilly and making it harder to go by car for dinner seems like it would make the revitalisation more likely to fail.
17	Yes, with changes	Crossing positions need to be reassessed. Too close together and too close to roundabout. DO NOT lose any parking - it is already too hard to find parking specially on Saturday nights. Not sure if you need that much footpath dining. Be mindful of pedestrians and the outdoor eating area.
18	Yes, with changes	Do not cut the 21 nor indeed any, parking places thus making using the Spot much more difficult than it is already. Do not raise the pedestrian crossing which would have no benefit for pedestrians and just be one more irritation for the suspension system of cars.
19	Yes, with changes	Make the roundabout only accessible for buses. Close access to roundabout from St. John's street

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
20	Yes, with changes	I would like the facades above businesses to have some uniformity to give a sense of identity to the Spot and cohesion. Think "Bath" in England. In Coogee Bay Rd a number of facades above the shops have been painted almost black and we have lost the detail on these buildings which give this area its appeal. My suggestion is a light colour and owners be assisted in the cost of a repaint.
21	Yes, with changes	I am concerned about the total number reduction in on street parking spaces.
22	Yes, with changes	Love the removal of parking and improved pedestrian environment. The crossing on the west side of the roundabout across St Paul's st should also be raised. Fantastic project
23	Yes, with changes	Upgrading The Spot to make it more vibrant and attractive for visitors is a great idea but the biggest problem at The Spot now that makes it difficult to visit all that often is a lack of parking. The proposed changes will reduce available parking even further so unless you are within walking distance or visit outside of popular times, it will drive people away even more. Council should also incorporate into its plans a parking station in the area to attract visitors and not drive them away. It is foolish to think that people will be prepared to only visit The Spot by public transport or UBER. Planning for any upgrade needs to give consideration, not only to the aesthetics of the location but also to the practicalities of how people are going to get there. The proposed plans are very disappointing and short sighted in that regard.
24	Yes, with changes	Loss of parking will have significant impact on Spot businesses especially non-eating businesses of which there are many. Loss of parking will increase pressure onto surrounding streets and resident parking scheme will need to be extended. If the plan is to be implemented recommend that buses are re-routed.
25	Yes, with changes	Revised location of pedestrian crossings. Set back from the roundabout a minimum of 6 metres to allow a turning vehicle to clear the roundabout before stopping to give way to pedestrians. This will assist with congestion management and also allow a vehicle to pass the crossing and wait clear of crossing at the yield line before entering the roundabout.
26	Yes, with changes	There are a fair number of cyclists that use Perouse Rd and the changes make the road narrower approaching the roundabout. Cars tend to push through whether a cyclist is there or not, so more space might be appropriate. Most of the changes are for the better.
27	Yes, with changes	I think the proposals are great! My only feedback is as follows: My property is on Stewart St and my garage is on Nancye St. Currently it can be quite difficult to see oncoming traffic when turning out of Nancye St onto St Paul's St because of the alfresco dining and plants. There have been a number of times where I or other cars have had to slam on their brakes to avoid a collision. I just want to make sure that with these changes visibility doesn't get worse. Thank you!
28	Yes, with changes	Make the road one way to reduce traffic and have increased rear to curb parking. It's difficult enough to get parking up there without taking away more parks.

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
29	Yes, with changes	I like the proposed feedback and hopefully it'll entice more lucrative businesses to the area- a wider / more diverse array of business , restaurants, bars etc that will actually last!! However already there is limited parking to access the amenities (The Ritz, yoga studio, Pilates studio). It is difficult to park at all times and this is a discentive to use these business more frequently. By removing even more parking from the area it'll make it difficult for residents within the area but not walking distance not want to go, and go to other areas within or out of Randwick city council to access these services (movies, fitness, wellness, beauty). Parking alternatives need to be considered
30	Yes, with changes	Whilst I broadly support the beautification and community-building aspects of the proposed upgrade, as a resident of a surrounding street (Daintrey Crescent) without access to off-street parking, I'm concerned with Council's removal of 20 parking spots from The Spot precinct. With the increasing popularity of The Spot (which is a good thing), it's becoming increasingly difficult to access parking for my one car. Our street has restricted parking on the eastern side, but unrestricted on the western side. I would request that Council conduct a resident parking review of the area, and consider implementing 2-hour parking restrictions on streets surrounding The Spot. This will greatly improve traffic flow and encourage use of public transport options.
31	Yes, with changes	I would like to see St Pauls Street between the pedestrian crossing at Perouse Road and Daintrey Crescent be pedestrianised. This would allow for a permanent activation space, extended outdoor dining, and safer access in and out of the Ritz. This would dissuade people from driving to the area which is already well serviced by buses. Buses could easily be diverted along Howard Street.
32	Yes, with changes	Anything that takes away parking in this area is a concern. As a local resident in a 1929 built apartment with only onstreet parking I am hugely concerned residents will not be able to park and will suffer as a consequence of these changes. I either rush to be home before 4pm to ensure I get parking, I don't move my car, or I park up to 800m away - a joy walking home with groceries or at night. If you do go ahead at least please make restricted parking 1hr only (and enforce it regularly) to encourage visitors to arrival and leave by public transport or UBER. This would also be the responsible thing to discourage drink driving. Currently my car is used as target practice by those leaving the area at night - no doubt less able to drive straight and negotiate narrow streets because of alcohol. As an aside - that outside dining area in front of Dolce Fiori is not only an eyesore now they've stopped caring for the planter boxes - taking up two parking spaces, it is rarely used - the main people I see using this dining area are the owner and his friends. Lastly - when doing these upgrades can you plan for proper Christmas lights? Look at how Double Bay has their lights set up on poles this year. Look at Europe stringing decorative lights across the street! Instead of the ugly great baubles we see in Randwick this year that not even thieves are targetting, some pretty lighting would attract more festive crowds.

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
33	Yes, with changes	The removal of 15+5 parking spaces on the Southern side of St Pauls Street is not desirable. Finding a parking spot is already difficult enough as is. I agree with raising the pedestrian crossings to make them more prominent (pedestrian safety improvement). I agree with more tree coverage if possible; maybe these can be planted in 2-3 small islands created by stepping out the kerb. This way you still get the increased tree coverage but without losing all the parking. Similar to what exists in Gumara Crescent, Randwick but with a continuous kerb.
34	Yes, with changes	Parking around the Spot it already difficult and you are proposing to remove 18 parking spots that are convenient and allow people to quickly duck into the shops, cafes and ice cream shops. Without these spots this becomes less convenient which will impact shops that don't get use of the additional outdoor seating areas and will also clog up streets for residents even more.
35	Yes, with changes	Parking options need to be improved. As it is parking is not good. That is the one thing that turns us off going to The Spot. We have decided to go elsewhere due to the parking constraints.
36	Yes, with changes	As a cyclist I want to ensure that any changes don't force cyclists into dangerous positions on the road and particularly at the pedestrian crossings. The existing Pedestrian crossing near the corner of Soudan St and Perouse Rd is a really good example of a cycle friendly pedestrian crossing as it allows room for a bicycle to continue at times when cars, trucks and buses are gridlocked in the area. This is often the case between 8 am and 9 am on weekdays and in school term and similarly in the afternoons at school pickup time. It would be really helpful if the two pedestrian crossings at the corner of St Pauls Road and Perouse roads had a similar design, in other words they could be narrowed but still allow room for bikes to travel past gridlocked traffic. Thank you, that is my main request but I am also wondering if a bicycle design specialist has considered the entire design from a bicycle safety perspective as this is a high bicycle traffic area.
37	Yes, with changes	You are turning it into more of an entertainment sector when in fact more is required to maintain it as a community shopping hub. Taking away so much parking is counter to attracting people to come to eat/watch movies or shop. Something needs to be done by Council to incentivise landlords - the number of unoccupied businesses is turning the Spot into a ghosttown, in the day and at night. Landlords should pay increased rates if they do not make efforts to encourage tenancies - to lower their rents and/or improve facilities within their premises. Like in the UK, pop-up charity shops could pay lower rents for short term lets. Council could encourage non-food and health/lifestyle businesses to open. Shared creative spaces for local artisans/craftspeople, work hubs or Library-run services could be set up by Council to bring more people to the area in the day. Because the restaurants/cafes stop serving by 8pm The Spot is dead after 8.30pm on weeknights. The Spot-On Thursday events were hugely successful but the place has reverted to what it was before and in the day there is very little available except eating and exercising. The priority should be to rebuild The Spot as a neighbourhood hub that

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
		attracts people of all ages during the day. Council should ensure the post office remains open and that services for the community are available.
38	Yes, with changes	Whilst this expensive upgrade may be beneficial to some, in order for this to be successful, how is the council going to provide more parking? Please don't suggest visitors catch light rail or bus. Who makes these decisions and on what basis? As a long time resident of Randwick, I'm amazed at how our rates are spent. (that includes useless pop up parks and 50 strong blitz crews. My local streets, footpaths, gutters and drains could be cleaned regularly but that never happens)
39	Yes, with changes	1-Too many parking spots being removed. Equally number of parking must be replaced.Parking already a major problem for local residents. 2-Regrade footpath between the roundabout and the sweet spot cafe on Perouse Rd. Current grade dangerous, especially .for people with disabilities. 3-Install ample seating (Benches) 4-Install a Irishtown history plaque and potentially plaques outside other historic houses/buildings.
40	Yes, with changes	I'm concerned that every change this year has lead to reduction in parking at the spot. I live on St Paul's street between the hospital and the spot, and right now we are losing 3 permit spots to ev chargers (I get it) and now another 20 parks. It's already torrid to try and find a park around my flat, and I don't have access to off road parking. Perhaps some though could be made to changes that would improve access for resident parking access? The time unlimited parking between dine street and Avoca street could be changed to time limited with a permit exception for example. This would offset the issues with parking somewhat.
41	Yes, with changes	I feel like you should reduce the in the level of parking being cut along St Paul's Street. Many people arrive by car, eat and then leave. Lack of parking is already an issue in the area. Cutting 20 spaces is way too much. Business owners depend upon people being able to arrive and park for short periods of time before leaving. Reducing the parking by 20 spaces will make a bad parking situation even worse. The suggestion would be to retain a section of the existing parking along St Pauls Street (both east and west of the main roundabout at La Parouse Road) and possibly utilise feathered 45degreee parking if possible. Outdoor dining space and streetscaping is great, but whats the point if there is nowhere to park?
42	Yes, with changes	I do not support Item 2, the loss of on-street car parking. It is important to maintain all street parking to support the businesses. Parking is always a premium in the eastern suburbs, particularly small nieghbourhood centres. All parking along the St Pauls Street frontage should be maintained, with no widening of the footpath.
43	Yes, with changes	We really need to get rid of the pedestrian crossing and put quick phase lights in! It is so Dangerous at that roundabout and quick change lights would make traffic flow better at peak times!

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
44	Yes, with changes	I feel the planned reduction of 20 car spaces is terrible. I often meet friends at the spot who don't live within walking distance. They would need to get 2 buses just to get there. It is already difficult to park at the spot and surrounding streets so a reduction of 20 spaces is significant. I also use other services in the spot such as the dry cleaners, the post office and the dentist - I do this during the day and often drive and park to access these services. The council needs to look at other options for street parking such as allowing parking outside of the ritz cinema and converting current street parking into angled parking.
45	Yes, with changes	NO PARKING TO BE REMOVED IF ANYTHING ADD MORE - IT IS EXTREMELY DIFFICULT TO PARK AT THE SPOT MOST DAYS ESPECIALLY WHEN YOU ARE TRANSPORTING SOMEONE DISABLED HERE. ALSO PEDESTRIAN SAFETY ISSUES ARE ANOTHER BIG CONCERN FOR ME. There needs urgently to be installed a pedestrian crossing on Perouse Road, to the north of The Spot intersection. This is especially important for the safety of disabled pedestrians as a carer of a disabled person I know how the lack of a crossing here causes us and many others a great deal of extra hardship. There are other crossing but Perouse Road north of the roundabout carries the highest volume of traffic but unfortunately there is no pedestrian crossing at this essential spot and I cannot see one on the proposed upgrade plans. The existing safety island is dangerous to get to in between the heavy flow of fast cars. It is very dangerous to cross at other random locations along this section but many people do. The crossings across St Paul's Street east and Perouse Road South are further to walk and very inconvenient. Unfortunately disabled pedestrians are forced to head south and cross St Paul's Street east and Perouse Road south to access Perouse Road west and St Paul's Street west and vica versa – these are unnecessary journeys and add extra burden and dangers to those disabled, aged, mothers with prams and children. RANDWICK COUNCIL NEEDS TO INSTALL A PEDESTRIAN CROSSING ACROSS PEROUSE ROAD, NORTH OF THE SPOT INTERSECTION. PLEASE AMEND THE PLANS. THIRDLY - PLEASE WATER THE TREES AS OFTEN THAT DOES NOT HAPPEN AND THEY DIE AND ALSO GIVE THE ROOTS ROOM TO EXPAND. I had a laugh when I saw the proposed trees that looked like Crepe Myrtles. Randwick Council several years ago removed 22 (twenty two) magnificent flowering mature Crepe Myrtles outside the Munda Street Community Centre and paved the area and installed a pergola with a grape vine growing on it. Anyone with any passion and care for the environment, especially at that site next to the environment park, could have managed to keep the beauty and wildlife food and habitat source growing there and add to it without destroying it. Even though Crepe Myrtles are not native the birds and bees etc gain benefit from them for food and habitat protections.
46	Yes, with changes	Consider options to retain car park spaces (or even increase) as parking is already so limited.
47	Yes, with changes	Taking away 20 car spaces is our concern.. parking is so bad already without taking more away ? Otherwise the plans are great ..

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
		CREPE MYRTLES are a beautiful tree too .. should be more planted around the Randwick LGA .. instead of the dreadful ones that are around now !
48	Yes, with changes	STOP TAKING PARKING SPOTS AWAY. One of the biggest issues with the spot is parking! RCC wants to attract more economic activity AND grow the population to meet NSW Gov targets and yet you are making it impossible to park anywhere - people will go elsewhere if they can't park there - you are making it increasingly harder for the elderly and disabled to enjoy this city as they cant park anywhere! The businesses need help with promotion and activation of the area, reduce the fees for onstreet dining, fix the streetscape with signage, better lighting, decorate empty shops and extend dining to outside the empty shops. The chamber of commerce up there is useless - the chair needs to be someone with a business/marketing background. Creating greenspace and planting trees wont help business or visitors.
49	Yes, with changes	I think you need to rethink the car spot removal. There are businesses that need people to be able to park. It's not the easiest place to get to from a lot of the suburbs around with public transport. I worry that already struggling businesses will have less traffic over all.
50	Yes, with changes	Too much loss of street parking and no alternative solution provided
51	Yes, with changes	I would be disappointed to see so many parking spaces removed. It is already very difficult to park in the area and this would increase the problem. We live in Maroubra and like to visit The Spot with the family and getting there without a car is not always an option. I understand the need to remove some spaces but 20 is too many.
52	Yes, with changes	It's a great initiative, I have two further suggestions. 1/ providing grants or rate discounts to new business owners / start ups to operate cafes, restaurant etc out of the currently vacant shopfronts. This will really activate and revitalise the appeal of the area for different demographics. The spot could be as cool as marrickville or Newtown with a few young, up and coming businesses giving it a kick start. 2/ with the reduction in parking, the surrounding streets will naturally feel the pinch and this will impact local residents who need to park on the street, it will also increase traffic noise in surrounding streets. My suggestion would be to introduce traffic calming measures in the wider area, particularly down St Paul's Rd and also down Perouse Rd, from the roundabout at Canberra St to the intersection of Perouse Rd and Oberon St. Already there is significant car noise as people accelerate away from this roundabout which will only increase with this proposal.
53	Yes, with changes	To provide alternative close by / replacement of the lost street parking spaces
54	Yes, with changes	Following our Chamber meeting this morning, I have some questions: How long will the construction take? How much will the construction impact the businesses and residents? Between what hours will the noisy construction work take place? The loss of parking will be detrimental to the older residents of the community, will this be considered? What will be the cost to businesses for alfresco dining once work is completed?

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
		How much more of the street will businesses be able to utilise compared to now? Thank you for your time.
55	Yes, with changes	'Most appealing: The proposed planting of additional trees and shrubs. Can we make that the planting of new grassed areas too? Also appealing are plans to extend the outside dining areas. Least appealing: The failure to address the most significant problem at The Spot, namely vacant properties. Some prime site properties have been vacant for years. One has been claiming to be coming soon for at least a year. Owners of these properties should be compelled to lower their rents, as well as face heavy penalties. This is something for Randwick Council to act on urgently in collaboration with relevant State/Federal authorities. Neutral: The undergrounding of power lines seems like an expensive/disruptive option for minimal gain (I suspect this is poor bang-for-buck). Power lines are part of the streetscape. To be honest, I'd rather the money was spent on an action plan to address the vacant property problem. Other comments: - Plan for the ongoing maintenance of trees, shrubs and walkways, not merely the upgrade. - Investigate ways to stop buses/trucks/cars from crashing into landscaped features. In the past the walls retaining shrubs have suffered from vehicles crashing into them. Do this without recourse to unsightly temporary barriers. - Impose speed limits on the pavements, especially to control e-bikes/e-scooters. I'm not opposed to the delivery services (like many people in the area, I use them), but the speed of these bikes/scooters needs to be managed within The Spot and surrounding streets. - Explain to the community when the work will be done and how long it will take. Here's another reason not to underground the power lines – that will simply add to the disruption and timeline. - The success of The Spot depends on the success of The Ritz, so listened carefully (even disproportionately) to the views of Ritz management (I'm saying this for pragmatic reasons, not because I have any professional relationship with the cinema).
56	Yes, with changes	I see benefit in the raised pedestrian crossings and increased footpath space for walking & alfresco dining. However, given this removes available parking spaces, a plan needs to be considered for increasing or improving parking in the surrounding areas.
57	Yes, with changes	The loss of parking will be detrimental to many businesses in the area. The focus of the upgrades seems to be on the night time economy with little consideration given to the day time economy. Those businesses that rely on passing trade like the cafes or the business that have drop in customers such Pilates, Yoga or Gyms. Additionally the Resident parking scheme is broken in The Spot. Paying the right to park on the street is one thing, actually finding a park within a kilometre of your house to park is another. The removal of 20 car spots from the area is only going to exacerbate this problem.

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
		How many DA's has council knocked back on parking grounds and yet here you are totally prepared to lose 20.
58	Yes, with changes	While I support the proposed improvements to the Spot's amenity and aesthetic - most especially the buried electricity wiring - I fear that the removal of 20 car spots will have a large impact on longstanding business' and all residents of the Spot. The diversity of offerings within the Spot is a significant draw card, and the proposed changes will adversely affect service-based businesses.
59	Yes, with changes	More dedicated space for buses on the footpath - with an upgraded shelter and higher capacity to support further growth in the long term future. However, I support the inclusion of more outdoor dining and the removal of parking to achieve this goal.
60	Yes, with changes	It is a large loss of parking which will flow into neighbouring streets off St Pauls road. I'd like to see more consideration for parking solutions because it is hard enough to get a park near the spot as is. Is there any possibility of acquiring the Wilson Parking or subsidising parking during certain periods? Will Council consider more timed parking in adjacent streets? Are there any other sites council could acquire for a parking solution?
61	Yes, with changes	Pedestrian crossing near Ritz ... vegetation is a great thing but it can make it easy to miss people about to step onto crossing - especially littlies. Have high canopy vegetation not human height that affects visibility. Crossing near what was the chicken shop (near Thai restaurant but not the one way street side) is too close to the roundabout. A pedestrian starts crossing, car stops and other cars joining roundabout lurch to a halt, at the very least blocking all traffic movement on the roundabout regardless where headed
62	Yes, with changes	I DO NOT wish to see the parking minimised. There is already massive parking issues at the Spot in Randwick and being a business owner my clients already drive around 20-30mins prior looking for parking. I do not support the decrease in parking at all. I am concerned for the dance studio and other facilities where they would then have to drop and drive off. Not safe at all for young children.
63	Yes, with changes	Hello Randwick team. Firstly I would like to say a big thank you for developing the concept plan, it's excellent and so needed on a landscape front, safety front and community front. Hopefully it helps rejuvenate The Spot which has been struggling over the last few years (next we need some diversity in the shops - and no empty ones - but that's another big project!). I love everything you're proposing, particularly the garden under the giant fig which is a beauty and has become the visual identity for The Spot. I don't have any changes, just a few questions/comments regarding the plan, specifically around the species you're thinking of planting and some residue signage... Could I please request that all plantings are native ones endemic to this area. I imagine that this is what you're thinking, but the detail is not on the

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
		current drawings. Ideally great to get rid of the clipped shrubs etc. which are not visually appealing or appropriate for this area. Perhaps you could consult with Indigrow (or maybe you are?), Peter knows so much and it would be good to highlight the indigenous connection and the work he does locally. Maybe you could integrate some information about the plantings to educate locals and visitors too. Oh, and I'd also like to check that you will remove the (very ugly) superfluous metal sign (was it a map or something, not sure) that's currently next to the bus stop beside the proposed entertainment zone on the eastern side of Perouse Road. Thanks so much. We can't wait to see this come to life.
64	Yes, with changes	please do not make the same under investment in landscaping as happened with the Coogee bay Rd street upgrade .. invest in generously foliated trees for shade & eye pleasing reasons NB tree in CBR adjacent to the actual Hotel looks dead
65	Yes, with changes	We need to consider parking options for those visiting the Spot. The car park doesn't have enough spaces. There is no reasonable / safe option for takeaway pickup. People often stop in no parking and no stopping zones. Less parking spaces will exacerbate this problem.
66	Yes, with changes	Cycleways, bikes facilities, connections between them and other areas
67	Yes, with changes	Car parking- ridiculous when parks are so hard to find your removing them. It's hard enough to find a park at the Spot and with the all the traffic RPW Hospital as well your making it impossible to live here. You will have a ground swell of people voting against the council should this continue
68	Yes, with changes	1. Smart Poles: More ornate looking street lighting rather than smart poles. Smart poles have no character, which is the opposite of what The Spot represents. Lighting is critical to the feel of spaces. Smart poles will not create a warm and welcoming space, and does not represent the history and village atmosphere associated with The Spot. 2. Paving: Paver selection will be important to not make this space "feel" like the new Newmarket precinct. Again, this will need to be a material/product that captures the history and village atmosphere of The Spot. Overall, I hope this area does not come to feel like just another "any place" Eastern Suburbs.
69	Yes, with changes	The greatest challenge to using the Spot is finding parking. I think that there needs to be increased parking created nearby. Can more angled parking be created so that the 15 car spots are not lost?
70	Yes, with changes	I would like to see the 20 car spaces kept. It is vital for the local community and visitors using all the local businesses. We need extra car spaces rather than taking them away. I feel the removal of car spaces, will have a negative impact on all surrounding businesses as people will choose to attend Coogee, that has ample street parking and 3 large council car parks.

Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
	These existing car spaces and their existing time limits for parking is perfect to enable a flow of different users coming to the Spot. I am in favour of upgrading the footpath and expanding the footpath, though not at a cost of losing car spaces. The Spot is a quaint area, with a cluster of heritage buildings, that give the local community a point of difference. Highlighting these buildings with adequate street lighting will draw attention to the area and create a point of difference that many neighbourhoods in the Randwick City council Wards do not have. I feel the current lighting plan will not focus on the beautiful building heritage designs. Could there be more consideration around street lighting that can highlight all the buildings and highlight under the awnings along the footpaths that lead to the four corners of the Spots main roundabout. Let's highlight The Spots Point of difference. Garden beds and current plant heights block shop fronts street frontage. The existing garden beds continuously get knocked at both corners of the round about. Creating new garden beds where current existing planter boxes is a great idea, though they need to be on ground level creating visibility into shop and dining frontages. Current plants and planting boxes, blocks visibility of pedestrians and shop frontages. Your concept plan does not highlight the detailed drawings for the new garden beds. I support more of the concrete lighted seating as this will support people to be part of the Spot even if they can not afford to dine in the restaurants. I oppose the creation of a new corner garden bed in front of 22 St Paul's street. This blocks the flow of pedestrians using both crossings that form an 90 degree angle. This takes up valuable footpath space . This limits space for outdoor dining for 22 St Paul's street . The footpath size is not the same as the other corners and therefore keeping this space open in front of 22 St Paul's street is vital. The garden bed on Perouse rd, parallel to 22 St Paul's street is extremely large, takes up too much valuable space for pedestrians to get around. It limits outdoor seating to run along perouse rd. This sizing on your concept plan is not consistent with the sizing of the proposed garden bed across the road on Perouse rd in front of the Thai Restaurant, which appears to be less than a meter in depth. I support a garden bed that is less than a meter in depth and inclusive of concrete lighted seating for the elderly to be able to sit there as they walk up Perouse rd. Also this seating will support local students waiting for after school pick ups. We need as much space to be able to provide space for pedestrians and outdoor seating. The current footpath is on 3.6meters in depth The current design limits outdoor dining space for 22 St Paul's street which will be required for future tenancy. We will be bringing in an anchor tenant that will contribute to freshening up the commercial trading at The Spot . However we need clear street frontage for visibility for all types of commuters and we need out door dining space that runs down Perouse rd. I have a background in food retail and hospitality, having run a few successful food businesses. I have consulted for many retail stores and have been a resident and property owner for 30 years. I have an understanding of what businesses need to enhance their sales and function

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
		in a workable space. I understand what the community needs at the Spot. In 2021 I ran a survey at The Spot and have clear feedback of what the Spot is needing. I am slowly bringing in new tenancies to surrounding empty shop spaces, such as Taste a great bakery that has successfully set up stores that have been running for 15 years plus in the Eastern Suburbs, these type of successful businesses will bring more people to The Spot that will start to bring some variety to the Spot. So I please ask that you support the community by not removing car spaces. I ask that you create less garden beds to open up shop front visibility. I ask for a street lighting design that highlights all the footpath areas along Perouse and St Paul's street and it highlights the heritage listed and heritage contributory buildings, to create The Spot as being a point of difference form all other neighbourhood precincts.
71	Yes, with changes	Incorporation of bicycle travel in any way possible - if they are going to share the road space, the traffic speeds should be accordingly lowered; directional signage indicating the connection to the surrounding bike routes and the bike parking in prominent places.
72	Yes, with changes	Soft warm lighting design. A space for weekend farmers markets. Intervention for small business owners ie; more affordable rents and a wider range of business. Use of native plants. A water feature. A weekend 'soap box' for local ideas, poetry and debates. I am passionate local who attends the Ritz weekly and lives on St. Paul's street, a cinematographer and would gladly help with the lighting design.
73	Yes, with changes	30 km/h speed limit on Perouse Rd and St Paul St in The Spot Ensure road narrowing does not reduce amenity/safety for people riding bikes More bike parking / dedicated parking zones for share bikes One-way contra-flow cycle lane on St Paul St (west of Perouse Rd) to enable 2-way bike access from/to Randwick Health & Education Precinct (and beyond)
74	Yes, with changes	Do not remove ANY car parking spaces. Parking at the Spot is already very difficult and the drive-in car park cannot adequately meet the demand. There is already space for outside dining in the proposed areas. There is no need at all to extend the footpath to accommodate additional outside dining.
75	Yes, with changes	I believe that if too much parking is removed, businesses at The Spot will suffer. In particular, the proposal to remove parking to allow for alfresco dining on the southern side of St Pauls street, both east and west of Perouse Road, will make it difficult to stop for a coffee at the coffee shops there. I fear the same fate of many businesses on parts Oxford Street will be felt, particularly by those immediately adjacent to the removed parking spaces, and especially the coffee shops. Some additional parking could be provided by reducing the size of the bus stop. This was lengthened to cater for articulated busses, but as these are to be withdrawn, the bus stop could be reduced in length. Also perhaps arrangements could be made with The Spot Car Park to offer free parking on the same terms as any removed spaces.

	Do you support the proposed streetscape upgrades?	What specific changes or improvements would you like to see included in the streetscape upgrade? Please provide as much detail as possible so we can consider your feedback.
		Although, the upgrade plan is aesthetically pleasing, it should not proceed in its present form if it depends on removing so much parking. I see no evidence that many of the residents of Randwick and its surrounding suburbs would be willing to travel to The Spot by means other than cars at present, and believe that this sizable cohort would simply seek other other entertainment and hospitality precincts where car access was easier.
76	Yes, with changes	It appears from the design drawings that St Paul's Street east is one-way. There is nothing in the design description that confirms this. Is this section of the street being changed to one way? If so, what does this mean for the buses that currently pass down St Paul's Street east in both directions? Otherwise the concept is appealing. Thank you.
77	Yes, with changes	I do not agree with removal of street car parking. A terrible idea as the area has a shortage of parking to begin with! Businesses will be impacted by this ludicrous decision. If anything there should be an increase in street parking to keep an area thriving. Why do you think large businesses ie Bunnings, McDonalds etc.... always have plentiful parking onsite or close to easily accessible street parking, so they have customers driving to access their businesses. Unsound proposal!

	Do you support the proposed streetscape upgrades?	Can you share your reasons for not supporting the proposed upgrades? Are there specific concerns or aspects of the proposal you'd like us to address?
1	No	belmore road needs more support to an the spot. more businesses need to be able to stay open on belmore road and belmore road needs a glow up. it had the potential to be a useful and pleasant strip but feels like a forgotten wasteland.
2	No	parking is a major problem around the randwick/coogee area and this will increase the problem. I would love to have more outside dining options but doing so will increase the amount of people to the area and unfortunately alot of them will drive. Parking needs to be addressed.
3	No	Do not reduce parking. Parking is already insufficient.
4	No	How dumb removing 20 parking spots, it is very hard to find a parking without removing 20 spots. Dumb, Dumb, Dumb. I won't be going to the spot anymore if it is impossible to park or having to use a paid parking station every time.
5	No	You proposed to remove approximately 20 car parking spaces which is insane. Now we can barely get a parking spot when we go to get a drink/dinner there. You will kill all the businesses in this area. How we all gonna get there .. By bike? Have you thought about elderly people or disabled people or families? It is insane proportion and not smart at all. If there won't be any parking available on the street people will stop going there.

	Do you support the proposed streetscape upgrades?	Can you share your reasons for not supporting the proposed upgrades? Are there specific concerns or aspects of the proposal you'd like us to address?
6	No	Reduced street parking will reduce vitality as proven with the light rail changes to Kingsford and Kensington. Also I see nothing wrong with the existing power poles. I live within 20 minute walk and within the Randwick council so don't see it is necessary to spend rate payers funds on these types of upgrades
7	No	It is hard enough finding parking at the Spot now and you want to reduce more parking spaces. No thanks
8	No	As always, every time there's an upgrade project, parking spots are the first to go. Has any one on the planning committee ever spent any time at the Spot from 4-8pm Thurs-Sat? It's an absolute nightmare parking and traffic wise, and your solution to this is to REMOVE the little parking we do have??? Do you literally only want people who live within 10 walking mins to go there? Wonder how the businesses will survive with only that customer base.
9	No	It is important to have car spaces in front of the shops and Ritz cinema, especially for people with disabilities. Parking is already tight, don't remove more. There are plenty of other areas for outdoor dining. As a commuter it is slow enough going through the area now - it would be worse with this new design plan - definite no from me
10	No	Parking is incredibly difficult at present, please do not reduce parking spots. Tuesday nights are impossible already in particular due to the Ritz. I don't think Al fresco dining options are required in this area by local businesses. It would not attract me to dine. I also can't see the need for additional greenery or shrubs.
11	No	The Spot is a bottleneck in the morning and afternoon with the amount of cars and buses that go through The Spot. All the upgrading in the world won't fix the problem. I have been on buses crawling through The Spot in the morning peak hour and it has taken 15 minutes to get through the roundabout at The Spot. Stop the buses and cars going through The Spot that cause a bottleneck. A complete waste of ratepayers' money if you don't fix the traffic problem at The Spot. I am disgusted at such a waste of ratepayers' money.
12	No	- avoid huge wide planting beds which degrade fill up with rubbish, are not maintained, and take up useful outdoor space - this is an urban environment of course with trees, but at ground level, well detailed and quality materials for dwarf / sitting walls, drinking fountain, bike loops - repair granite setts in roundabout - leave most of carparking - very important for drop off and pick ups - improve quality of footpaving - this area works so well, be very careful to improve the quality of the fabric not the functioning of the spaces. Keep a balance of outdoor dining with need for circulation. - NO smart poles - these just require hugely ugly transformer boxes and are themselves ugly, steel, engineered features. These are not in any way suitable for creating a charming, outdoor dining area. If required, use gentle lighting, historically inspired. If necessary, aerial bundle cables to reduce number of power lines. These can run through tree canopies.

	Do you support the proposed streetscape upgrades?	Can you share your reasons for not supporting the proposed upgrades? Are there specific concerns or aspects of the proposal you'd like us to address?
13	No	While I very much support the ideas presented in the proposal (underground power lines, refreshing the area, expanding dinning areas), I feel that I need to oppose it due to the significant reduction in the car parking spots. There is no point of making all these changes if people cannot actually come and enjoy them. If there was a viable car-park that could accomodate the displaced vehicles then I would be far more supportive, however there currently isn't one - and its a major impact on people who live close to The Spot or travel to it from other areas. Currently, its still possible to park and enjoy an evening out - but I don't think it will be possible under the proposed plan and there are no suitable public transport options. I also think that a key to revitalising the area would be redirecting the busses to a different route (close but different) - the noise and pollution from them interferes with the ability to enjoy evening out and makes it very difficult to stage events - turning part of the area into a plaza is where the real revitalisation oportunity lies and will make a significant impact. Right now, I feel that the plans need more work - become bolder in their visition but also propose a solution to the car spot removal
14	No	I do not support the loss of parking on the southern side of St Paul's Street. There is already enough pavement dining area which is rarely full therefore adding extra dining spots will be of detriment to the businesses during the day due to the loss of parking. For those who are mobility restricted this will also restrict their access to these businesses. The 2 parking spots that have been removed for the exclusive benefit of Dolce Fiori have disadvantaged this area. Can the shrubs at the roundabout be of low height so as to not to impair the line of sight for pedestrians and drivers at the roundabout. Can the upgrade include a more prominent sign indicating that St Pauls Street to the west of Thai Riffic is one way. Often cars turn into that street from the roundabout. Thankyou.
15	No	The parking is at a premium as it currently is. This changes will further reduce parking spaces and it is difficult for a disabled person to find parking spaces near the businesses that I need to patronise. Having restaurants and other businesses spilling out over the footpath leads to a reduced area for pedestrians especially for a disabled person such as me. People who still smoke happily light up their cigarettes or vapes and the smoke wafts over the whole footpath area depending on the wind direction.
16	No	Currently there is a under supply of parking options in the Spot. Buses from home to the spot are not available nor accessible with a young family. Further reducing parking spots by 20 spots will mean my family and I would seek other areas for dining and entertainment that are more family friendly and more accessible by transport. I suspect overall businesses will suffer from this reduction in demand for the Spot. Modelling the Spot on European cities is not a fair comparison given their near universal and accessible metro rail systems.
17	No	My main objection is the removal of 20 car parking spots. It should be noted that the only people patronising the Spot are not hust nighttime diners but there are locals, hospital staff, visitors who are supporting businesses operating during the day. For example, coffee shop Kurtosh was open before 8 am will close late afternoon and has about 4 parking spots outside. A similar situation applies to other food businesses in St

	Do you support the proposed streetscape upgrades?	Can you share your reasons for not supporting the proposed upgrades? Are there specific concerns or aspects of the proposal you'd like us to address?
		Paul st. 2. As noted above, the Spot has many people all through the day. It can get very crowded along Perouse Rd east side around the bus stop outside Arthurs Pizza. This is very obvious with thringing of school students in the afternoon. The pavement does not appear to be wide enough even in daylight hours and this situation would not be improved by the intrusion of dining spaces, planter boxes etc.
18	No	After the public meeting last night it is clear that almost everyone agrees that the main issue in the area for business & residents is parking. While moving the power lines underground will look much better, additional footpaths & footpath dining will not improve the area if the community cannot park and access the area easily. Additionally, the timing of the parking should be looked at. For example: given the number of students bring picked up from school at the same time as....children to dance class around the 3:30pm-5:30pm times - I would suggest some of the parking in the area be made either 5 - 10 minutes parking or perhaps even no parking, so that parents are able to rotate through the parking easily while picking up and dropping off their kids. Additionally, it is apparent that stricter application of the parking conditions may also need to be looked at. It is very clear to me that many people accessing the BWS on Perouse Road think "No Stopping" beside the pedestrian crossing means "stop here, its easy parking to grab you wine or 6 pack" and the 30 minute & 1 hour parking spots opposite the Ritz Cinemas are the best place to leave your car for a bite to eat followed by the latest 2 hour long blockbuster. Finally, reducing the parking, especially on the side where the footpath and seating areas are to be placed in the plan, would force many...dance student's families away from the area. This would mean that over 200 families would no longer need to attend The Spot, effectively...causing the failure of our dance studio but also taking away all the parents and siblings of our students who use the local shops, cafes & cinemas for their snacks, coffee, cakes, meals and entertainment while they wait for their children in our classes. In summary, like many mentioned on Thursday evening, the main issue that needs to be solved is parking and access so that more people are able to get into the area and access the businesses. Taking 20 parking spaces away and effectively preventing any stopping on the south side on St. Pauls street is not going to be of any benefit in the long term. It will simply force people to find places that are more convenient to access.
19	No	Most of the proposed changes seem feasible. BUT, why is there such a push to reduce the number of car parking spots when there is such a massive push to increase the number of units and duplex's within the council boundary therefore increasing the population and cars on the road?!? And why reduce the number of car parking spots in such a highly used

	Do you support the proposed streetscape upgrades?	Can you share your reasons for not supporting the proposed upgrades? Are there specific concerns or aspects of the proposal you'd like us to address?
		commercial area??? It just does NOT make sense. At all. I would've thought that with the Council promoting The Spot like no tomorrow, that they would be trying to INCREASE the number of parking spots. Especially for the elder and disabled citizens of the community who find walking a fair distance challenging. How about we increase the number of car parking spots and decrease the proposed outdoor dining areas?
20	No	I am deeply unconvinced the proposed changes will benefit The Spot. The current attractions to The Spot: * A variety of hospitality venues within 5 minutes walk from each other; attractive to stroll around and choose where to spend time * Cinema anchors the precinct * A few bus routes intersect here; although there were 2 - 3 more bus prior to the recent route cancellations * Family friendly vibe; no rowdy bars * Good mix of time-shifting businesses; for example the dental and fitness practices draw people during the day and the restaurants, bar and cinema bring people in the evening The current drawbacks of The Spot: * Occasional bad driving in a pedestrian-dense area * Lots (lots!) of empty storefronts Under the proposed streetscape upgrade plans I don't see how the not insignificant monetary and time investment will enhance or amplify the current attractions. Neither do I see any new benefits. Instead, the lack of parking will deter families or groups. Additionally, the proposed streetscape upgrade do nothing to address the drawbacks I have listed, especially the one of empty storefronts. Randwick Council should have put the resources that have been spent on this shallow proposal on a more meaningful plan to support businesses in The Spot. Business support needed at The Spot: * Empty shopfronts, Council should be using financial incentives/penalties for landlords * No facilities for food delivery riders, whom the hospitality businesses rely on * Better mix of daytime and nighttime commercial practices
21	No	I am significantly concerned if the parking spots are removed. Parking is already a challenge with the current spots available. Removing parking makes it even more difficult for ppl to access the facilities of the spot. Of particular concern are elderly ppl or those with disabilities who will be impacted if spots aren't available. The students of the dancing school need to be able to be safely dropped off and picked up and the proposed changes impact them. I'm in favour of temporary measure to block the road ie spot festival and summer festival but making permanent changes is not a feasible or practical idea. I attend the gym most days and already find it

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		challenging to find a spot. Removing spots will impact businesses as ppl will be less inclined to go to businesses there if parking is so difficult. This is already a concern given how many vacancies there are in the spot currently.
22	No	The removal of 20 car parking spaces will have a significant negative impact on the businesses in The Spot. Whilst the outdoor dining and wider footpaths would be lovely for the restaurants, it is a serve threat to the success of the other non-food businesses i.e. retail, medical and community uses such as dancing and gym, that contribute to the vibrancy of The Spot especially during the day. The ability to get a short-term parking spot to pick up or drop off family, or a meal, the ability to briefly visit a shop would be removed by this concept. It would discourage and disadvantage an important cohort of people who can't readily walk or use public transport. If parking is to be removed alternative parking needs to be made available within the immediately surrounding streets. There are many examples around Sydney where vibrant little centres similar to the Spot end up be destroyed by the removal of short-term, high turnover parking opportunities. Please don't let The Spot become one of these. As the daughter of...one of the past Spot Chamber of Commerce Presidents, an individual who worked tirelessly and very closely with Randwick Council to create some of the previous upgrades to the centre, including the introduction of the Walk of Fame and The Spot Festival, I ask that the plaque that has been placed in the garden bed be retained. I believe I have seen something to this effect on the Concept plan. Given the significant volume of vehicles and large buses that need to maneuverer through The Spot, extra consideration needs to be given any street narrowing, changes to turning circles and raised pedestrian foot crossings. Already the garden beds surrounding the roundabout are often in disrepair and broken due to buses hitting them as they navigate the roundabout.
23	No	There is little enough street parking at the spot already, this upgrade plan seems to be taking away even more parking spaces
24	No	We struggle enough with parking plus council has already given more parks away for EV parking that is always empty. You've also got nurses and doctors who park while they're at work.
25	No	Poorly considered and clearly only in the interest of the RITZ. Parking/traffic already a nightmare which will be worsened by the changes. cafes will loose passing traffic stopping to make purchases and prima facie the Council will increase the risk of children being potential injured going to the movies of dance classes as there will be NO WHERE suitable to drop them off.
26	No	I live at...Dine st in Randwick and the difficulties of parking on my own street between 7am and 9pm are detrimental to how myself and my family live. I cant unload groceries, I cant go get or take home my 88 year old mother who has dementia as I cant drop her outside my home and have to park blocks away. I cant purchase any more [expensive] residential parking stickers for our home as we have 2 already, which are pointless mostly as I can never park on my street unless I wait 25 mins for someone

	Do you support the proposed streetscape upgrades?	Can you share your reasons for not supporting the proposed upgrades? Are there specific concerns or aspects of the proposal you'd like us to address?
		to move who is visiting the SPOT, THE RITZ, THE P.O.W or UNSW. Last year when Randwick Council trialled the street scape we absolutely could not drive out of our street anytime after 4pm and expect to come home and park before 10pm!! And now you want to make it permanent? What makes it worse is that we applied for a driveway last June and were knocked back as Randwick Council wanted to 'preserve the heritage streetscape' of Dine st and blocked our every reasonable request and NOW Randwick Council is changing the historical streetscape of "THE SPOT" because they can. You are making life in this area so restrictive and stressful, Please do NOT go ahead with this plan at the Spot as residents are tired of it. We have lived here for 20 years and now the Ritz has its 9th cinema and NO PARKING! There is no logic in your plan except for financial gain.
27	No	The Spot is already a popular destination, attracting many people from within and outside the local area. It was thus when I lived in Dine Street in the early 1980s, it remained so in the 1990s when I was a student at UNSW and it has remained so through the 2000s when I became a ratepayer. Please do not remove / reduce street parking. There is already very little street parking and while I understand the desire to encourage people onto public transport, it is impractical and unrealistic to think that people will not drive to the Spot. The mix of businesses and restaurants makes it a place for locals and visitors alike. For locals, it still serves a functional purpose with healthcare and other services. Being able to park to get to these service providers is important and is already challenging. My question is who is this concept for? The Spot already has a lovely village feel which is exactly why people come to visit. If it's to bring more visitors in, I suggest you look at strategies for making the mix of dining options more attractive. For example, we have not had a lauded neighbourhood bistro since Balzac and Billingsgate Fish Bistro in the early 2000s. If the purpose is to increase amenity for locals, then removing street parking does the opposite. We need to be able to get to the service providers located in the Spot. We have families and elderly parents. Forcing us onto public transport reduces our amenity. We have already lost street parking in Randwick because of the light rail (which by the way, made it near impossible for my parents to visit me as they became less mobile). The current streetscape strikes the right balance between being a place for locals and visitors. Use the budget for the project to incentivise the next generation of restaurateurs and bar operators to open businesses that put the Spot on par with Paddington or Surry Hills. Don't make life harder for the people who pay rates.

	Do you support the proposed streetscape upgrades?	Can you share your reasons for not supporting the proposed upgrades? Are there specific concerns or aspects of the proposal you'd like us to address?
		Thank you.
28	No	The need to widen the footpaths and takeaway parking will not achieve anything, other than making it more difficult to park. It will still be noisy when you dine. The Pedestrian crossing should be moved to where Seahorse Restaurant is, and flashing lights to indicate the the crossing and the speed through the spot would increase safety. Also subsidising the parking station would also help, or maybe bring in a scheme to get a discount from the restaurants and the Cinema if parking there. bringing in angled parking in nearby streets will only bring more headaches to those who live in the area. Placing the power lines underground will make the area look much better, but widening the foot path will only cause problems and do nothing to help anyone
29	No	The upgrade will attract many more people with a large increase in rubbish which will block drains and or be carried into the ocean. The increase in noise will impact local residents who pay rates. Will Council guarantee no increase in rates to finance this proposal? Parking in local streets will become more of a nightmare. Money could be better spent keeping streets clean.

B. Streetscape upgrade community submissions

27 Community submissions received via email or phone.

	Submission
1	I am disappointed at your source of expertise for the Spot Upgrade! Surely you have realised by now that if you don't increase parking the economy of the Spot will decline rapidly. Just go there and observe how many cars drive round and round and round looking for parking. The ageing population in the area cannot get a bus or ride their bikes to the movies & restaurants at night, and it is a crying shame that you haven't recognised this in your new upgrade plan.
2	(Phone conversation) Concerned about the raised pedestrian crossing and the footpath widening on the southern leg of the intersection. Is concerned that it "bottlenecks" cyclists into a position that makes them susceptible to being hit by cars.
3	THE SPOT STREETSCAPE UPGRADE PLAN - FEEDBACK PEDESTRIAN SAFETY ISSUES DISABLED PEDESTRIAN ISSUES NOT ADDRESSED Dear Randwick Council, I would like to bring to your attention two specific issues in relation to the proposed The Spot Upgrade Plan, namely: • Dangers to pedestrian safety, due to the absence of a pedestrian crossing along Perouse Road, north of The Spot intersection, and • Impacts on the safety, mobility and wellbeing of disabled pedestrians, including those using mobility aids, needing to cross Perouse Road north of The Spot intersection Both of these issues are neglected in the proposed Upgrade Plan. <i>RANDWICK CITY COUNCIL DISABILITY INCLUSION PLAN 2022 - 2026</i> The Plan includes the following commitments: <i>Definition of persons with a disability</i> <i>Council recognises that people with a disability often face many barriers preventing them from participating fully in community life. These can be:</i> • <i>physical barriers – such as steps, uneven footpaths, inaccessible buildings, streetscapes or facilities...</i> <i>Disability Inclusion Action Plan</i> <i>Randwick City Council's Disability Inclusion Action Plan focuses on the following key priorities that emerged from the consultation process:</i> • <i>Improved accessibility of commercial centres, recreation areas, streetscapes....</i> <i>Liveable Communities</i> <i>Getting around</i> • <i>Getting around with ease and confidence is fundamental to people's sense of autonomy, health and wellbeing.</i> <i>Footpaths And Bus Stops</i> • <i>Continue to provide an annual capital works program to upgrade footpaths, pedestrian crossings, kerb ramps....</i>

Submission

LACK OF PEDESTRIAN CROSSING ACROSS PEROUSE ROAD, NORTH OF THE SPOT INTERSECTION

- There are pedestrian crossings across three of the streets at the Spot intersection:
 - Perouse Road south of the intersection
 - St Paul's Street to the east of the intersection, and
 - St Paul's Street to the west of the intersection
- Perouse Road north of the intersection carries the highest volume of traffic of all four areas
- However, there is no pedestrian crossing across Perouse Road to the north of the Spot intersection, and none is proposed in the upgrade; refer image below please:



IMPACT AND DANGERS OF THE ABSENCE OF A PEDESTRIAN CROSSING NORTH OF THE SPOT INTERSECTION

- A large number of passengers, including those disabled and those using mobility aids, alight from buses at the Bus Stop on the east side of Perouse Road at this location, including:
 - School children, including those attending Randwick Boy's and Girl's High Schools, and
 - Medical and administrative staff from the Prince of Wales Hospital
- To reach these schools and the Hospital and other destinations, the children, Hospital staff and pedestrians in general, walk along St Paul's Street west to reach Avoca Street
- To access St Paul's Street west,
 - the majority dash across Perouse Road in between breaks in the traffic to reach the median strip
 - pausing on the median strip, they then dash across in between breaks in the traffic, to reach the western side
 - they then walk along St Paul's Street west to Avoca Street
 - most dangerously, the children and staff often cross Perouse Road in-between buses stopped at the Bus Stop
 - local residents, including myself, have often nearly hit children and other pedestrians coming onto the road in-between buses as they are "invisible", being hidden by the buses

Submission

- The majority of these pedestrians do not use the pedestrian crossings across St Paul's Street east and Perouse Road south, as this involves two and possibly three "unnecessary" and delaying crossings, and further to walk
- Disabled pedestrians are forced to head south and cross St Paul's Street east and Perouse Road south to access Perouse Road west and St Paul's Street west – these are unnecessary journeys and add extra burden and dangers to those disabled or using mobility aids
- Please refer to the photo below showing the location



RECOMMENDATION

TO ELIMINATE THESE DANGERS AND IMPROVE SAFETY AT THIS LOCATION FOR

- ALL PEDESTRIANS, INCLUDING
- DISABLED PEDESTRIANS

INSTALL A PEDESTRIAN CROSSING ACROSS PEROUSE ROAD, NORTH OF THE SPOT INTERSECTION

- A raised Pedestrian crossing can be installed (as shown in the first and second photos below), in front of the Bus Zone from the east to the west side of Perouse Road
- The median strip at this location could be "cut through" to allow for a level crossing surface to accommodate wheel chairs and other mobility aids, similar to Perouse Road south and St Paul's Street east, please see the third photo below
- If necessary, the Bus Stop and southern end of the Bus Zone could be moved back – north – to ensure a safe 10m distance between the front of Bus Zone and the pedestrian crossing
- This Bus Zone is already long, so any shortening could be achieved without extending the northern end of the Zone, therefore maintaining the existing car parking spaces

BENEFITS OF A PEDESTRIAN CROSSING AT THIS LOCATION

- Will provide safe and easy access to Perouse Road west and St Paul's Street west for those pedestrians with disabilities, and those who rely on mobility aids; otherwise they need to make at least two unnecessary crossings to reach St Paul's Street west
- Will allow vehicles to pass buses stopped at the Bus Zone
- Will provide for a free flow of traffic through the intersection
- Will provide drivers with a clear view of pedestrians on the crossing, especially if the crossing is raised, as is proposed for Perouse Road South and St Paul's Street east, and
- Will allow pedestrians to cross Perouse Road north safely, which they cannot do at present

Submission



REQUEST TO RANDWICK CITY COUNCIL

Please amend the proposed The Spot Streetscape Upgrade Plan to incorporate a raised pedestrian crossing on Perouse Road north of The Spot intersection to:

- Provide a safe means for pedestrians, especially children, to cross at this very busy location,
- Provide safe and easy access to Perouse Road west and St Paul's Street west for pedestrians with disabilities, and those who rely on mobility aids, and
- Provide adherence with Randwick Council's Disability Inclusion Plan 2022 – 2026.

- 4 Love the proposed plan to upgrade the Spot. Love the Spot. I am a past student of Bridgine Randwick and The Spot holds a special place in my memories. We are also regulars at the Ritz. Lovely as these plans are, the question of access to the Spot is not addressed. Parking is already a nightmare and under these plans would be further reduced. We live in South Coogee and if and when we can, we walk but that is not always possible. We often forgo the planned outing to the Spot because of parking issues. We are big public transport fans but the infrequent, unreliable and poor bus service is not really a true option for us. Our friend, who often joins our planned outings to the Spot, lives in South Maroubra so when she joins in, the car is the only option.
- 5 I do not agree with the reduction of parking spaces. This will not be at all good. Maybe perhaps rethink your upgrade plans. Randwick does not need to lose parking spaces.

	Submission
6	The street parking on the southern end of St Paul's St has been reduced enough, there is already a lack of available residential parking with hospital workers annexing the local parking because a lack of parking for them within the hospital precincts, residents from Carrington road and other streets parking here because they have no parking available to them, trades vehicles and other intransients. The green space upgrade St Paul's St if the council is in anyway serious about this they should clean up their mess on the corner of Hardiman Ave and St Paul's St this is their property and it is an overgrown mess with rats infestation in 25 years that I have been here it has never been touched or addressed just left to be overgrown with shrubs becoming large trees, vines left to grow unkempt and becoming an absolute mess, council regularly attend and trim and housekeep the northern adjacent side of St Paul's St but totally neglect the southern side as it has become too much of a problem to address.
7	I cannot believe that the Council is going to take 20 car parks away from the Spot!!!! There are not enough car spaces now. It didn't work at Coogee and it won't work at the Spot. Please stop taking car spots away!!!!
8	I am writing to provide feedback on Council's proposed streetscape upgrade at The Spot. As you may be aware, The Spot was once a bustling hub of the Eastern Suburbs. Unfortunately, it is now a desolate precinct with a string of vacant retail premises. Some of these shops have been sitting idle for years on end. There is also high turnover in many premises. I am hopeful that the proposed upgrade will attract locals and visitors back to The Spot. However, I am curious to know what incentives Council are offering to attract community-minded businesses to The Spot. Does Council currently offer any financial incentives to draw prospective tenants to the area? It would be deeply disappointing if The Spot experiences similar negative media coverage as has been occurring with the main Randwick area. We do not want The Spot to obtain a reputation for being "dead" as this would certainly disincentive businesses from operating in the area. Similarly, what compensation will Council be offering to existing businesses who will undoubtedly experience a decline in foot traffic and to landlords of premises who will struggle to obtain a tenant during and in the lead up to these large scale construction works? Another concern I have with the proposed upgrade is the removal of approximately 20 parking spaces. It is already extremely difficult to find parking in The Spot and the small private car park beside The Ritz charges very high fees. Parking on surrounding residential streets is also increasingly taken. The removal of such a large proportion of parking spaces would be detrimental to the community, particularly when public transport in the area is infrequent and frankly, inadequate. Specifically, the light rail is situated far from the main restaurant precinct and is certainly not within walking distance for the elderly and young families. If Council is to remove these parking spaces, where would the influx of people park? With so many other areas in Sydney with more free parking, as well as a larger variety of shops and restaurants, why should people choose to visit The Spot? I assume the proposed bike racks are to encourage people to ride to The Spot, however, this is simply impractical for Randwick's aging population. Hence, I suggest Council explore options for increasing the number of parking spaces whilst catering for those who are able to ride bikes. Finally, whilst I agree with Council's proposal to plant more trees, I believe the trees should be planted in raised planter boxes instead of in the ground to restrict their growth and reduce the damage they will cause to the surrounding infrastructure. You may be aware of the damage the existing trees have caused with their roots damaging the existing footpaths and kerbs. By planting more trees in the ground, Council will need to expend significant resources to maintain the trees at appropriate dimensions and repair the new paving. I do hope Council will take my suggestions into consideration.
9	Incomprehensible that RCC plan completely ignores bicycles in The Spot plan. Whole of road area with commercial property frontage ought be 30kph, to make

	Submission
	My petty gripe: I've been yelled at, huffed at and filled with rage at humanity. Why does Sydney hate bikes? https://www.theguardian.com/lifeandstyle/2025/jan/28/my-petty-gripe-ive-been-yelled-at-huffed-at-and-filled-with-rage-at-humanity-why-does-sydney-hate-bikes?CMP=Share_iOSApp_Other
10	Thanks for the opportunity to consider and comment on the plans for Spot upgrade. My partner and I have lived in Stewart Street for 20 years and love the Spot, Ritz and the area. These plans are good, and we support the initiative. It's a unique area. Below are a few suggestions and thoughts on the plan that might add improvements? If the Spot Activation Zone is a <i>community focal point</i>, to ensure max. public gain from these changes, (a lot of space created will be for businesses fortunate to face the road to add dining tables) there should be some more thought about what encourages people to meet, mingle and congregate. Also considering how to highlight this being 'Irishtown' and a cultural meeting point (Aboriginal and French/Anglo History) could be considered more carefully... Activation Zone The proposed Activation zone (between bus stop and street corner crossing of St Pauls) actually remains 'empty'. It appears that this zone would be made smaller than what it is now under the new plan as the plans show an increased garden bed size(?). Happy to be corrected if this isn't the case. It might end up a more cramped walk-through zone <i>unless some thought is put to why/how it's actually 'activated'</i>. The proposed materials of the new Activation Zone garden beds, appear in the new design to be grey pavers steel? and concrete(?) seats and walls which is not very 'Irishtown' or heritage feel, its more postmodern brutalist... We suggest maintaining character brick retaining walls as this is more aligned with 'Irishtown' or village feel, heritage values. This is more welcoming... Please don't make the Spot like Sydney city which has taken on a clinical and cold look with grey concrete, dull street furniture and ugly grey pavers... Suggestions for Activation Zone - Propose Public Poster Kiosk for Activation zone – (Paris style) to create local focus site to allow the community to engage with/at the Spot, and to promote events and activities around Randwick. This would allow for posters to be focused on the Kiosk and not be stuck on buildings elsewhere. It also creates an 'energy point' for the community... - Propose that the Activation zone be paved differently to highlight that this area may be used as a stage, meeting point, or event location. Provide electricity pole/points to enable band, lights, and live music or performers. - Propose a public water fountain. - Propose a phone recharge station for those who are waiting for friends and meeting up? - Propose a community library bookshelf for book exchange? - Propose a tap for dog / animal bowls

Submission

Traffic safety and calming

- Propose additional pedestrian crossing at the Eastern end of St Pauls. (adjacent to Nancye Lane).
- This would address need for those parked in Stewart Street and adjacent suburb area to cross St Pauls by Dolci Fiore restaurant. Also this would create traffic calming for those coming from Coogee direction, *often too fast*.
- This also would traffic calm in front of St Basil's Aged Care facility and allow visitor and tenant access to the Spot more readily.
- This would also traffic calm for children / parents who congregate at Panarcadian Hall for dance class drop off and pick up.
- Propose *safety bollards* to prevent drivers (accidentally or intentionally) from mounting the curb into seated pedestrians and public spaces.

Pedestrian Flow at Roundabout – St Pauls/Perouse road North side

How does the proposed plan address the 'natural' desire of some pedestrians getting off the bus, or coming from restaurants to cross between the Activation Zone / Bus stop and the west side of Perouse road?

Is there sufficient space for those who mistakenly chose to cross traffic here to shelter in the middle of the road? And to get quickly onto the pavement if required.

Panarcadian Hall

This is a community hub with dance classes, and parents drop off and collect children here in the afternoon and early evening. Most seek to pull over or park nearby for pickup / drop off.

How has this community activity and flow been addressed in the plan?

Could a single car?? pick up and drop off zone for the hall be incorporated safely for the south side of St Pauls Street?

Also this is a natural community meeting site – this could be better activated by creating street furniture for parents and children to wait for pick up. - especially if they have to park further away...

Cyclists

The proposed bike racks in front of the Ritz are located where many older pedestrians and uber/taxi drop off and pick ups occur.

Suggest locating on the opposite side adjacent to the Panarcadian Hall.

Has the flow of the plan, with tighter corners and reduced fields of view been tested/considered for the safety of bicyclists who are to be encouraged to transit to and through the Spot by bike racks?

Is there ready access for bicycles to enter and dismount in the Spot safely? (i.e. will curbs not be so high that a bike rider would be squeezed against the curb by aggressive traffic... and be unable to exit the road?)

Parking

As a Stewart Street resident parking is always a vexed issue at the Spot. However we make it work in the street with the existing allowances. Please don't mess with Stewart Street.

One hopefully helpful suggestion could be to make Lee street diagonal parking to address loss of parks on southern side of St Paul's Street.

	Submission
	Lee/St Paul's could have a roundabout to calm traffic into the Spot and Lee. But this may ge out of scope. Thanks again for the initiative.
11	Overall I support the plans. The biggest problem for the Spot is greedy real estate agents who set such high commercial rents that shop fronts remain vacant for many years. Council should consider how to penalise such behaviour such as changing higher fees and more frequent inspections of council requirements such as awning safety. It's revolting and they should be ashamed as it harms the whole community. I feel fairly strongly, having lived here for 20 years, that a major gap is the lack of a community driven noticeboard or kiosk. Every time I visit a vibrant area like Newtown or Marrickville (or paris, London, Buenos Aires) I notice is a clear indication of local culture and engagement is posted bills. Below is an example from Coogee on private property. Similar bills are sometimes posted on a few walls at the Spot but its not officially allowed. As you can see these are not commercial so the argument which was the basis of current state laws that this takes away from commercial advertising revenue is not valid. In any case it is a local matter. The current 'notice board' has never in the whole time it's been there been used for effect communication with the community and should be removed. It's an eyesore. Council news is already derived to each home in In Scene newsletters. (I assume the 'monument' referred to is the Lapareuse history one which is excellent and should be retained somewhere.) I support the proposal from Neighborhood Cellars to try to negotiate the shifting of one or both bus stops to create more short term parking for local businesses. I know this will be hard but I remember the bus stop being at the High Cross and where the school stop now is. Another option would be to move the city bound stop near Carr St down to the corner of Lee Steer and St Paul's. Angle parking could also be added next to the Uniting home on Lee St. Lee St and St Paul's St should be a roundabout. It's already (dangerously) used as one. I would not support changes to parking arrangements Stewart Street. We have to tolerate a lot of influxes of vehicles and we manage to make it work. There is room for large tall native trees on Lee St western side assuming there aren't major cables or other underground infrastructure. Please consider or refer to the appropriate process. Thanks for making the Spot even better. It's a wonderful place.
12	I am in favour of a much needed upgrade of The Spot and thank Council for investing funds into planning for this much needed upgrade to The Spot. The Spot has an opportunity to really make a point of difference from other neighbourhoods and hopefully an upgrade that involves the community to participate can enhance the way the Spot functions now and into the future. I have reviewed the concept plan, though without access to clearly detailed and technical drawings from the Kipper department (Access to information),and as a result, I am not able to accurately comment on the proposed upgrades impact, except in a limited capacity as a result. My following opinions are only based on the Concept Plan Drawings, of the proposed Spot Street Scape Upgrade. My opinions arise from being a local resident, Commercial landlord and Business owner at The Spot since 1995, and my significant knowledge of The Spot over time. Removal of 20 Car Spaces I do NOT agree to the removal of 20 car spaces, that represents a loss of 300 to 380 car space parkings a day. These car spaces supports access to a variety of businesses at the Spot where by people can grab a quick meal or coffee, to going to the post office, to getting in a yoga class, massage or a session at the gym or a quick hair cut. These current car spaces support parking for trades people servicing local businesses and residents, it supports waste management , it supports Uber food delivery services, it supports the elderly that are not ambulant, and people with disabilities. The removal of these car spaces will significantly reduce business sales across

Submission
the whole business area at The Spot that trade between the hours of 6am to 6pm. This will also have a significant impact on restaurants and businesses opened after 6pm. While I am in full support of expanding the footpath along St Pauls Street and Perouse Rd, it should not be done at the detriment of losing 20 car spaces. Proposed Garden Beds Documented in the “Detailed Plan Intersection” <u>Proposed Garden Bed in front of 22 St Pauls street.</u> I do NOT agree to the proposed garden bed on the corner of 22 St Pauls Street as it is cause for great concern. This proposed garden bed based on my understanding will span the width of 9 meters and 2 meters in depth. This corner is the most busiest regarding foot traffic at the Spot. It has bus commuters on Perouse Rd heading south to use the crossings at that intersection. It has clusters of school children passing through, families, elderly, wheel chairs ETC. It has pedestrians walking from west to east of St Pauls Street, and North to South travelling along on Perouse rd. A garden bed will take up valuable space for an easy flow of pedestrians getting around safely. It will obstruct the flow of movement in this area and this of great concern. For this heavily used pedestrian and vehicular traffic focal point Proposed Garden Bed on Perouse rd Parallel to 22 St Pauls st I do NOT agree to a garden bed depth of 3 meters, in this location. This space could be used in better ways for the good of all. The elderly pedestrians are in need of a seating area there, as are school children waiting to be picked up. A garden bed that includes Concrete seating with lighting, not occupying more than 1 meter in depth will better suit this space. This will match the proposed garden bed on the opposite side of Perouse rd. There has been no allocation for outdoor seating for 22 St Pauls St, unlike other businesses on Perouse Rd and St Pauls Street. The current plan does not allow for outdoor seating for 22 St Pauls Street. Whilst the building has been under going remedial repair works for the last 4 years, it has been a prominent corner business famously known as “AMBROSIA” and it was loved by all, since 2001. Once all building repair works are completed the building will be a food business again and therefore need as much outdoor allocated seating as possible. Proposed Garden Beds on the corners of Perouse Rd and St Pauls Street The existing garden beds have continuously been regularly hit by trucks and buses predominately. Without having access to what the proposed garden beds will consist of and how they will look it is hard to comment at this stage, though the current height of plants and flowers in the current planter boxes ends up hiding pedestrians presence, which is dangerous at the crossings and it also blocks the view of the businesses street frontage that are located in that area. It encloses the area and creates a darker space rather than lighting up the outdoor space. Please incorporate more Concrete Outdoor Seating with lighting, and low level garden beds that do not block visibility. Proposed Street Lighting I do NOT agree to the proposed street lighting. It has not taken into consideration ways of lighting up the footpath, for pedestrians and nor has it taken into consideration the architectural features of the Spot that could be highlighted by better use of street lighting.. The Spot is a unique quaint area, with a cluster of heritage buildings, that give the local community a point of difference. Highlighting these buildings with adequate street lighting will draw attention to the area and create a point of difference that many neighbourhoods in the Randwick City Council Wards do not have. Further engagement with heritage consultants and

	Submission
	lighting engineers should be considered to create street lighting system that enhances The Spot and this general area. Proposed Bins/Bike Racks It is difficult to comment due to their location not being clearly seen on the conceptual drawings. Could council provide access to these technical drawings at the front office for the public to view large plans of these technical and detailed drawings? I attended this week and they were not available for inspection? LACK of Notification Regarding This Concept Plan Many residents, including myself were not aware of the proposal and / or extent of the proposal and did not receive the generic pamphlet and / or did not receive the RCC electronic communications. Upon being aware of what was taking place I went to the Council requesting to see larger plans and they had nothing at their front desk for community consultation. I was given a print out of what is online which is not very detailed. The RCC information sessions were conducted at times of the year where the community was least likely to be engaged. On 19/12/2024 the community and businesses were busy with end of work and school year activities and on 16/01/2025 many locals were on school holidays. Can you please keep me well informed about this process as I am extremely passionate about The Spots upgrade and how it will be used in the future. THE PURPOSE OF MY FEEDBACK My feedback is aimed to support an upgrade that better meets the needs of the mix of businesses at The Spot, maintain residential enjoyment of their surrounding area and promote the unique “jewel“ the Spot is. A village filled with a cluster of heritage buildings. My feedback has incorporated the whole of The Spot, not just the east side of St Pauls Street. I understand what the community needs at the Spot, apart from my perspective of being a local and a landlord, I have skills in consulting with a variety of retail stores and understand what is required to support a successful commercial neighbourhood centre....Street car parking, accessible public transport and a well lit area are the three crucial keys to this success. I hope my feedback will stand to serve the RCC well and be of assistance when re designing the new street frontage upgrade. I am available for contact if you wish to explore my ideas further and require further clarification.
13	Randwick Precinct Resolution 05022025(1): Randwick Precinct opposes the proposed loss of parking spaces at the Spot and requests Randwick Council considers a broader vision for the Spot's long-term development.
14	I have had the opportunity to view The Spot streetscape upgrade plans on the Randwick Council website and thank you for considering these important people-focused upgrades of The Spot at Randwick, allowing for more space for outdoor dining and people gathering. Many visitors to The Spot would already arrive there by public transport, on foot or by bicycle. With the further reduced on-street parking (noting there is a multi-story carpark which has always had an empty spot when I've needed it) I believe more bike racks are needed throughout the area of the streetscape upgrade, but particularly along St Pauls Street east of Perouse Road where the new footpath will be considerably widened. Being able to securely park your bike is one important encouragement for many like myself to ride rather than drive to a venue. Please also consider implementing a contraflow (westerly direction) lane for bikes in St Pauls Street west of Perouse Road, to allow east-west travel for bicycles through the area and to access the cycle route west through the Prince of Wales Hospital. This will then neatly connect to cycleways along UNSW campus (High St) and onto Doncaster Avenue and other great cycleways, including towards my home in Bondi Junction via Centennial Park.
15	Thank you for taking the time to review and consider our submission on The Spot Streetscape Upgrades.

	Submission
	There are many examples around Sydney where vibrant little centres like the Spot end up be destroyed by the removal of short-term, high turnover parking opportunities. Please don't let The Spot become one of these. We would like to understand why RCC Traffic Engineers are the RCC Department presenting public domain upgrades to a town centre in isolation of the Council's Strategic Planning team. I appreciate the concept largely includes changes to traffic management and roads, however traditional town centre upgrades are the domain of the Strategic Planning teams, especially as the proposal has significant impacts and implications on land use planning for the area. Usually, any type of suggested public domain upgrades, are informed and supported by technical reports including traffic and transport, landscape, urban design, and economic and feasibility impacts. The updates as put forward in the exhibited concept plans are usually part of a more considered Precinct Masterplan exercise. Have any of these technical studies been completed to inform the Concept? If so, are they available to be viewed. What role is the Council planning team playing in the proposal?
16	I am writing on behalf of BIKEast to submit our comments to Randwick City Council (RCC) on the proposed streetscape upgrade at The Spot in Randwick. General comments Our vision for Sydney's eastern suburbs includes a regional network of high-standard (safe, separated, connected, and convenient) cycleways and other bike-friendly facilities (e.g. shared paths, quiet streets). The Spot is a popular destination for residents and visitors. BIKEast believes more people would choose to ride bicycles to access The Spot if routes C2 and C9 identified in the RCC Active Transport Plan were completed and other strategies (E.g. lower speed limits) and measures (E.g. convenient bike parking loops) were implemented to make riding a bike to The Spot safer and more attractive. Comments on the Concept Plan We acknowledge that RCC has proposed a significant people-focused upgrade of The Spot. Among its plans are the reshaping of the existing plaza to provide more space for outdoor dining and social events, upgrading of the footpaths with new street pavers, more street trees, garden beds, seats, bins and bike racks, new street lights, pedestrian crossings and kerb ramps, and the removal of 20 parking spaces to accommodate much wider footpaths for al fresco dining and for people gathering. BIKEast fully supports this initiative and would like to make the following points: • Randwick Council's proposed people-focused upgrade of The Spot at Randwick is welcomed primarily as it allows for more space for outdoor dining and people gathering. Reduced on-street parking will also encourage more people to take public transport, or walk or cycle to The Spot. • Along with the reduced on-street parking, the plan encourages a higher number of people to travel to The Spot, to attend events/cafes/cinema screenings. In order to facilitate this increased patronage of the area, more sustainable transport options to The Spot must be encouraged. BIKEast thus requests that more bike racks are installed throughout the area of the streetscape upgrade, particularly along St Pauls St east of Perouse Rd where the new footpath will be considerably widened (No.2 in the upgrade plan map). Further racks could be installed at the existing plaza (No.1 in the upgrade plan map) and at St Pauls St just west of Perouse Rd (No.3 and No.5 in the upgrade plan map). • The Spot is at the centre of two popular cycle routes, north-south / south-north along Perouse Rd and east-west / west-east along St Pauls St. The proposed upgrade significantly narrows St Pauls St just west of Perouse Road to a single car lane. This will significantly impact all east-west cycle travel. BIKEast proposes that the narrowing of St Pauls Street just west of Perouse Rd be curtailed slightly to allow the construction of a contraflow (westerly direction) lane for bikes. This is vital to allow east-west travel for bicycles through The Spot and to access the cycle route west across Avoca St through to the Randwick Health & Education Precinct and beyond. We also encourage RCC to implement a 30km/h speed limit on Perouse Road and St Pauls Street at the Spot and in the blocks adjacent to The Spot. Concluding remarks

	Submission
	BIKEast requests that RCC incorporate our suggestions regarding The Spot precinct upgrade. We also hope RCC will give serious consideration to our other suggestions regarding improvements to local facilities that are aligned with the goal of prioritising public transport and active transport over private vehicles when seeking solutions to traffic congestion. We thank RCC for providing the community with an opportunity to comment on this project and are happy to provide further input regarding our suggestions for delivering better outcomes.
17	Bicycle NSW strongly supports the proposed upgrades. The widened footpaths, raised pedestrian crossings and additional space for outdoor dining will revitalise the Spot and ensure that it can be the beating heart of Randwick far into the future. • Bicycle NSW supports the change to on-street parking. The removal of 20 car parking spaces is necessary to accommodate much wider footpaths for people to walk, gather and socialise. Reduced parking will also encourage more people to take public transport, or walk or cycle to The Spot. Focus on making The Spot amazing, and people will find a way to get there that doesn't rely on parking in the precinct. • Please make sure there are plenty of bike racks. • Bicycle NSW urges Randwick Council to work with the NSW Government and reduce the speed limit in the area to 30km/h. There is no cycling infrastructure through The Spot, and the upgrade does not include any new cycleways or shared paths. Despite this, there is an important cycle route along St Pauls Street linking the Prince of Wales Hospital with South Coogee beach. A 30 km/h speed limit facilitates on-road mixed traffic cycling. Most bike riders will feel comfortable sharing the road with vehicles and there is much less likelihood of footpath cycling - very important in an area with very high pedestrian activity. Lower speed limits will greatly improve amenity for people walking and sitting too, with less noise, pollution and road danger. Over short trips, a 30km/h speed limit makes virtually no difference in travel time. The importance of lower vehicle speeds cannot be overstated. Our roads are becoming less safe every year. The road toll is rising. Slowing down traffic has a transformative effect on our communities. The change will significantly improve safety for everyone in the community, particularly people walking and cycling, children going to school and other vulnerable road users outside a car. The NSW speed limit guidelines have recently received a much-needed update. There are now official recommendations for 30km/h speed zones and it is easier for councils to implement change. 30km/h speed limits make a difference to road safety. There is no time to waste. • In addition, we request that contraflow cycling (westerly direction) be facilitated on St Pauls Street west of Perouse Road. Contraflow cycling on one-way streets makes it easier for people riding to avoid busy roads and use quiet, low-traffic streets. City of Sydney is signing 159 one-way streets to allow two-way bike traffic. A recent study has shown that contraflow cycling does not increase cyclist crash or casualty rates and that all one-way streets should be evaluated to allow contraflow cycling to improve cycling network connectivity. Please do not hesitate to contact Bicycle NSW if we can assist any further with advocacy for this project. We look forward to enjoying the revitalised Spot very soon.
18	Hi Council - My formatting was stripped when I submitted your form. Here it is again to be sure you can understand my feedback clearly. Thanks I am deeply unconvinced the proposed changes will benefit The Spot. The current attractions to The Spot: • A variety of hospitality venues within 5 minutes walk from each other; attractive to stroll around and choose where to spend time • Cinema anchors the precinct

	Submission
	• A few bus routes intersect here; although there were 2 - 3 more bus prior to the recent route cancellations • Family friendly vibe; no rowdy bars • Good mix of time-shifting businesses; for example the dental and fitness practices draw people during the day and the restaurants, bar and cinema bring people in the evening The current drawbacks of The Spot: • Occasional bad driving in a pedestrian-dense area • Lots (lots!) of empty storefronts Under the proposed streetscape upgrade plans I don't see how the not insignificant monetary and time investment will enhance or amplify the current attractions. Neither do I see any new benefits. Instead, the lack of parking will deter families or groups. Additionally, the proposed streetscape upgrade do nothing to address the drawbacks I have listed, especially the one of empty storefronts. Randwick Council should have put the resources that have been spent on this shallow proposal on a more meaningful plan to support businesses in The Spot. Business support needed at The Spot: • Empty shopfronts, Council should be using financial incentives/penalties for landlords • No facilities for food delivery riders, whom the hospitality businesses rely on • Better mix of daytime and nighttime commercial practices
19	The Spot Streetscape Upgrade - comments I agree that a cosmetic upgrade of The Spot is overdue and will be beneficial for visitors to The Spot businesses and to RCC (Randwick City Council) residents. The currently proposed Spot Streetscape Upgrade is focused on supporting one commercial activity type that is cafés and restaurants. Recent history at The Spot is that the village cannot support a 'mono' culture of commercial activity limited to cafes and restaurants. The Spot's current successful mix of commercial activity includes health and wellbeing service providers such as a dance studio, pilates studios, yoga studio, gyms, hair salons and multiple health practitioners and these small businesses warrant a 'voice' and accommodation in any proposed street upgrade. In this context I do not agree with the current draft proposal for The Spot Streetscape Upgrade principally due to the loss of street parking for the following reasons: - Loss of 20 short term parking spaces that on any given business day represents loss of > 500 vehicle parking opportunities close to The Spot businesses. This will have significant negative impacts on existing businesses and loss of amenity for residents living in the vicinity of The Spot due to increased parking pressures in residential streets. Busy times at The Spot already requires parking significant distances from The Spot for customers and from home for residents; and - Loss of direct street access parking along St Pauls St results in the following: - No safe and direct access for persons with mobility limitations; and - No ready access for delivery of goods to the businesses; and - No ready access for maintenance of heritage listed area buildings; and - Several existing and successful health and wellbeing businesses at The Spot along St Pauls Street do not require 'additional restaurant / cafe' seating or street seating as it is not relevant to their businesses. Their businesses will be commercially disadvantaged by the loss of short-term parking spaces that provide ready access for their customers. The following limitations regarding the Spot Streetscape Upgrade's communication strategy and community consultation require addressing: - Many residents that I have spoken to were not aware of the proposal and / or extent of the proposal and did not recall receiving the generic pamphlet and / or do not read RCC electronic communications. Any future proposals should include more traditional and targeted modes of communication for stakeholders / residents; and

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	- The RCC information sessions were undertaken at times of the year where the community is least likely to be engaged. On 19/12/2024 the community and businesses were busy with end of work and school year activities and on 16/01/2025 many locals were on holidays; and - Councillors for East Ward were not present at the RCC information sessions; and - The relevant RCC parking survey preceded the announcement of the Spot Streetscape Upgrade where the removal of 20 short term car spaces is proposed. The parking survey relating to The Spot area lacks validity in relation to the upgrade proposal. There are many low-cost activities / actions that can improve the amenity and aesthetics of The Spot whilst the Streetscape Upgrade project is pending. These issues will remain irrespective of the Spot Streetscape Upgrade if they are not separately / intentionally addressed. The issues include and are not limited to: - Commercial waste from cafés and restaurants - Currently unclosed, odorous and overloaded bins are regularly located on The Spot footpaths for prolonged periods when nearby businesses are open for al fresco dining. Aside from the health implications this does not promote an inviting al fresco dining experience. RCC can act to address this issue now; and - The temporary concrete seating enclosure on St Pauls Street - This concrete seating impedes driver vision from the side street and removes car parking for The Spot businesses. It is visually unappealing. The concrete seating enclosure is poorly utilised due to the highly exposed location and weather. Removal of this item will significantly and immediately enhance the current Spot Streetscape; and - Delivery bikes and share bikes – Currently delivery bikes and share bikes adversely impact safe pedestrian use of footpaths and delivery drivers occupy available street seating limiting community access. Designated parking and waiting areas for delivery drivers and parking for share bikes will likely assist; and - Perouse Rd and St Pauls St roundabout – Buses travelling along Perouse Rd and St Pauls St intersect and merge in the city bound direction at The Spot roundabout that is pedestrian-crossing bound and this results in banked up traffic through The Spot. Large vehicles including buses regularly damage the existing garden beds surrounding the roundabout due to tightness of the turn from St Pauls St onto Perouse Rd (and vice versa). Redirection of St Pauls St bus services to a more suitable parallel road can proceed independently of any proposed Spot Streetscape Upgrade. I trust that RCC will incorporate community feedback and return with a refreshed Spot Streetscape Upgrade proposal that better meets the needs of the mix of wellbeing, health and entertainment businesses at The Spot, maintains residential amenity and promotes the heritage of our village.
20	As residents of Stewart Street, we write to express both our support and our concerns regarding the planned streetscape upgrade at The Spot. While we acknowledge the benefits of improving the area's public spaces, we are deeply troubled by the proposed removal of approximately 20 car parking spaces. This significant reduction will inevitably increase parking congestion in surrounding streets, including Stewart Street, which is already heavily impacted by long-term parking from hospital staff and school students during the day. Currently, residents struggle to find parking on Stewart Street, particularly during weekdays. Additionally, parking pressures escalate significantly in the evenings due to the high number of visitors to The Spot's restaurants, bars, and cinema. Many of us pay for residential parking permits, yet we are often unable to find a parking spot near our homes due to the high demand from non-residents. The removal of parking spaces in the upgrade will only exacerbate these issues, further disadvantaging residents who rely on street parking. We strongly urge the Council to address this issue as part of the upgrade plan by implementing parking measures that protect resident access.

	Submission
	We suggest Council should: 1. Consult further with affected residents, including on Stewart St 2. Consider parking zones on Stewart St that would minimise all-day parking by non-residents, while allowing residents to have visitors and tradesperson exemptions or permits 3. Ensure additional parking is created in streets surrounding The Spot, prioritising the interests of residents (particularly those who pay for parking permits). These measures would help ensure that the streets surrounding The Spot remain accessible to those who live here while still accommodating visitors in a fair and balanced manner. Residents who pay for parking permits should have a reasonable expectation of being able to park near their homes. We ask that Council carefully consider these requests and provide a response outlining how it intends to address the increased parking burden on residential streets. Thank you for your time and consideration. We look forward to your response and to working together to ensure that the benefits of The Spot upgrade are not outweighed by unintended negative consequences for residents.
21	As an owner and resident on Stewart Street in Randwick, I write to express my concerns regarding the planned streetscape upgrade at The Spot. I am very concerned about the proposed removal of 20 car parking spaces, with no consideration to the consequences on surrounding streets. Stewart Street is already significantly impacted by a high number of vehicles seeking to park. On a daily basis, cars drive and circle around looking for a park. Often when they arrive at the end of our no-through road, they drive quickly to the end in search of a car spot on another surrounding street, posing a safety risk to pedestrians. As residents with no off-street parking, we often have to park 1-2 blocks away because of the current demand for spots. With two young children, this is challenging. Removing 20 car parking spaces as part of the proposed upgrade will inevitably exacerbate the issues currently experienced. I ask Council to consider the impact of removing 20 car parking spaces on surrounding streets as part of the upgrade plan. Specifically, I ask Council to engage with local residents on what measure may be implemented to protect resident access, including ideas such as the introduction of visitor and tradespeople parking permits.
22	I support all of the changes however your proposal removes approx. 20 parking spaces and does not provide any additional spots nearby. We live in Kensington and dine at the spot in the evenings and find it extremely difficult to find parking as it is. Public transport does not bring us from our house to the spot, and as we get older, we can only come here with a car. Is The Spot only for residents who live within walking distance or for all of RCC residents to enjoy? Please provide some additional parking solutions in the streets nearby else this place will be even less accessible to us.
23	I've been part of the community of residents who live in The Spot for the past 3 years. We are a unique collective of people, who live and love living in the bustling slice of Randwick. While we appreciate that things can get hectic in our area, the changes announced will severely impact our peace, day-to-day activities and quality of life in our homes. Parking Similar to most of the residents who live on St Pauls Road, I have strong concerns for the elimination of parking opposite The Ritz. Many of the residents on that side of the street rely on the parking spots there to load/unload their cars. Additionally, this parking allows for visitors to The Spot to park there instead of in the 'permit accepted' zones in both the zones adjacent to St Basil's as well as unmetred Lee Street and metred/zoned Stewart Street respectively. Parking for permitted vehicles is already a nightmare for residents during 5pm-7:30/8pm, the peak hour for people coming home and for visitors using the cinema and surrounding restaurants; with long waiting times of up to 90 minutes for spaces and double-parking are often the temporary solutions until spaces are available. Removing this parking from the general public will create fewer spaces for residents with permits to park in the permitted zones, as there will be fewer to no spaces left for us. Removing this

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	parking will also remove any loading/unloading space for those who live on that side of the street Congestion and the One Lane proposal In the plans released, it says that St Pauls Street will become one lane as a result of the cerb dining expansion. As a frequent spectator of what goes on at The Spot, there is already major congestion with 2 lanes; what with people parallel parking, pedestrians, Ubers or ride share pick-up/drop offs, and the 373 bus route trying to manoeuvre around the chaos. The opposing lane allows reprieve for any of these obstacles by moving around them in the other lane. Reducing part of St Pauls Street to one way would create even more traffic on The Spot's roundabout and on Perouse Road from people trying to parallel park outside of The Ritz, create delays in the 373 bus service, and cause further parking problems for residents trying to access the 'permit accepted' zones on the Coogee end of the street. It is near-impossible to steer a car down Howard Street, Ivy Street or Lee Lane to access the other permitted spots as it is. If people were to access the permitted zones via Coogee Bay Road then Dudley Street, they would face the oncoming traffic from the one way zone while trying to parallel park outside their homes and cause potentially dangerous traffic conditions. These would be some of the only ways to access the zones for those coming from the city without major re-routing. Replacing the current trees with other flowering varieties The trees currently growing and firmly-rooted in The Spot provide much-needed privacy for the local residents. Whether it's people dining on the 2nd storey of Four Frogs or patrons of The Ritz's bar, the trees provide a barrier for locals living above the restaurants. They also provide shade cover and food resources for the local wildlife. These include several varieties of birds, insects and possums (picture of ring-tailed possum attached!). Removing these trees and replacing them as the proposal stipulates would remove this privacy for the residents and a much-needed food source for the wildlife. If flowering, they would also increase the pollen count in multiples right outside residents' windows that could exacerbate ongoing allergy conditions. There would also be additional clean-up for the floral debris from awnings, pavements and other parts of the properties, with the owners of the property presumably responsible for the upkeep. I do hope you'll take this feedback into consideration. If there is any way to be of further assistance, please reply to this email and I will endeavour to answer any questions.
24	As a regular to the area and a nearby resident I've spent quite a substantial amount of time the last few years in The Spot and as exciting as upgrades are there are a few concerns I'd like to voice below. The main concern is the reduction of St Paul's street to a single lane, the street already suffers from serious congestion with all that's on offer in the area, especially in the evenings and dinner time. Any reduction to the already limited parking will have a large impact, especially if the intent is to expand attendance at the restaurants themselves. I have witnessed countless times some pretty ugly scenes including a mild collision with traffic suddenly stopping while another driver waits for a park or waits for the car ahead to perform a reverse parallel in an already narrow and extremely busy area. The other lane of traffic allows for cars to overtake when safe, especially as congestion can often spill out into the main roundabout and lock it until the stoppage up ahead has been resolved. If parking is to be reduced additional parking options must be considered as already, I've witnessed many local residents on the nearby Stewart street alone resorting to double parking so they can leave their car remotely near their homes during these peak periods. The other concern as noted with the plan is pertaining to local wildlife. It's great to see the existing trees will remain as they can often inhabit local wildlife. The additional trees need to be compatible with local wildlife needs and avoid large deciduous clean up especially for the gutters on St Paul's street which already suffer from clogging in heavy bouts of rain. In particular the power lines and the existing trees are an area a local native ring tail possum community frequents (I was surprised when I saw they're around here myself). I've spotted multiple in the trees before collecting food from the leaves and then moving on via the power lines, if the power lines are to be placed underground there may need to be other ways for the possums to eat from the trees

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	especially if the amount of trees they can access in this already busy area is limited. They are animals that often follow a regular circuit of locations to obtain food so if a large portion of that is removed some considerations may need to be taken into place.
25	We live at...St Pauls St Randwick and are very concerned about some of the upgrades to revitalise The Spot. In particular the loss of parking spaces which will impact us and many of the residents and businesses. We noticed that the area from Nancye Lane to the Dance studio is marked for an extended sidewalk with room for dining, as well as further east in front of 52 and 54 St Pauls St. There is only one retail restaurant on this stretch (52), at the expense of around 6 car parks. It would be a more balanced approach to extend the sidewalk up to 38 St Pauls St and leave the remaining stretch further east unchanged. The parking situation at the Spot is already quite problematic, with the removal of many car spaces over the years due to the construction of St Basil's, the implementation of the speed restriction inserts and that peculiar seating area outside 52 St Pauls St, especially for residents with no access to off-street parking. The proposed changes are going to make it much worse. We all appreciate that keeping the Spot a vibrant district is a good thing, but not at any cost. Please consider this more balanced approach. We do not think that additional parking (angled) in Stewart St will be enough. We are concerned that there will be nowhere for tradespeople to park in the area.
26	I would like to express my strong support for The Spot Streetscape upgrade. I especially support the removal of the street car parking spaces, especially right next to a wilson parking station.
27	I am a nearby resident who frequently goes to the spot on foot. I have just seen The Spot streetscape upgrade Your Say Randwick as I have been away overseas. I am concerned about the removal of parking (Items 2 and 3), 20 car spaces in total, as there is no alternative parking being provided. Won't this create more pressure on surrounding streets. Also I do short parking to pickup goods from Bat Country but this will now be affected as you cannot have short term parking on that side of St Pauls St. Also with the increased area for outdoor dining are the adjoining shop owners going to provide rent for this newly created space?

C. Parking proposals survey comments

All comments received on the parking proposals via Your Say Randwick are shown in the following tables.

Lee Street

	Lee Street comments	Level of support (1 = not at all supportive 10 = very supportive)
1	For all these, 3 hours is not enough to eat and see a movie!	10
2	It's a residential road and I wouldn't feel safe at night walking around there, would be very easy to be mugged or attacked. I personally wouldn't go to the spot if I can't park where the shops are in the light in a safe space	1

	Lee Street comments	Level of support (1 = not at all supportive 10 = very supportive)
3	I'm very supportive of the overall Spot revitalization project however strongly believe the design should prioritize providing active transport, walkable suburbs and tree canopy cover/green spaces than additional parking. Parking spots should be made available for those with disabilities and then the design should focus on walking and cycling infrastructure with linkage to light rail and buses.	1
4	fantastic solution and outcome	10
5	I support the council improving our spaces to make it more liveable. Increasing the number of car parking spots does not align with goal. I do not support the increase in car parking. Especially angled parking which creates dangers on the streets and our footpaths.	1
6	No need for additional parking. There will be a transition period for people to get used to public and active transport to reach the Spot. No need for more noise, pollution and pedestrian hazards.	3
7	Ok location, close to the spot. Just wide enough.	8
8	I live on Sully Street & I walk & ride through here all the time & always wondered why such a wide street didn't have parallel parking. Just to note though that -the exit from Lee street to Howard street is very narrow and 2 cars cannot pass each other easily. Could this be made 1 way only from Lee onto Howard as part of these changes? -there is no safe footpath for pedestrians or people with mobility devices on the western side of Lee street between Ivy & Stewart streets. Could a navigable footpath be added there as part of these changes?	10
9	This is a long distance from the spot when there are so few spaces for people with disability	5
10	Please don't reduce car parking spots at the Spot. Parking is scarce as it is. The Cinema car park gets totally full, there is the nursing home/retirement village that has family and friends who need to come and visit the elderly, this is important for many reasons. For socialisation, and Families need to be able to come and check on their loved ones. The restaurants and cafes alone use a lot of parking. Then there is the hospital. I've had a friend whose child was battling Cancer for 14 months of surgeries, Chemo and Radiation. They simply couldn't afford the hospital car park as she had to give up work her husband was looking after the other 2 children. He was self employed and business suffered from his absence and they had to resort to the surrounding streets to park in. It is outrageous to me to be reducing car parking spots, when you should be adding more parking spaces due to an aging population and disabled people.	1
11	Reducing parking in the Spot will reduce the frequency and ease of visiting the area	10
12	As a local resident, I appreciate the effort to improve The Spot, but I believe adding more parking is not the best approach. Instead of prioritising car spaces, we should focus on making the area more pedestrian- and cyclist-	1

	Lee Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	friendly. More bike lanes and greater pedestrianisation would enhance safety, reduce congestion, and create a more vibrant, accessible space for the community.	
13	Need as many angled parking as possible. Look to increase!	10
14	The net gain of only 3 parking spots may not be worth the money spent to make them.	5
15	Please include timed parking on Hardiman Avenue as an outcome of this review. It will be extremely impacted by these changes. Being a no through road with very limited space it is already dangerous in the morning as healthcare, school and aged care workers stalk the street for all day parking. Parking must include extended curb side pathways at corners to ensure safety when crossing the road. The streetscaping should be complimented with basic greenery, not just concrete. See corner Forbes Street and Burton Street in Darlinghurst for a basic example.	6
16	Traffic and congestion concerns	1
17	Cars would need to be encouraged to exit via St Paul's St given the narrow width of Lee st south and adjacent Ivy St. Might need to consider one-way traffic flows in this narrow area?	8
18	Should make the area more walkable to encourage people to use active and public transport rather encouraging / increasing pollution and congestion with vehicles constantly looking for parking.	1
19	A small street not meant to handle this type of traffic and turnover of vehicles competing for spaces. especially at peak times. I live in Daintrey Crescent and I see first hand the problems with vehicle noise and loss of residential amenity when motorists arrive and leave especially at night.	1
20	More parking is definitely needed, and it should be 3 hours free. People need time to see a movie, eat a meal or both without worrying about their car.	10
21	I have nothing against the changes. I would be influenced by the view of people who live in Lee St as to whether the change matters very much to them. If residents are not supportive then it doesn't seem worthwhile for the sake of 3 extra parking spots. If the residents don't feel strongly about it, then I'd have no objections.	6
22	Great idea	10
23	I live locally and I am so supportive of moving parking around the corner from The Spot so that the area can be renewed. The Spot feels sad (apart from the cinema and the annual festival) so more outdoor dining spaces and trees, underground cables and native plantings will help refresh it. However, I also think the building owners with empty shops, some for more than 5 years, need encouragement to lease them out. Strangely they seem to have the biggest argument against moving the street parking. Go figure. Last	10

	Lee Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	count there were about 5 or 6 empty shopfronts and this will continue to bring the whole area down if they remain that way. Can council do anything about all the empty shops? A good example of turning an area around is Marcus Westbury's Renew Newcastle project. The Spot is never going to be truly activated otherwise.	
24	How many spaces are being removed on Perouse and St Pauls roads? Will the additional spots compensate for the removal of the spaces that are more convenient for visitors to The Spot? That is my concern. There isn't enough space currently so I don't want to see a net reduction. Space should be for 3 hours so that people can watch a movie.	7
25	As a regular movie goer and shopper to the spot. I think more available 3 hour parking would be a wonderful idea	10
26	Makes street too narrow to navigate through.	2
27	Why are you replacing the lost parking? Should you not be encouraging locals to walk and cycle, or use transit within Randwick and the Spot?	1
28	I regularly attend the spot for weekly dance classes and medical appointments for my children. Parking is already very difficult in the spot without moving parking spots from st Paul's street. We will be unable to continue to support local businesses without parking close to the businesses.	1
29	This looks ok. I am a resident of Hardiman Avenue around the corner and am concerned that the changes to parking might push people into our street for parking. I would like to request that the street is put on timed parking to alleviate the stress of finding a car park with a toddler on a steep hill. I remain supportive of this proposal on the condition that Hardiman Avenue gets timed parking.	7
30	I'm supportive and would also like other surrounding streets in the Spot area assessed for timed parking to assist resident parking availability.	10
31	This is 100% the wrong approach to reduce reliance on private cars we need to reduce the amount of parking and encourage cycling walking and public transport.	1
32	I am in favour of increasing parking on all three of the streets. However I am against removing so much parking on the southern side of St Pauls St opposite the Ritz cinema. The Spot is famous for its cafes as well as restaurants, and the proposed changes will disadvantage cafes that need places for customers to park close by to pick up takeaway coffees. Can I suggest retaining more parking in this section but reduce the allowed parking time to say 15 mins?	8
33	Mark-up is nice, I guess? But I would rather have on-street parking removed altogether. It's terrible visibility, and the cars are exposed to hail, sun or falling tree branches. Please make a long-term plan for how to take all cars parking off the street. That should involve requiring and all building developers to provide	3

	Lee Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	underground car, motorcycle and bicycle parking not only for the residents of their building, but also additionally for other road users. Sure, some emergency/short-duration parking can be left on the street. For ambulance, police, fire trucks. For grocery delivery trucks, AusPost and other delivery people. But residents should have options to park off the street, for themselves, their family and guests.	
34	As there will deliveries n food deliveries, any provisions for bicycles n motor cycles parking for these people struggling with cars parks	5
35	Just shifting parking to other areas. Problem is local businesses can't get patrons to park close enough . Need dedicated parking station that is regularly patrolled for 2-3hr time limit	10
36	I visit the spot two times a week, to catch up with friends for coffee and to see a movie on a Thursday night, Having some additional parking options would be wonderful for me. I would understand residents objections though, council must be very open and receptive to residents so the best outcome can be achieved.	10
37	I would suggest modifying the plans to include street trees on the western side of Lee street	10
38	I am against more car parking spaces being added generally, as I would prefer more investment in safe cycling infrastructure that would encourage more people to take their cars off the road. But I am in support of more parking away from the spot as potentially the spot could be pedestrianised if parking is removed from the spot itself.	5
39	The additional 3 spaces are good but nowhere near enough in the area overall. Whilst I used to go to the Spot quite often some years ago, I now completely avoid it due to the lack of parking.	5
40	Please provide MUCH more BICYCLE PARKING and facilities to invite and encourage people to use their bikes to travel to the Spot as an alternative to driving. This will reduce the need for car parking.	1
41	All good. The only point is the parking restriction, i.e., times. During business hours, 2 hours maximum. Weekends three hours from 9 -5. Also allocate some handicap parking and consider giving residents parking.	10
42	You have not provided the information of HOW MANY parking spaces will be removed on Paul Street, so it is impossible to make a fair judgement call on how this will impact us. This is not a valid question. In order to incorporate all the changes you have proposed for Lee Street, all (with the exception of additional space for alfresco dining) can be incorporated WITHOUT removing parking spaces - why can't you do upgrades without removing the parking??	5
43	Instead of increasing parking increase public transport including lobbying to have the light rail extended from randwick to coogee beach and or mini buses that shuttle regularly.	1

	Lee Street comments	Level of support (1 = not at all supportive 10 = very supportive)
44	The corner is already dangerous as cars turn right onto Ivy Street or left onto Lee Street. Adding cars on an angle with decrease visibility, making accidents even more likely.	1
45	These spots could be added without the need for the spot upgrade and therefore improve the already tight parking in the area. The spot upgrade is solely benefiting the evening businesses and further kills the amenity of the area during the day. Note, Your plans include a proposed spot in front of 1 Lee St where you've already approved (dubiously) a garage and driveway (under construction) so that's impossible.	10
46	My comments will be the same for all proposed changes on the 3 nominated streets and my comments are: The suggested removal of 25 car spaces is so surprising and indicates that Randwick Council is totally out of touch with the current pressure placed on residents and visitors as a result of the year on year increasing traffic in the area. The light rail, POW hospital, the increasing population and young drivers attending local schools who have mum/dads car are major contributors to those ever increasing parking pressures. The increases in parking in the streets nominated will not solve the problem created by removing 25 car spaces. It will only encourage more drivers who are currently parking further away from the area to park in those streets. More pressure will therefore be placed on my street - Nelson St and surrounding streets like Ivy and Howard St's. This area is already over-parked. It is very common for me to have to park streets away from home because no parking is available. I am also concerned about how this may affect the businesses around The Spot. People will not visit and do business in The Spot if they cannot easily park. Enough of the businesses in The Spot have already closed.	1
47	This should also reduce through traffic speed. Thank you for putting priority of vibrancy of The Spot over the views of shops that have been closed for years.	10
48	I think it makes sense	10
49	Same comments I will make for Stewart St	1
50	Adding a couple of parking spaces is not going to make a big impact.	3
51	I do NOT support any removal of parking spaces on St Paul St. There are already too many empty shops at the Spot. Removing parking spaces will remove the incentive to park quickly and buy something from those shops. Exactly the same thing happened on Belmore Rd when the light rail changes removed many parking spots. It used to be so convenient to just stop outside one of the shops to pick something up quickly, now I just go elsewhere because it is less hassle. I have spoken to many people who say the same thing.	1
52	Parking will be safer and easier in this street compared to parking in St Pauls St and Perouse Rd immediately in front of restaurants, theatre and other businesses. People frequenting restaurants and theatres at The Spot tend	10

	Lee Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	not to be rowdy when arriving and leaving. I can't wait for The Spot revitalisation to be completed,	
53	I think it's going to be great for the community where going to be less traffic on St Paul's and peruose Rd.	10
54	Parking stations to be utilised	1
55	As with all such changes, the views of those living on Lee Street should be taken onto consideration as well.	10
56	Inappropriate proposal for southern end of Lee St due to the width of feeder roads into Lee St and blind spot for corner with Ivy Street. There is no footpath in the southern part of Lee St requiring pedestrians to cross at the corner. Cars already have to reverse on both Ivy and eastern end of Lee St as there is inadequate space for two-way traffic. This proposal is a traffic hazard for cars, pedestrians and cyclists. This proposal requires an independent road safety audit. The Spot proposal requires an integrated plan that supports all existing businesses without significant adverse amenity and safety issues for local residents and visitors. Parking in local streets does not overcome the direct loss of footpath access for local business at The Spot where customers and goods can be directly delivered. The approach to surveys regarding The Spot Upgrade proposal/s are fragmented. Alternative and holistic solutions for The Spot Upgrade should be developed and presented to the community rather than this piecemeal approach.	1
57	Lee Street contains a dog leg where cars speed around the corner. There is no footpath on the western side of Lee Street between Ivy St and Stewart St which means many people walk on the road. Creating more traffic in the two streets will create a dangerous area for people to walk. On the same side of Lee Street, an additional parking space could be made by moving the No Stopping sign back to allow one more vehicle to park. The lane is used infrequently, and cars drive up there do so slowly due to the lane not being sealed. Spending money to create 3 new parking spaces in Lee St is not money well spent-it should be spent on creating a footpath in that area of the street for life safety. There is already limited space for the garbage collection and having right angle parking will create more issues. Bins are regularly NOT emptied. Lee Street is used quite frequently as a thoroughfare with cars speeding up and down the street. Right angle parking will create an additional hazard. People park in Lee St who work at the hospital and catch the lite rail into the city. The introduction of the lite rail and the now limited buses into the city has increased the amount of people parking and with further construction at the hospital with little parking, parking in Lee and Stewart St will still be used by these people. There is little room for the residents in Lee St to have Trades people or visitors to our homes. Creating more parking will not assist with this. Students from Brigidine also use the street for parking to attend the College. For all of these reasons, I believe that parking should NOT be taken away from St Pauls Street to create streetscape, as this puts pressure on parking or live and work in The Spot. I have not seen the streetscape in any areas in	1

	Lee Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	the vicinity so why does The Spot need it? Shops need to have deliveries- where will these drivers park?	
58	I represent BIKEast as it's Randwick advocate, and we (it's leadership) have emailed a PDF document as submission representing our members.	1
59	Looks like a sensible use of a wide section of the street.	5
60	These will help alleviate the issues of losing the parking opposite the cinema, but don't help address the issue of losing the short stay parking in front of kurtosh. This will exacerbate the issues of parking on St Paul's street and Dine Street, which are already impossible to get parking on for residents due to the cinema.	8
61	Generally, the additional parking is considered necessary. It is important however to consider associated affect from the changes on parking in St Pauls St. It is considered preferable if the parking time limit in the residential parking zones in St Pauls St (west of Perouse Road) is reduced from three hours to one hour. This will improve parking availability for residents.	8

Stewart Street

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
1	Again another residential area which would be awful for the residents with lots of noisy drunk people getting lifts home at night, as well as the safety if you're a female walking that way by yourself at night. I personally wouldn't go avoid the area as I wouldn't feel safe walking back to my car on my own	1
2	I'm very supportive of the overall Spot revitalization project however strongly believe the design should prioritize providing active transport, walkable suburbs and tree canopy cover/green spaces than additional parking. Parking spots should be made available for those with disabilities and then the design should focus on walking and cycling infrastructure with linkage to light rail and buses.	1
3	fantastic solution and outcome	10
4	I support the council improving our spaces to make it more liveable. Increasing the number of car parking spots does not align with goal. I do not support the increase in car parking. Especially angled parking which creates dangers on the streets and our footpaths.	1
5	No need for additional parking. There will be a transition period for people to get used to public and active transport to reach the Spot. No need for more noise, pollution and pedestrian hazards.	3

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
6	Good location, close to the spot. Good width of road.	9
7	It looks very narrow to get down the street once the parking is in.	5
8	Please also put in more street plantings as part of these changes!	10
9	This is a long distance from the spot for people with a disability	5
10	Reducing parking in the Spot will reduce the frequency and ease of visiting the area	10
11	It would be a valuable addition to the area.	10
12	As a local resident, I appreciate the effort to improve The Spot, but I believe adding more parking is not the best approach. Instead of prioritising car spaces, we should focus on making the area more pedestrian- and cyclist-friendly. More bike lanes and greater pedestrianisation would enhance safety, reduce congestion, and create a more vibrant, accessible space for the community.	1
13	Definitely worth it for 20 extra park spots	10
14	Please include timed parking on Hardiman Avenue as an outcome of this review. It will be extremely impacted by these changes. Being a no through road with very limited space it is already dangerous in the morning as healthcare, school and aged care workers stalk the street for all day parking. Parking must include extended curb side pathways at corners to ensure safety when crossing the road. The streetscaping should be complimented with basic greenery, not just concrete. See corner Forbes Street and Burton Street in Darlinghurst for a basic example.	6
15	Traffic and congestion concerns	1
16	Please include time limites that allow an outing to the cinema and dinner such as 3P or longer.. Thank you	10
17	Should make the area more walkable to encourage people to use active and public transport rather encouraging / increasing pollution and congestion with vehicles constantly looking for parking.	1
18	A small street not meant to handle this type of traffic and turnover of vehicles competing for spaces. especially at peak times. I live in Daintrey Crescent and I see first hand the problems with vehicle noise and loss of residential amenity when motorists arrive and leave especially at night.	1
19	The proposed parking changes appear to intensify on-street parking in a residential street. Increased parking in these streets should not be due to a loss of car parking in a commercial local centre, ie the Spot.	3
20	More parking is definitely needed, and it should be 3 hours free. People need time to see a movie, eat a meal or both without worrying about their car.	10

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
21	Looks sensible, has a major impact in terms of numbers of spots available.	10
22	I feel changing the parking from parallel to angled will make the street too narrow and the residents will not welcome the extra traffic in what is at present a quiet street.	5
23	you need to make sure there is enough room to complete a turning circle so cars can turn around and get back out of Stewart St at the west end	10
24	As above.	10
25	Stewart Street is already very busy, with cars arriving before 7am Monday to Friday and continuing until after 10pm on most nights. Making more spaces available will only intensify this traffic in what is meant to be a residential street and should not be considered as part of the shopping precinct of The Spot. The Council needs to look at options for a proper car park rather than increasing street congestion in residential areas.	1
26	How many spaces are being removed on Perouse and St Pauls roads? Will the additional spots compensate for the removal of the spaces that are more convenient for visitors to The Spot? That is my concern. There isn't enough space currently so I don't want to see a net reduction. Space should be for 3 hours so that people can watch a movie.	7
27	Makes street too narrow to navigate through.	2
28	Overall the plans are losing 15 spaces, and you have proposed to replace these 15, and found space for an additional 26 spaces. Why are you increasing parking in Randwick? If you use your current logic, then why aren't you losing more parking from the Spot if there is space on alternative streets.	1
29	You are pushing more traffic to a cul-de-sac road that is densely populated with residents (many of whom have small children) and the road is narrow. You've reared the parking issue at The Spot and then in response to criticism pushed this parking problem on the residents when there's a perfectly good Wilson's parking facility at The Spot! We had a meeting of concerned residents only a few weeks ago to oppose this proposal and were told by a male council member that Stewart street was too narrow for increased angle parking and the idea had been rejected by Council. Pretty disingenuous and deceitful representation! Scrap this proposal. It presents a public safety issue in and utilise the existing Wilson parking facility at The Spot as the solution.	1
30	I regularly attend the spot for weekly dance classes and medical appointments for my children. Parking is already very difficult in the spot without moving parking spots from st Paul's street. We will be unable to continue to support local businesses without parking close to the businesses.	1
31	This looks ok. I am a resident of Hardiman Avenue around the corner and am concerned that the changes to parking might push people into our street for parking. I would like to request that the street is put on timed parking to alleviate the stress of finding a car park with a toddler on a steep hill. I remain supportive of this proposal on the condition that Hardiman Avenue gets timed parking.	7

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
32	I'm supportive and would also like other surrounding streets in the Spot area assessed for timed parking to assist resident parking availability.	10
33	The proposed right angle parking on the northern side of Stewart Street makes for a ridiculously narrow 'U - turning' area for vehicles that have entered into the street 'looking' for parking, as well as for residents of Stewart Street whose vehicles are already parked on the southern side of Stewart Street.	1
34	This is 100% the wrong approach to reduce reliance on private cars we need to reduce the amount of parking and encourage cycling walking and public transport.	1
35	Perpendicular parking makes the road very narrow. Also, I would rather have on-street parking removed altogether. It's terrible visibility, and the cars are exposed to hail, sun or falling tree branches. Please make a long-term plan for how to take all cars parking off the street. That should involve requiring and all building developers to provide underground car, motorcycle and bicycle parking not only for the residents of their building, but also additionally for other road users. Sure, some emergency/short-duration parking can be left on the street. For ambulance, police, fire trucks. For grocery delivery trucks, AusPost and other delivery people. But residents should have options to park off the street, for themselves, their family and guests.	1
36	Hours for parkings are not known	10
37	Just shifting parking to other areas. Problem is local businesses can't get patrons to park close enough . Need dedicated parking station	10
38	great idea, wide street, underused	10
39	I am against more car parking spaces being added generally, as I would prefer more investment in safe cycling infrastructure that would encourage more people to take their cars off the road. But I am in support of more parking away from the spot as potentially the spot could be pedestrianised if parking is removed from the spot itself.	5
40	The additional 20 spaces are good but nowhere near enough in the area overall. Whilst I used to go to the Spot quite often some years ago, I now completely avoid it due to the lack of parking.	5
41	Please provide MUCH more BICYCLE PARKING and facilities to invite and encourage people to use their bikes to travel to the Spot as an alternative to driving. This will reduce the need for car parking.	1
42	All good. The only point is the parking restriction, i.e., times. During business hours, 2 hours maximum. Weekends three hours from 9 -5. Also allocate some handicap parking and consider giving residents parking.	10
43	Same answer, without knowing the impact of the number of spots removed from Paul Street, it is impossible to answer this.	5

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44	Yes, I am deeply concerned. The insufficient road width on a no-through road is a serious issue, particularly for safety and essential services. As ratepayers, we should expect safe and well-planned amenities. The proposed parking changes create significant complications, including: • Service vehicle access – Larger vehicles, including emergency services, may struggle to navigate the street. • Waste management – Limited space will make it difficult for garbage collection, and for residents to move bins safely. Beyond logistical challenges, these changes threaten the character and livability of Stewart Street: • Heritage and zoning concerns – Stewart Street is a designated conservation heritage area with R2 low-density residential zoning. The proposed parking changes conflict with this identity. • Traffic and safety risks – As a long cul-de-sac with no roundabout and inadequate signage indicating it is a 'no through road,' Stewart Street already experiences speeding issues. Drivers searching for parking often rush towards the dead-end, increasing noise, light, and exhaust pollution—especially at night. More non-residential traffic will only make this worse, putting pedestrians at greater risk, including children and elderly residents. • Accessibility issues – The additional parking spaces will severely limit the ability of residents to move safely along the street. Walking with bins, strollers, bikes, or wheelchairs will become difficult or even impossible. • Environmental and community impact – More parked cars will bring increased litter, noise, and disruption. I have personally cleaned up after people who park, eat, and leave their waste behind. Unlike high-traffic areas like The Spot, Stewart Street does not receive additional street beautification, yet we take pride in maintaining it ourselves. This issue is causing unnecessary stress for my family and our close-knit community. Please reconsider these changes to preserve the safety, character, and harmony of our street.	1
45	I am an owner of number...Stewart Street , Randwick, and I am fully opposed to any changes to parking in our street . I am also disappointed at the process and lack of initial consultation with us as residents of the Spot until gossip and hearsay alerted us to what was being proposed, so that luckily we had time to make comment and take action. We bought our house because it is was a classic Californian bungalow in a beautiful quiet family friendly street and in close proximity to the Spot, restaurants, shops, Belmore Road and walking distance to the beach. One of the first renovations we did to our house was to change a single car garage into double garage and carport to remove our cars from the street. Our children have grown up playing cricket and learning to ride their bikes on the street, and we have made life long friends with our neighbours who still live in the street after 20 years. We have a street Christmas party, Halloween party and Easter egg hunt and I do not feel it appropriate for our street to be targeted for increasing parking spots. There are numerous reasons why it is not appropriate and should not go ahead:	1

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	-The street is already a bottle neck when garbage trucks come , delivery trucks and workman trucks -Garbage bin collection will be chaotic as bins will be placed in the middle of the street and will block the street at a time when residents need to leave to go to work/school -Our home values will devalue -There is a significant safety concern for young children and older residents with the number of cars proposed as already cars speed up and down looking for parking -The street which is listed as heritage conservation will not be such with so many car spaces added and increased noise, pollution etc -The cars parked parallel and perpendicular to the curve will shine light into my front room where we have a bedroom -The additional car spots will mean more people, noise and garbage and effect our general comfort and life especially at night and weekends -People park in our street because there is not sufficiency parking for hospital employees and kids who drive to school at Brigidine and people who park at the end of the light rail, none of which should be our issues as residents of a small no through road -There is already a purpose-built Wilson car park at the spot that people do not know exists and is under utilised. -The reason the spot has become quieter is not because of lack of parking. It is because so many shopfronts are empty? Because of rent prices perhaps or owners decision not to renovate and put tenants in. I hope that mine and all the other views of my fellow Stewart Street residents are carefully considered and that the only and sensible decision is to reject this proposed parking change in Stewart Street.	
46	instead of increasing parking increase public transport including lobbying to have the light rail extended from randwick to coogee beach and or mini buses that shuttle regularly.	1
47	Stewart Street is a a dead-end street. The constant flow of trucks, whether for garbage collection, food and parcel deliveries, removals, construction, or emergency services, will inevitably lead to vehicles being blocked in, creating persistent traffic congestion and logistical challenges. I also emphasise Stewart Street is not a parking lot, but a residential area home to both young families and elderly residents. These changes would not only increase traffic hazards, making the area potentially unsafe, but also diminish the value of our homes. What should be a peaceful, safe residential street could become a congested parking lot, eroding the sense of community and transforming it into a space that no longer supports the well-being of its residents.	1
48	A) Negative community impact Stewart Street represents far more than just a place to reside; it is a place where residents hold a strong sense of community. When my husband and I moved onto the street with our young child in 2020, we were warmly welcomed, and over time, we've forged strong connections with our neighbours. The unique atmosphere of our no-through road encourages a supportive, connected and safe environment that we cherish. We value our	1

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	daily interactions with our neighbours and more formal celebrations, such as our annual Christmas Street party where we come together with residents from neighbouring streets, fostering a true sense of belonging. The proposed parking changes would irreversibly damage our sense of community. B) Logistical impacts - As it is a no-through road, reducing the width of the traffic lane to 5.1m will hinder the flow of traffic, posing risks for both drivers and pedestrians as vehicles will not be able to pass safely and will have to reverse up/down our street when two cars drive down at the same time. - My family will not be able to get in our car and leave freely whilst waste collection is underway. The existing traffic lane allows for us to drive past the waste vehicle when we need to leave our home, however, this will not be possible with a 5.1m traffic lane. Waste vehicles currently cannot manoeuvre at the end of our no-through street (i.e. They cannot turn around and drive forward back up our street, rather they must back up the entire street) - When parking is not available, delivery trucks and service vehicles will park in front of the house they are delivering to, blocking entry or exit. Alternatively, they will park at the start or end of the street – notably impacting the ability for cars to safely manoeuvre. Unlike other streets within Randwick Council where there is perpendicular parking, Stewart Street does not have any driveways that ‘break up’ the rows of cars’ and allow for bins to be safely - and without damage to cars - be moved from the curb to the traffic lane for pick up. This also increases the chance for missed bins or for bins to be placed at the start or end of the street - again impacting the ability for cars to safely manoeuvre at the end of the street. C) Safety concerns - During peak times, under the proposed parking changes, if an ambulance or fire truck was required, they would be delayed by other vehicles looking for parks or driving up/down the street as they wouldn’t be able to pass. This would also be a serious issue during waste collection days. - Increasing parking on Stewart Street will lead to an increase in foot traffic. Pedestrians going to the Spot will utilise the footpath and Nancye Lane. Lighting is limited and there are spots where people can easily hide or cause harm. As a woman, I am already nervous at times when walking in the evening. The idea of more people, who are not residents utilising the footpath during evening hours makes me concerned for my safety and that of my children. Adding more lighting would not be appropriate given the proximity to an apartment complex and residences. - My children enjoy playing on the street during non-peak times. It is an extension of our home and an open space which we enjoy freely, particularly as our children learn to ride their bikes and practice sport. Increased traffic and reduced visibility due to additional parked cars will create a hazardous environment for my children. C) Amenity impacts - The proposed parking changes would significantly increase: - traffic on our street, which would detract from the designation of our street as	

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	a heritage conservation area and potentially cause damage to the sandstone curbs and gutters; - noise associated with increased traffic, honking, car doors opening and closing, car alarms going off, as well as noise from increased pedestrians returning to cars (especially at night); - light into our children's bedroom as lights from the perpendicular parked cars across the street would shine directly in, in addition to the lights from cars turning around at the end of the street; and - rubbish left behind by increased footfall and traffic on our street, which neighbours already clean up on a weekly basis. I implore you to look at alternative solutions, such as the existing and underutilised Wilson parking - of which I'd like to note on Friday, 28th March at 6pm had 22 spots occupied and at 7pm had under 50 spots occupied of the 153 spots available. On Saturday, 29th March at 7:30pm had fewer than half of the 153 spots were occupied.	
49	I own a home on Stewart Street where I live with my wife and, soon, a baby daughter. I and the vast majority of residents of Stewart Street are strongly against the proposed changes. We outlined the reasons for our opposition in an email sent to all Randwick Councillors on 1 April 2025 which I've included in full below: Dear Randwick City Council and Members of Parliament, We are writing as residents of Stewart Street to express our concerns regarding the proposed parking changes for our street as part of The Spot Streetscape Upgrade project. On March 30, 2025, residents from 25 households on Stewart Street...a resident from...St Pauls Street, and a resident from...St Pauls Street met to discuss the Council's proposed changes. After thorough consideration and discussion, we unanimously agreed that Stewart Street is not suitable for the proposed parking changes. Several residents will be attending the upcoming Randwick Precinct Meeting on Wednesday, April 2, 2025 to further discuss our concerns. We note that in 2004 a similar proposal for Stewart Street to be saddled with overflow parking from The Spot was rejected by Randwick Council, due to significant resident opposition (see minutes of the Works Committee Meeting, 2 November 2004). Twenty years later, residents remain opposed. We are a close-knit neighbourhood with a long, sustained history of valuing the safety, accessibility, and sense of community of Stewart Street. We come together to urge Randwick Council to again make the right decision to reject the proposal for excessive, unsafe parking that is seriously disruptive and distressing to the Stewart Street community. 2004 PETITION SUBMITTED BY HIS WORSHIP THE MAYOR, CR M. MATSON ON BEHALF OF THE RESIDENTS IN STEWART STREET OPPOSING COUNCIL'S PROPOSAL FOR ANGLE PARKING IN THE STREET. (98/S/1173 xr R/0693/02-01)	1

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	https://randwick.infocouncil.biz/Open/2004/09/OC_21092004_MIN.HTM Our concerns fall into three main categories: 1. Logistics and space considerations Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate manoeuvrability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services. Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with manoeuvrability. At odds with current design principles: The proposed plans are directly at odds with a range of design principles, including those in ‘Street Design Guidelines’ by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a ‘new development’, current design principles should be considered. Notable guidelines include: - No-through road residences: Where cul-de-sac/no-through roads are used: “limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most.” Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it’s a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. - Social interaction: Local streets “should provide a pleasant environment that encourages walking and social interaction” and “can become an extension of the residents’ usable open space and the street design should enhance the amenity of these lots.” The residents of Stewart Street have always utilised the	

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." 2. Loss of community and amenity Devaluation of properties: The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. Impact on heritage conservation: Stewart Street is listed as a conservation heritage area. Perpendicular parking will create visual intrusion, increased traffic and noise pollution, and potential damage to sensitive areas (including original sandstone kerbs and gutters), ultimately being incongruous with the area's historical and aesthetic character. Residential zoning and character: Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet, community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. A low density residential street should not be changed to serve a business zone. In doing so, it will negatively impact the quality of life for Stewart Street residents. Noise, light, and environmental impact: Increased traffic would result in more noise from vehicles, idling engines, car doors, and patrons talking at night, as well as increased air pollution. Car lights will shine directly into the front bedrooms of homes, significantly impacting the well-being of those residents. 3. Safety Reduced visibility: The proposed parking changes would significantly reduce visibility when moving in or out of the parking spaces, creating hazardous conditions. Increased traffic dangers: Converting our residential street into what would essentially function as a commercial parking area would encourage non-resident traffic, speeding, and dangerous driving behaviours, particularly from alcohol affected motorists. Child safety concerns: Many families with young children live on Stewart Street, and children regularly use the street to learn to ride bicycles and play sports. The increased traffic would create an unsafe environment for them. Pedestrian walkway issues: The existing walkway between Stewart Street through Nancye Street to St Paul Street is uneven, poorly lit, and lacks a proper pavement, presenting additional safety concerns with increased pedestrian traffic. Alternative solutions We propose that the Council consider more appropriate alternatives:	

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	Wilson car park utilisation: The nearby Wilson car park is a purpose-built facility that is currently under-utilised and not promoted in a way to make potential customers of The Spot aware of the facility which is regularly overlooked in favour of contesting local streets. A recent count on Friday, March 28, 2025, at 7 PM showed only about 40 of 152 spaces in use. Business partnerships: The Ritz Cinema already has an arrangement with Wilson car park for a \$7 flat rate for the entire evening. We suggest the Council work with other local businesses to establish similar arrangements and actively promote these to patrons. Public awareness campaign: Increase public awareness of existing parking facilities to direct visitors away from residential streets. These alternative solutions would support The Spot's businesses while preserving the character and safety of our residential street. We appreciate your consideration of our concerns and would welcome the opportunity to discuss this matter further. We request that this opposition be recorded and considered in the Council's mid-2025 report on The Spot Streetscape Upgrade consultation.	
50	I live on Stewart Street with my husband and, soon, a baby daughter. I and the vast majority of residents of Stewart Street are strongly against the proposed changes. We outlined the reasons for our opposition in an email sent to all Randwick Councillors on 1 April 2025 which I've included in full below: Dear Randwick City Council and Members of Parliament, We are writing as residents of Stewart Street to express our concerns regarding the proposed parking changes for our street as part of The Spot Streetscape Upgrade project. On March 30, 2025, residents from 25 households on Stewart Street...a resident from...St Pauls Street, and a resident from...St Pauls Street met to discuss the Council's proposed changes. After thorough consideration and discussion, we unanimously agreed that Stewart Street is not suitable for the proposed parking changes. Several residents will be attending the upcoming Randwick Precinct Meeting on Wednesday, April 2, 2025 to further discuss our concerns. We note that in 2004 a similar proposal for Stewart Street to be saddled with overflow parking from The Spot was rejected by Randwick Council, due to significant resident opposition (see minutes of the Works Committee Meeting, 2 November 2004). Twenty years later, residents remain opposed. We are a close-knit neighbourhood with a long, sustained history of valuing the safety, accessibility, and sense of community of Stewart Street. We come together to urge Randwick Council to again make the right decision to reject the proposal for excessive, unsafe parking that is seriously disruptive and distressing to the Stewart Street community.	1

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	2004 PETITION SUBMITTED BY HIS WORSHIP THE MAYOR, CR M. MATSON ON BEHALF OF THE RESIDENTS IN STEWART STREET OPPOSING COUNCIL'S PROPOSAL FOR ANGLE PARKING IN THE STREET. (98/S/1173 xr R/0693/02-01) https://randwick.infocouncil.biz/Open/2004/09/OC_21092004_MIN.HTM Our concerns fall into three main categories: 1. Logistics and space considerations Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate manoeuvrability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services. Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with manoeuvrability. At odds with current design principles: The proposed plans are directly at odds with a range of design principles, including those in 'Street Design Guidelines' by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a 'new development', current design principles should be considered. Notable guidelines include: - No-through road residences: Where cul-de-sac/no-through roads are used: "limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most." Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it's a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes.	

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	- Social interaction: Local streets “should provide a pleasant environment that encourages walking and social interaction” and “can become an extension of the residents’ usable open space and the street design should enhance the amenity of these lots.” The residents of Stewart Street have always utilised the street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." 2. Loss of community and amenity Devaluation of properties: The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. Impact on heritage conservation: Stewart Street is listed as a conservation heritage area. Perpendicular parking will create visual intrusion, increased traffic and noise pollution, and potential damage to sensitive areas (including original sandstone kerbs and gutters), ultimately being incongruous with the area's historical and aesthetic character. Residential zoning and character: Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet, community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. A low density residential street should not be changed to serve a business zone. In doing so, it will negatively impact the quality of life for Stewart Street residents. Noise, light, and environmental impact: Increased traffic would result in more noise from vehicles, idling engines, car doors, and patrons talking at night, as well as increased air pollution. Car lights will shine directly into the front bedrooms of homes, significantly impacting the well-being of those residents. 3. Safety Reduced visibility: The proposed parking changes would significantly reduce visibility when moving in or out of the parking spaces, creating hazardous conditions. Increased traffic dangers: Converting our residential street into what would essentially function as a commercial parking area would encourage non-resident traffic, speeding, and dangerous driving behaviours, particularly from alcohol affected motorists. Child safety concerns: Many families with young children live on Stewart Street, and children regularly use the street to learn to ride bicycles and play sports. The increased traffic would create an unsafe environment for them. Pedestrian walkway issues: The existing walkway between Stewart Street	

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	through Nancye Street to St Paul Street is uneven, poorly lit, and lacks a proper pavement, presenting additional safety concerns with increased pedestrian traffic. Alternative solutions We propose that the Council consider more appropriate alternatives: Wilson car park utilisation: The nearby Wilson car park is a purpose-built facility that is currently under-utilised and not promoted in a way to make potential customers of The Spot aware of the facility which is regularly overlooked in favour of contesting local streets. A recent count on Friday, March 28, 2025, at 7 PM showed only about 40 of 152 spaces in use. Business partnerships: The Ritz Cinema already has an arrangement with Wilson car park for a \$7 flat rate for the entire evening. We suggest the Council work with other local businesses to establish similar arrangements and actively promote these to patrons. Public awareness campaign: Increase public awareness of existing parking facilities to direct visitors away from residential streets. These alternative solutions would support The Spot's businesses while preserving the character and safety of our residential street. We appreciate your consideration of our concerns and would welcome the opportunity to discuss this matter further. We request that this opposition be recorded and considered in the Council's mid-2025 report on The Spot Streetscape Upgrade consultation.	
51	I have been a resident of Stewart Street for 30 years. I am writing to express my concerns regarding the proposed changes to our street's parking as part of The Spot Streetscape update. The increase in traffic congestion and inability for vehicles to safely pass would hinder access for emergency vehicles, particularly ambulances and fire trucks. As one of the eight elderly residents in our late 70s and 80s living on this street, we occasionally require emergency support, and these proposed changes may pose a significant threat to our safety. I'm also concerned about the safety impact on the children of the street. Just as my children enjoyed the street for bike riding, playing spots and enjoying puddle jumping, so do my grandchildren now and the children growing up on the street. Traffic congestions and limited width of parking, with reduced visibility, will present a significant safety risk to children. I am worried that the crucial safety issues affecting both the young and elderly residents of Stewart Street have not been adequately considered in the assessment. The proposed changes would also result in a significant loss of amenity due to increased traffic noise, car doors opening and closing, late-night disturbances, and light pollution from headlights shining directly into the front bedrooms of our historical semi-homes.	1

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	Although are street is near The Spot, our street is zone as low residential. People have purchased their homes partly for the fact that it has lower traffic congestion due to it being a no-through road and is generally quieter as a result. The proposed changes will undoubtedly lead to a loss of property value. I strongly request that the council object to the proposed parking changes on Stewart Street and prioritise the safety and amenity of Stewart Street's residents.	
52	I've been a citizen and a rate payer of Randwick City Council for 38 years. My home is located...Stewart Street, which the Council has proposed significant, irriverable changes to as part of The Spot Streetscape update. I would like to express my significant concerns. The potential rise in traffic congestion and challenges for vehicles to pass safely would significantly hinder access for emergency vehicles, such as ambulances and fire trucks. As a representative of the eight elderly residents in their late 70s and 80s who occasionally require emergency assistance, I believe these proposed changes pose a considerable threat to our safety. The proposed modifications would also lead to a substantial loss of amenity. This would result from disturbances from footfall, heightened traffic noise, car alarms and people passing at night. There would also be an increase in sleep disturbances as headlights would shine directly into our bedrooms from the new 90-degree angled parking. We are in a low residential area and enjoy the quiet and peace that this provides. As a rate payer, it is unnccceptable that my health would be put in jeopardy unnecessarily and my property will be devalued.	1
53	Logistics and space considerations Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate maneuverability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services.	1

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	Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with maneuverability. At odds with current design principles: The proposed plans are directly at odds with a range of design principles, including those in 'Street Design Guidelines' by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a 'new development', current design principles should be considered. Notable guidelines include: No-through road residences: Where cul-de-sac/no-through roads are used: "limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most." Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it's a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. Social interaction: Local streets "should provide a pleasant environment that encourages walking and social interaction" and "can become an extension of the residents' usable open space and the street design should enhance the amenity of these lots." The residents of Stewart Street have always utilised the street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." 2. Loss of community and amenity Devaluation of properties: The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. Impact on heritage conservation: Stewart Street is listed as a conservation heritage area. Perpendicular parking will create visual intrusion, increased traffic and noise pollution, and potential damage to sensitive areas (including original sandstone kerbs and gutters),	

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	ultimately being incongruous with the area's historical and aesthetic character. Residential zoning and character: Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet, community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. A low density residential street should not be changed to serve a business zone. In doing so, it will negatively impact the quality of life for Stewart Street residents. Noise, light, and environmental impact: Increased traffic would result in more noise from vehicles, idling engines, car doors, and patrons talking at night, as well as increased air pollution. Car lights will shine directly into the front bedrooms of homes, significantly impacting the well-being of those residents. 3. Safety Reduced visibility: The proposed parking changes would significantly reduce visibility when moving in or out of the parking spaces, creating hazardous conditions. Increased traffic dangers: Converting our residential street into what would essentially function as a commercial parking area would encourage non-resident traffic, speeding, and dangerous driving behaviours, particularly from alcohol affected motorists. Child safety concerns: Many families with young children live on Stewart Street, and children regularly use the street to learn to ride bicycles and play sports. The increased traffic would create an unsafe environment for them. Pedestrian walkway issues: The existing walkway between Stewart Street through Nancye Street to St Paul Street is uneven, poorly lit, and lacks a proper pavement, presenting additional safety concerns with increased pedestrian traffic. Alternative solutions We propose that the Council consider more appropriate alternatives: Wilson car park utilisation: The nearby Wilson car park is a purpose-built facility that is currently under-utilised and not promoted in a way to make potential customers of The Spot aware of the facility which is regularly overlooked in favour of contesting local streets. A recent count on Friday, March 28, 2025, at 7 PM showed only about 40 of 152 spaces in use. Business partnerships: The Ritz Cinema already has an arrangement with Wilson car park for a \$7 flat rate for the entire evening. We suggest the Council work with other local businesses to establish similar arrangements and actively promote these to patrons.	

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	Public awareness campaign: Increase public awareness of existing parking facilities to direct visitors away from residential streets. These alternative solutions would support The Spot's businesses while preserving the character and safety of our residential street. We appreciate your consideration of our concerns and would welcome the opportunity to discuss this matter further. We request that this opposition be recorded and considered in the Council's mid-2025 report on The Spot Streetscape Upgrade consultation.	
54	I do. Stewart St is a narrow dead end street. In the event of a fire, Fire trucks and Ambulances will not be able to access the site. They will not be able to park or turn around. In the event of such a disaster Council will be held liable for allowing such a dangerous situation to occur. Harm to persons and property is clearly foreseeable. Has a risk assessment been done and has Council spoken to its insurer given the real potential for an insurance claim. If Council is sued its insurer could also be sued as being vicariously liable. Apart from that issue residents amenity and quiet enjoyment as rate payers will be compromised.	1
55	Nice wide street.	10
56	It will make a quiet street much busier so probably not great for those who live there but better for everyone else.	8
57	Subject: Strong Opposition to Proposed Stewart Street Parking Changes – The Spot Streetscape Upgrade The residents of...Stewart Street, Randwick, write to express our firm and unequivocal opposition to the proposed parking changes under The Spot Streetscape Upgrade. The plan to impose an extraordinary number of additional parking spaces on a narrow, no-through residential street is ill-conceived, poorly planned, dangerous, and directly detrimental to the health, safety, and amenity of residents, including our family. On 30 March 2025, representatives from 25 households on Stewart Street...and two additional residents from St Pauls Street, met to review the proposal. The outcome was unanimous: Stewart Street is wholly unsuitable for such changes, and the proposal must be rejected. Several residents attended attend the Randwick Precinct Meeting on 2 April to again raise these objections in person (we were at work at this time). This is not a new issue. In 2004, a similar proposal for Stewart Street was rejected by Council following resident strong backlash (Works Committee Meeting, 2 November 2004). The facts have not changed. Stewart Street is a narrow, dead-end residential street with no turning circle, limited visibility, and 28 properties. The Council rejected the plan then, and for the same reasons, must do so again now.	1

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	Key Concerns: 1. Logistical and Design Failures Traffic bottlenecks: Reducing Stewart Street to a 5.1 m single-lane road is unsafe. Two cars cannot pass easily. With no turning circle, it's already a hazardous environment. Blocked access for emergency and service vehicles: Garbage trucks currently reverse out. Couriers and Australia Post vans double park. This proposal renders basic service access unworkable and puts elderly and vulnerable residents at risk. Waste management chaos: The proposed design leaves no safe space for bin movement, increasing the likelihood of missed collections, property damage, and public hygiene risks. Design non-compliance: The proposal contradicts NSW Government's Landcom 'Street Design Guidelines', which advise no more than 10 homes on a no-through road. Stewart Street has 28. 2. Loss of Residential Amenity Heritage damage: The area is a designated conservation zone. Increased traffic, perpendicular parking, and noise will permanently damage its heritage character. Devaluation of property: Perimeter walls may become necessary for privacy and noise reduction, undermining the open, neighbourly feel that defines our community. Zoning breach: Stewart Street is zoned R2 low-density residential. This plan effectively converts it into a commercial overflow lot. 3. Safety Risks Child safety: Stewart Street is regularly used by children for play and learning to cycle. Increased traffic and unknown drivers create an unacceptable risk. Reduced visibility and increased collisions: Angle parking restricts driver visibility and increases collision risk. Pedestrian danger: The connecting pedestrian path to St Pauls Street is already unsafe—narrow, poorly lit, and uneven. Increased foot traffic will worsen the hazard. Better Solutions Exist Council must prioritise sustainable, common-sense alternatives (along with the plans in other councils to make the city walkable and community friendly): Utilise the Wilson car park: Purpose-built, under-utilised, and located nearby. A survey on 28 March 2025 at 7 PM found only ~25% occupancy (40 of 152 spaces)!	

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	Business collaboration: Replicate existing partnerships (e.g., Ritz Cinema's \$7 flat rate) to incentivise patrons to use Wilson car park. Public awareness campaigns: Promote existing facilities to reduce unnecessary overflow into residential streets. This is not just a planning misstep — it is a foreseeable failure with safety, legal, and social consequences. We request this objection be formally recorded in the Council's mid-2025 consultation report. PLEASE Reject the Stewart Street parking changes. PLEASE Respect residential zoning. PLEASE Preserve safety and community.	
58	I am a long standing owner of property in Stewart St Randwick for 30 years, therefore have been paying my Council Rates & would like you to consider MY SAY please. Council's proposed parking changes for Stewart St, Lee St & Coogee Bay Rd is a proposed plan NOT taking into consideration the very principles Council is supposedly promoting for its existing residents. Which are SAFETY, AMENITIES, COMMUNITY, being LAW ABIDING and conserving the HERITAGE CONSERVATION LISTING in the area that all residents applying for development in our Council area have HAD TO ABIDE BY. Please consider the following points: Insufficient road width on a no-through road. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate manoeuvrability at the end of the no-through road, when parking spaces are not available - service trucks including Australia Post and couriers double park while they make their delivery. I am particularly concerned about accessibility for AMBULANCES and other EMERGENCY services Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. UNLIKE some streets with perpendicular parking, there are NO GAPS along the entire length of Stewart Street where bins could safely move from kerb to road. (As you know a condition of conserving Heritage listing we are unable to develop carports or garages on the frontage of Stewart St properties) Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with manoeuvrability. NB SAFETY & AMENITY not considered. The proposed plans are directly at odds with No-through road residences: Where cul-de-sac/no-through roads are used: "limit their length so the end	1

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	point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most." Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it's a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. The residents of Stewart Street have always utilised the street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. Perpendicular parking will create visual intrusion, increased traffic and noise pollution, Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet, community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. Converting our residential street into what would essentially function as a commercial parking lot, increasing noise pollution, danger to pedestrians, (in particular the children & elderly) as people are seeking parking. Also increased disruption later in the evening with people returning to a greater volume of parked vehicles in our street. The existing walkway between Stewart Street through Nancye Street to St Paul Street is uneven, poorly lit, and lacks a proper pavement, presenting additional safety concerns. The nearby Wilson car park is a purpose-built facility that is currently under-utilised and not promoted in a way to make potential customers of The Spot aware of the facility which is regularly overlooked in favour of contesting local streets. A recent count on Friday, March 28, 2025, at 7 PM showed only about 40 of 152 spaces. I implore Randwick Council to research & work with businesses in the Spot to promote & market arrangements with the current Wilson parking facility as the Ritz Cinema had done.	
59	As an owner of a house in Stewart St, I feel the proposed changes to the parking in Stewart St will affect the general amenity of the street and the community feeling. The street is busy enough as it is without putting more parking in this street. Keep the current parking conditions on St Paul's St as they are. Parking on St Paul's St enables closer access to the restaurants and Ritz. I do not believe in more footpath area when there is ample already.	1
60	We have significant concerns about the unnecessary increase in on street parking on Stewart Street. Stewart Street is zoned residential. The reason provided for the changes to parking is support a reduction in parking at the neighbouring business areas (commercially zoned). The proposed changes to parking provide for space for two way traffic (5.1	1

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	metres versus the required 5.5-6 metres). The increase in traffic and reduced passing space will result in hazards to the community. Children play in the street every day. The proposed changes will significantly increase the risk profile of this residentially zoned street. Stewart Street is a beautiful, community focused, heritage street. The proposed changes to parking appear ill conceived and at odds with the existing residential zoning and street character.	
61	I feel the residents in that street would not like the changes. It's not a street that I would normally drive into to look for parking. I feel that taking away the spaces in St Pauls St will adversely effect my business as people see my shop/ my clearance rack outside when driving by, if there's a visible car space near by they will stop & come in, If they need to search for a car space in a back street the former will not happen. I have had comments from some customers that they have only come in when they found space nearby otherwise they just keep driving.	3
62	I do NOT support any removal of parking spaces on St Paul St. There are already too many empty shops at the Spot. Removing parking spaces will remove the incentive to park quickly and buy something from those shops. Exactly the same thing happened on Belmore Rd when the light rail changes removed many parking spots. It used to be so convenient to just stop outside one of the shops to pick something up quickly, now I just go elsewhere because it is less hassle. I have spoken to many people who say the same thing.	1
63	Parking will be safer and easier in this street compared to parking in St Pauls St and Perouse Rd immediately in front of restaurants, theatre and other businesses. People frequenting restaurants and theatres at The Spot tend not to be rowdy when arriving and leaving. I can't wait for The Spot revitalisation to be completed,	10
64	The proposed changes to parking on Stewart Street are unworkable and inappropriate on every level - engineering, urban design, community cohesion and city amenity. They would introduce a parking regime with new hazards for residents and visitors, make access for emergency and other service traffic difficult and, in many cases, impossible and introduce new safety risks for children, older people and residents. There seems little to be gained in advancing the wider objective of upgrading The Spot by shifting problems like the consequences for parking - a legitimate concern that needs an effective and workable solution - to create new problems for city ratepayers and visitors alike. On March 30, 2025, residents from 25 households on Stewart Street...a resident from...St Pauls Street, and a resident from...St Pauls Street met to discuss the Council's proposed changes. After thorough consideration and discussion, we unanimously agreed that Stewart Street is not suitable for the proposed parking changes.	1

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	We note that in 2004 a similar proposal for Stewart Street to handle overflow parking from The Spot was rejected by Randwick Council, due to significant resident opposition (see minutes of the Works Committee Meeting, 2 November 2004). Twenty years later, residents remain opposed largely because the conditions that saw the proposal defeated in 2004 have not changed. We are a close-knit neighbourhood with a long history of valuing Stewart Street's safety, accessibility, and sense of community. We are urging Council to again make the right decision to reject the proposal for excessive, unsafe parking that is seriously disruptive and distressing to the Stewart Street community. 2004 PETITION SUBMITTED BY HIS WORSHIP THE MAYOR, CR M. MATSON ON BEHALF OF THE RESIDENTS IN STEWART STREET OPPOSING COUNCIL'S PROPOSAL FOR ANGLE PARKING IN THE STREET. (98/S/1173 xr R/0693/02-01) https://randwick.infocouncil.biz/Open/2004/09/OC_21092004_MIN.HTM Our concerns fall into three main categories: 1. Logistics and space considerations • Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. • Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate manoeuvrability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services. It is inevitable that a situation would arise under this scheme in which an ambulance, for example, would be unable to enter Stewart Street because there could be several cars and larger service vehicles trying to park and work. • Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with manoeuvrability. It's also the	

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	case that these proposed arrangements would see garbage bins close to the centre of the road once they haven been put out in front of the perpendicular parked cars. • At odds with current design principles: The proposed plans are directly at odds with a range of design principles, including those in 'Street Design Guidelines' by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a 'new development', current design principles should be considered. Notable guidelines include: • No-through road residences: Where cul-de-sac/no-through roads are used: "limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most." Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it's a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. • Social interaction: Local streets "should provide a pleasant environment that encourages walking and social interaction" and "can become an extension of the residents' usable open space and the street design should enhance the amenity of these lots." The residents of Stewart Street have always utilised the street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." 2. Loss of community and amenity • Devaluation of properties: The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. • Impact on heritage conservation: Stewart Street is listed as a conservation heritage area. Perpendicular parking will create visual intrusion (the road would basically look like a car park with a few houses on the edge), increased traffic and noise pollution, and potential damage to sensitive areas (including original sandstone kerbs and gutters), ultimately being incongruous with the area's historical and aesthetic character. • Residential zoning and character: Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet, community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. A low density residential street should not be changed to serve a business zone. In doing so, it will negatively impact the quality of life for Stewart Street residents. • Noise, light, and environmental impact: Increased traffic would result in more noise from vehicles, idling engines, car doors, and patrons talking at night, as well as increased air pollution. Car lights will shine directly into the front bedrooms of homes, significantly impacting the well-being of those residents. 3. Safety • Reduced visibility: The proposed parking changes would significantly reduce visibility when moving in or out of the parking spaces, creating hazardous conditions. • Increased traffic dangers: Converting our residential street into what would	

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	essentially function as a commercial parking area would encourage non-resident traffic, speeding, and dangerous driving behaviours, particularly from alcohol affected motorists. • Child safety concerns: Many families with young children live on Stewart Street, and children regularly use the street to learn to ride bicycles and play sports. The increased traffic would create an unsafe environment for them. • Pedestrian walkway issues: The existing walkway between Stewart Street through Nancye Street to St Paul Street is uneven, poorly lit, and lacks a proper pavement, presenting additional safety concerns with increased pedestrian traffic. Alternative solutions We propose that the Council consider more appropriate alternatives: 1. Wilson car park utilisation: The nearby Wilson car park is a purpose-built facility that is currently under-utilised and not promoted in such a way that potential customers of The Spot overlook this facility in favour of contesting local roads. A recent count on Friday, March 28, 2025, at 7 PM showed only about 40 of 152 spaces in use. 2. Business partnerships: The Ritz Cinema already has an arrangement with Wilson car park for a \$7 flat rate for the entire evening. We suggest the Council work with other local businesses to establish similar arrangements and actively promote these to patrons. 3. Public awareness campaign: Increase public awareness of existing parking facilities to direct visitors away from residential streets. These alternative solutions would support The Spot's businesses while preserving the character and safety of our residential street. I appreciate your consideration of these concerns and would welcome the opportunity to discuss this matter further. I also request that this opposition be recorded and considered in the Council's mid-2025 report on The Spot Streetscape Upgrade consultation.	
65	There are a number of issues with the proposal: 1. Stewart street is often referred to as a cul-de-sac. However, it is a no-through-road. As such, there is no turning circle at the end. With the proposed new parking long vehicles will have to back up. This applies to emergency vehicles, garbage collection, council and government and private services. 2. The street is not wide enough to support two-way vehicle access under the new proposal. On busy nights with many cars driving down the street there will be congestion problems. This is exacerbated by the fact there are no gaps (driveways) allowing two-way traffic to flow. There are no gaps to pull-in on one side. Australian standard AS/NZS 290.1:2004 supports that the proposal is not suitable. 3. The proposal will impact the sense of community that is found in Stewart Street. The increased traffic will result in more noise, litter, headlights shining into homes and a safety hazard for young children. Vehicles parking perpendicular to the street will emit exhaust fumes into the front windows of the homes behind. 4. The proposal will have a negative impact on property prices on what is	1

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	arguably the most beautiful street in Randwick. 5. The Council should consider options at increasing the use of the Wilson Car Park adjacent to the Ritz. On the busiest nights of the week it is often filled at less than 50% of the available capacity. With the car park at full capacity this would increase the available parking spots by 400% and benefit both businesses and community.	
66	The proposal to introduce 45-degree angle parking on our dead-end street is concerning and impractical. While it may appear to increase parking capacity on paper, in reality it would make the street more difficult to navigate—especially for residents, visitors, and emergency vehicles trying to turn around in a confined space, in a street with ageing residents. The presence of the light rail should ensure adequate accessibility whilst minimising environmental impact, which encouraging driving would fail to do.	1
67	I am totally against this proposal for the following reasons: Insufficient Road Width. I've consulted with a traffic engineer, who is an expert witness in The Land and Environment Court. He confirmed that the proposed aisle width of 5.1m and other dimensions, do not comply with the Australian Standards code: AS/NZS 2890.1:2004. The proposed parking council layout would require a minimum aisle width of 6.3m. This is especially relevant for a cul-de-sac street. He also advised that angle parking would also not be compliant. In addition, he advised that the length of the rear to kerb parking could not be shortened to allow for a wider aisle, as the existing kerb heights of 210mm are above the maximum allowable of 150mm. Under the NSW road design guidelines 'NSW Government Movement and Design' designates the category of the street to be between a 'Yield street' and a 'Neighbourhood street'. Even under the lesser category of a 'Yield street', it states that 'Yield streets are two way, with a typical carriageway width of approximately 7-7.6m and a street reserve of 12-16m.' Service vehicles access The proposed road width would also not be compliant for waste management, fire brigade access, or service deliveries. A turning circle of 18m is required at the end of a cul-de-sac for those vehicles. The existing waste collection requires the trucks to reverse down the length of the street, as there is no turning circle at the end. This reversing of services vehicles over the 120m length of the street is non-compliant, and with a narrowing of the street would make this procedure even more unsafe, if not impossible. Whilst any service vehicle was operating in a narrower carriageway, all traffic movement in or out of the street would not be possible. This would also apply when renovations in the street are occurring, material	1

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	and waste vehicles would block traffic movements. Visual Access. At present a great deal of cars do not enter the street as most vacant parking spaces can be seen from the head of the street. With the proposed parking layout and narrowed visual access, more cars would have to access the street to the very end to sight spare spaces, and then larger cars would have to undertake a three point turn. Wilson Car Park There is a Wilson's car park which is totally under utilised on St Pauls St, with the car park being less than a third full on a Friday and Saturday night and on the Ritz's "Cheap Tuesday". The Stewart St residents have been told that this car park is a commercial enterprise and is outside the "remit" of the council, however, this option of an arrangement with Wilsons and the business owners of the Spot needs to be explored before turning our street into a parking lot. The Ritz apparently has an arrangement with Wilsons to allow \$7 parking for patrons to go to the movies and there is half hour free parking for parents to drop off their children at the ballet school. If the Ritz and the ballet school have managed to come to this arrangement, it seems that the other businesses or even the council could also come to some agreement with Wilsons! This proposal seems to be very poorly thought through and I am amazed that it was ever considered a viable proposition in the first place.	
68	Don't widen footpath so much on St Pauls St and the need to invade residential areas goes away. Simple.	1
69	"The specific time restrictions for these new spaces are yet to be determined but will be allocated to support local businesses and prevent all-day parking that may impact existing availability." This proposal is anti-tenant and will have a very negative effect on our lives, as we will not have certainty about being able to come and go in our vehicle and find a spot to park within walking distances. The spaces, the proposal said "WILL BE ALLOCTED ...TO PREVENT ALL DAY PARKING". This is very unfair and detrimental to me as a tenant on Stewart Street since 2004. Since that time Randwick Council, we had to argue to keep some unlimited parking on Stewart Street. The same arrangement which has been in place since then (50% unlimited, 50% permit parking or 3 hour limit) should be retained if the proposal progresses. That would still benefit businesses, while also allowing us to remain living on Stewart Street. The idea that our residence has a "garage" is not realistic - no contemporary vehicle could be parked in it, as it was built in 1960 and is very narrow (2 m). As tenants, we can't rebuild a new garage. I am strongly opposed to the parallel parking arrangement that is, as stated above, only to benefit businesses in the Spot - because it will push us to having to park somewhere else (where?) or even pay for parking.	3

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	Tenants are already under enough pressure in the eastern suburbs. It actually shocks me that Council would not have considered us to begin with, and only have been focused on parking to benefit businesses and explicitly pushing out people who need the parking in order to live here. Just what tenants need during a cost of living crisis. I would be accepting of the proposal if it retained at least the same number of unlimited and permit parking spots as are currently available on Stewart Street. There would still be more spots for short term parking so people can have a coffee or see a movie. I love the Spot and support sustainable measures that are not unfair to help the businesses here to prosper. Is it only a neighbourhood for rich people or can tenants live here too?	
70	I am strongly opposed to the proposed parking changes on Stewart Street. I have serious concerns that the proposed plans are non-compliant with AS2890.5:2020 (on-street parking) presenting serious safety and functionality issues for residents and visitors. The proposed changes will lead to a devaluation of properties as confirmed with local real estate agents through increased congestion and vehicle traffic, loss of amenity (light and noise), loss of community and negative impact on the heritage value of the street. Furthermore, residents will not have freedom of movement during waste collection periods as the plans do not allow for vehicles to pass during the duration of waste collection for the 28 residences on the street. - noting it is a no-through road. This is not practical or functional in anyway, impacting our ability to leave our home by car when we need to. It would also present a serious delay for emergency vehicles getting access to residents.	1
71	Why is Wilson Car Park at The Spot never mentioned in the proposal? It has 152 spaces; and is only being used at 1/3 capacity. There were almost 100 spots empty on a busy night. This is the perfect solution to any parking discussion. Unfortunately Randwick Council has never bought this official carpark into the Discussion. Furthermore, a long term solution for Parking is required. A case Study is Lane Cove Council and their 500 space Carpark. This Council is using good Town Planning practices, rather than the small vision and short term 'solution' of finding 20 parking spots in residential streets like Stewart Street. The bigger issue is that there is a large demand and small supply of car parking in the area. Best Practice Town Planning would create free or low cost Parking; and well planned public transport; to solve parking and congestion issues. However the car is more convenient and popular; therefore a large Council owned underground car park is required.	1

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	Recently Lane Cove Council with Wilson Car Park (the same owner as The Spot car park) built a 4 level 500 space underground car park underneath the Lane Cove shopping centre and entertainment hub, called 'The Canopy'. There are numerous cafes, restaurants, and live music day and night in this area, and it has been very popular among all ages. It is a beautifully landscaped car free zone. It is free for the first 3 hours and free after 6pm. See : https://thecanopylanecove.com.au/parking The Canopy - Lane Cove Randwick seeks to create a similar space in The Spot, but unfortunately parking is seen as something that can be shifted to areas that are purely residential, nor will 20 proposed spaces satisfy the current nor projected demand. Lane Cove is a typical suburban shopping area, but Randwick area beside The Spot not only is this, but is adjacent to a Light Rail Terminus, and one of the largest hospitals in Australia (Prince of Wales Hospitals and Children's Hospital), and one of the largest Universities in the Country (USNW). Unlike Lane Cove, this area is also only 5 minute bus ride to an Ocean Beach (Coogee) and the famous Eastern Beaches Coastal Walk. Why can Lane Cove Council use good Town Planning principles and organise an underground 500 space car park just for a shopping/entertainment hub; yet Randwick Council with these numerous overlapping hubs feel the 'parking issue' will be addressed by destroying a Residential community area like Stewart St, for a gain of a mere 20 car spaces? I suggest Randwick Council take the example of the visionary Lane Cove Council, and arrange to build a large underground car park for the benefit of residents, consumers, medical staff, patients' families, University students and tourists. One possible area is an underneath High Cross Park, which is between The Spot and the Light Rail Terminus. A car park is especially required for the many essential workers, like teachers and medical staff, especially female health workers finishing late at night with no option facing a long and possibly unsafe commute home, because parking is not available or at a prohibitive cost; and being unable to afford accommodation closer to Randwick Hospitals. This car park will satisfy current and future demand for parking, and preserve residential community spaces. A further problem with Council and Wilson Car Park at The Spot is unfortunately it is incorrectly signposted by Council, see photo below. This may be why it is poor utilised, operating at less than 1/3rd capacity. See earlier submissions for information. At the Perouse Rd/St Paul St roundabout, there is a small blue 'P'  sign at	

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	the Ritz Cinema corner pointing Left towards Perouse Rd; when actually the Parking  Wilson, is in the Right direction; on St Paul Street. On St Paul Street you have to pass the car park before you see the sign for it, because the sign and entrance is hidden behind the Ritz Cinema building and is not visible until you have passed it. Opposite is another small blue sign but it was half covered by marketing displays from a Restaurant on the night we visited. Signage, marketing and attractive deals between the Carpark and Business need to be negotiated. We strongly object to the proposed increased Parking in Stewart St, The Spot, Randwick. There are many reasons why Stewart St is not suitable for increased parking, and why there are other more suitable areas should parking areas need to be increased. If redevelopment of 'The Spot' requires the 20+ parking spots, there are more convenient and less intrusive options. The most natural option is the purpose-built carpark in The Spot, Wilson CarPark. Council can organise cheaper and greater access for parking there. There is a 152 car park capacity there, yet in a recent visit at 7pm on a Friday night (28/3/2025) only 42 spaces were utilised. Therefore at least 110 car spaces are available on any particular night. That is, the official Carpark in The Spot, Wilson Car Park, has still 70% capacity available before spillover Street parking is required. Therefore Council must understand that if further Parking is required in The Spot, then the Car Park built for this exact reason is utilised. There are numerous options to make this car park more attractive so that its unused capacity is fully utilised. Only when this Commercial Carpark has reached its capacity in the R1 Commercial zoning should Council deem it necessary to explore other R1 Commercial options, such as another Car Park. R2 zoning Residential options are not the solutions for commerce parking issues. The demand for parking is coming from Business, therefore the onus is on Business to find business-based solutions rather than shifting the problem into residents. One solution is that Business and Council offer subsidised parking by arrangement with Wilson Carpark. The most natural solution is for Council to encourage public transport, rather than car parking. Public Transport is the preferred mode of transport for all urban hubs, such as the CBD and Coogee Beach. Those that prefer driving to these urban hubs understand that they will need to pay for parking eg CBD Domain Car Park and the Coogee Carpark beside the Oval on Dolphin St. The closest cinema to the Randwick Ritz is the Cinema at Moore Park which is also serviced by a paid Carpark.	

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	Another solution is to redevelop the Spot, but retain more of the parking, eg Kurtosh area. Or alternatively retain the parking for the daytime only to allow cafes to cater for passing traffic. Then to promote the night time economy, car parking would be restricted. This is similar to the model of Thursday nights at The Spot from 22 August-31 October 2024. At these times the Commercial Carpark and public transport is the preferred model. Fortunately, The Spot is well serviced by public transport. Bus routes, (373, 375, 377, 356) arrive approximately every 5 minutes. The Light Rail (L2) is a 5 minute walk away, with services every 10 minutes. The Buses servicing the Randwick shopping precinct (370, 374, 358,390X), are also 5 minutes away. Furthermore, there are numerous empty storefronts in The Spot. Why does Council feel extra parking is required? There is no guarantee that even after The Spot is redeveloped will there be any increased patronage. Any increased patronage may only be local residents, who travel on foot and do not require parking? Perhaps it is better to find increased parking only if there is an actual demand for it? Some other areas for Increased Parking that will have less impact on the community and are already R1 zone/commercial are: 1. Aeolia St 2. St Paul St, East of Daintrey Crescent and Nancye Lane. 3. Lee St, between St Paul Street and Stewart St Stewart St is not a feasible site for increased parking for several reasons. Furthermore, Stewart Street is a No Through Road and traffic will continually be blocked at the end of the road. There is inadequate room for a turning circle. Stewart Street is a designated R2 low density housing zone. Residents do not accept that our quiet family Street to be transformed into lan all day and night carpark. Car Parks create noise, air pollution, rubbish, risk of traffic accidents and people loitering; which is not acceptable in a Residential Zone. It is for these reasons: that there are better and easier options available; and that Stewart St is not feasible; we object to the Proposed Increased Parking in Stewart St. We formally request that Randwick City Council commission an independent road safety audit to assess compliance with required dimensions as set out in AS 2890.5: 2020 (Parking facilities, Part 5: On-street parking) of the proposed parking changes for Stewart Street as part of The Spot streetscape upgrade. The proposed parking changes include adding 20 parking spaces to Stewart Street, achieved by changing the north side of the street from parallel parking	

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	to 90-degree angled parking. We are concerned that the proposed changes are not compliant with AS 2890.5: 2020 (and potentially other relevant parts of the standard), noting: * Aisle dimensions - o A minimum aisle width of 6.3m is required to comply. This is especially relevant for a no-through road. - o The proposed aisle width is 5.1m. - Length and width of parking spaces - o A minimum length of 5.4m is required to comply. Exemptions do not apply as the kerb is higher than 150mm and there is an upward slope from the kerb for more than 1.2m, preventing vehicles from overhanging the kerb. - o A minimum width of 2.4 – 2.6m is required to comply (varies by location). As Stewart Street would at a minimum fall under the medium turnover use category, a minimum of 2.5m would be required to comply. - o The proposed parking configuration does not allow for compliance with the length and width requirements. Considering a 12m wide street and proposed 5.1m aisle width, only 6.9m remains where a minimum of 7.9m is required to comply (5.4m parking space length on the north side of the street and 2.5m wide parking space on the south side of the street). As concerned residents, owners, and ratepayers, we believe that an independent road safety audit will provide valuable insights into the road safety issues with the proposed changes to the street. We would appreciate a response outlining the Council's plan for addressing this request. In addition to concerns regarding non-compliance with AS 2890, we would also like to restate our opposition to the proposed parking changes as detailed in a separate submission to Council on [add date], including strong concerns regarding: * Devaluation of properties * Increased congestion and vehicular traffic * Restricted freedom of movement during waste collection periods (proposed changes mean no traffic movement during waste collection as cars cannot pass) * Loss of amenity, in particular relating to noise, light, and environmental impact * Loss of community * Decreased health and safety of residents due to restricted emergency vehicle access * Negative impact on the heritage conservation designation of the street Thank you	
72	Our household is not supportive of the parking changes proposed on Stewart Street for a number of reasons: - The surrounding areas around The Spot already have ample parking, including the Wilson Carpark on St Paul's Street, which is usually at least half empty - The council should not be obligated to replace lost parking from the proposed upgrade to the Spot so that people can park for free, when there is an under utilised parking station at the Spot - The proposed parking in Stewart Street does not meet Part 5 of the	1

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	AS2890.5:2020) Australian Standards, the street is too narrow for what is proposed, it is a no through road which does not have an adequate turning circle for cars looking for car spaces. Randwick Council should commission an independent road safety report and do a detailed report on the impact of the parking on traffic in our street; - We are extremely concerned about the safety of the proposed parking, in particular the ability for an ambulance or fire truck to be able to navigate in our street if it is busy and full, it would be impossible for two cars to pass by each other, let alone a truck. It is already extremely tight on garbage days, already a garbage truck cannot turn around at the end of the street due to no turning circle, and they have to reverse out of the street, this would be almost impossible if this parking proposal goes ahead. - Our street is a community and family friendly, our kids have learnt to ride their bikes on our street, they play in the street and this proposal will turn it into a car park and ruin our amenity and sense of community. Randwick council should support its local communities and the unique character of its streets, rather than turning it into a carpark. - Our street is in a heritage conservation area and a residential zone, turning it into a carpark is not compatible with these zonings - The addition of 20 spaces to a quiet residential street will devalue our properties In summary, the impacts to our community, amenity, child and resident safety all to cater for 20 or so cars does not warrant this proposal to go ahead. There is ample public transport available to The Spot, including buses and light rail, and this should be encouraged rather than people driving around residential streets to find parking, all when there is an under used under promoted carpark at the Spot. We welcome the opportunity for councillors and council staff to come and look at our street and see the community they will be ruining by implementing this proposal.	
73	Thank for the opportunity to provide comments on proposed changes I am against the proposal for the following reasons 1. The problem is not that there is not enough parking. There is a car park hardly used, and the problem is people overstaying on limited parking zones and/or don't park properly. Large utes, builders, business owners/ workers etc. 2. The width of the St with proposed parking won't comply with regulations. In particular with the number of long utes around. 3. There will be a lot of additional noise from people not necessarily sober, leaving empty bottles, car doors etc in a residential st. 4. There are many buses and light rail to come to the spot. Do we want more people driving while drinking? Is it a safe option. 5. Being the only one with a driveway I fear a lot of people will use it to do a u-turn as they won't be able to do it anywhere else in the new narrow st and difficult at the end of the st if there are already cars trying to turn back. Thank you for considering these arguments.	1

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74	As with all such changes, the views of those living on Stewart Street should be taken onto consideration as well.	10
75	This proposal is inappropriate as this is a dead end Street without easy turn around and limited street width. There is unsafe pedestrian access from Stewart Street via Nancyee St to The Spot as there is no footpath and the road is sloping. This proposal requires an independent road safety audit.	1
76	Creating an additional 20 parking spaces will mean more traffic in the streets, doing u turns, circles resulting in a more dangerous area for residents. Many of the same reasons that I have given above for Lee St are relevant to Stewart St. Garbage collection will be a major problem, as will be deliveries to homes in the street and any construction /refurbishments of home with no access to the footpath/front doors with right angle parking taking up more of the road.	1
77	Stewart St Parking It is a no through road, so creating a single lane with no turning circle at the bottom means that vehicles will need to reverse all the way back. There are no side streets or side lanes so no way that a vehicle can pull over when there is an oncoming vehicle. This will create problems for rubbish collection – at present bins are placed on the edge of the road, where will they be placed? Emergency vehicles like ambulances and fire trucks will have restricted access. There is a Wilson's car park at The Spot which is under-used – the Ritz theatre subsidises parking there for patrons. Coles Plaza in Belmore Road is similar: shoppers present a receipt and have free parking; Council could make such an arrangement. We understand that Council is concerned with the vibrancy of The Spot, but a major blight there is that the most salient corner, at the intersection, is a large two storey building that has been unoccupied for more than 5 years – apparently the owners choose to leave it like that. Does Council have any power to address this issue? Council is concerned about the vibrancy of The Spot, but what about the attraction of beautiful residential areas? Such areas are rare in the inner city and add enormously to the attraction of Randwick. This is also a very unjust situation for residents of Stewart St who have paid millions of dollars to live in a quiet residential street and now it is under threat of becoming a parking lot for The Spot, which will greatly devalue the homes and destroy the sense of community we share, like the street parties, and children playing outside. With more late night restaurant customers frequenting the street, littering, as they do already, with cans and bottles, we elderly residents are not going to feel safe.	1
78	Living...Stewart Street, I have many concerns in relation to the proposed changes to parking on Stewart Street and feel that the Council are not aware of the current issues we already experience BEFORE adding more vehicle traffic into the mix. Light, noise and fume pollution are already an issue on busy periods. If this proposal goes ahead our home will have a constant stream of headlights as cars turn at the end of the street, brake lights as cars reverse into the parking bays and then exhaust fumes as vehicles exhausts will be running into our	1

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	front door and windows. Also, delayed access for emergency vehicles to the end of the street should it no longer be able to have two way traffic, the council would be held liable should street changes cause life or property threatening delays. Other considerations are listed below: 1. Logistics and Space considerations Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate maneuverability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services. Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with maneuverability. At odds with current design principles: The proposed plans are directly at odds with a range of design principles, including those in 'Street Design Guidelines' by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a 'new development', current design principles should be considered. The proposed aisle width of 5.1m does not comply with the Australian Standards code : AS/NZS 2890.1:2004. The proposed parking council layout would require a minimum aisle width of 6.3m especially relevant for a cul-de-sac and angle parking would also not be compliant No-through road residences: Where cul-de-sac/no-through roads are used: "limit their length so the end point is visible from the access point to prevent drivers inadvertently turning	

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	into a dead-end. Provide access to 10 houses at the most.” Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it’s a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. Social interaction: Local streets “should provide a pleasant environment that encourages walking and social interaction” and “can become an extension of the residents’ usable open space and the street design should enhance the amenity of these lots.” The residents of Stewart Street have always utilised the street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." 2. Loss of community and amenity Devaluation of properties: The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. Impact on heritage conservation: Stewart Street is listed as a conservation heritage area. Perpendicular parking will create visual intrusion, increased traffic and noise pollution, and potential damage to sensitive areas (including original sandstone kerbs and gutters), ultimately being incongruous with the area’s historical and aesthetic character. Residential zoning and character: Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet, community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. A low density residential street should not be changed to serve a business zone. In doing so, it will negatively impact the quality of life for Stewart Street residents. Noise, light, and environmental impact: Increased traffic would result in more noise from vehicles, idling engines, car doors, and patrons talking at night, as well as increased air pollution. Car lights will shine directly into the front bedrooms of homes, significantly impacting the well-being of those residents. 3. Safety Reduced visibility: The proposed parking changes would significantly reduce visibility when moving in or out of the parking spaces, creating hazardous conditions. Increased traffic dangers: Converting our residential street into what would essentially function as a commercial parking area would encourage non-resident traffic, speeding, and dangerous driving behaviours, particularly from alcohol affected motorists.	

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	Child safety concerns: Many families with young children live on Stewart Street, and children regularly use the street to learn to ride bicycles and play sports. The increased traffic would create an unsafe environment for them. Pedestrian walkway issues: The existing walkway between Stewart Street through Nancye Street to St Paul Street is uneven, poorly lit, and lacks a proper pavement, presenting additional safety concerns with increased pedestrian traffic. Randwick Council's Integrated Transport Strategy, outlines how it will achieve a sustainable transport network. If Council is to achieve its stated objective to "reduce the proportion of private vehicle trips from the 2018-19 baseline of 58% to 45% by 2031", it should be embracing opportunities to shift visitors to the Spot onto its sustainable transport network — not further encourage use of private vehicles by increasing parking volumes in the surrounding streets, noting also the under-utilisation of the existing Wilson car park at the Spot.	
79	Not compliance to street parking related Standard AS 2890. My wife and I jointly own a property on Stewart St Randwick	1
80	I'm concerned that adding more parking spaces around The Spot contradicts Randwick Council's goals to reduce carbon emissions and promote sustainable transport. The Council's own Integrated Transport Strategy aims to decrease private vehicle trips, but increasing parking would do the opposite. Instead, we should be encouraging visitors to use sustainable transport options, including making it safer for cyclists. Please, let us prioritise actions that help us move towards the Paris Climate Agreement - not against them. Let's support a greener future for all lucky enough to live in this beautiful part of the world.	1
81	I oppose in the strongest terms the proposed parking changes for Stewart Street as part of The Spot Streetscape Upgrade project. In doing so, I add my voice to the overwhelming opposition to this proposal by the residents of Stewart Street. I live at...Stewart Street. Stewart Street is more than just a place to live — it is a rare example of a genuinely connected, community-oriented neighbourhood. Neighbours regularly socialise out the front of our houses. We chat across the street and over the fences of our friendly community. Our children learn to ride their bikes in the safety of our street. The proposed parking changes would destroy the sense of community in this special neighbourhood. I urge you to recognise the rare and valuable strength of community sentiment among the Stewart Street residents. This community is an asset for Randwick. The proposed parking changes are not the way forward; please don't squander the residents' goodwill by proceeding. I'm confident you'll reach the same conclusion. We've been here before. I note that in 2004 a similar proposal for Stewart Street to be saddled with overflow parking from The Spot was rejected by Randwick Council, due to	1

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	significant resident opposition (see minutes of the Works Committee Meeting, 2 November 2004). Twenty years later, residents remain opposed. We are a close-knit neighbourhood with a long, sustained history of valuing the safety, accessibility, and sense of community of Stewart Street. I join with my neighbours to urge Randwick Council to again make the right decision to reject the proposal for excessive, unsafe parking that is seriously disruptive and distressing to the Stewart Street community. Specifically, I am concerned that the proposed changes will result in: - Excessive traffic congestion on a dead-end residential street, leading to dangerous conditions of constrained access and hazards to pedestrians - Non-compliance with relevant Australian standards - Restricted freedom of movement during waste collection and peak traffic periods - Decreased health and safety of residents due to restricted emergency vehicle access - Loss of community - Loss of amenity, in particular relating to noise, light and environmental impact - Action contrary to the Council's commitments on climate change, sustainability and transport - Devaluation of properties These concerns fall into five overarching objections to the proposed parking changes, detailed below. These have been discussed at length with my neighbours on Stewart Street. 1. Excessive traffic congestion, dangerous conditions of constrained access and hazards to pedestrians Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate maneuverability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. That would also result in the congestion spilling over into Lee Street and beyond. Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services. The proposed parking plan would often result in a situation where emergency and	

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	other service vehicles would be unable to access the street due to congestion. Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with manoeuvrability. Conflict with current best-practice design principles: The proposed plans are directly at odds with a range of design principles, including those in 'Street Design Guidelines' by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a 'new development', current design principles should be considered. Notable guidelines include: - No-through road residences: Where cul-de-sac/no-through roads are used: "limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most." Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it's a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. - Social interaction: Local streets "should provide a pleasant environment that encourages walking and social interaction" and "can become an extension of the residents' usable open space and the street design should enhance the amenity of these lots." The residents of Stewart Street have always utilised the street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." 2. Non-compliance with relevant standards I understand from several independent traffic engineers that the proposed parking breaches the Australian Standards. I am concerned that the proposed changes are not compliant with AS 2890.5: 2020 (and potentially other relevant parts of the standard), noting: - Aisle dimensions: A minimum aisle width of 6.3m is required to comply. This is especially relevant for a no-through road. The proposed aisle width of 5.1m does not comply. - Length and width of parking spaces: A minimum length of 5.4m is required to comply. Exemptions do not apply as the kerb is higher than 150mm and there is an upward slope from the kerb for more than 1.2m, preventing vehicles from overhanging the kerb. A minimum width of 2.4 – 2.6m is required to comply	

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	(varies by location). As Stewart Street would at a minimum fall under the medium turnover use category, a minimum of 2.5m would be required to comply. - The proposed parking configuration does not allow for compliance with the length and width requirements. Considering a 12m wide street and proposed 5.1m aisle width, only 6.9m remains where a minimum of 7.9m is required to comply (5.4m parking space length on the north side of the street and 2.5m wide parking space on the south side of the street). I have joined with my neighbours, as concerned residents, owners, and ratepayers, to call on Council to undertake an independent road safety audit with regard to the proposed changes to the street. 3. Loss of community and amenity Devaluation of properties: The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. Impact on heritage conservation: Stewart Street is listed as a conservation heritage area. Perpendicular parking will create visual intrusion, increased traffic and noise pollution, and potential damage to sensitive areas (including original sandstone kerbs and gutters), which would be completely incongruous with the area's historical and aesthetic character. Residential zoning and character: Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet, community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. A low density residential street should not be changed to serve a business zone. In doing so, it will negatively impact the quality of life for Stewart Street residents. Noise, light, and environmental impact: Increased traffic would result in more noise from vehicles, idling engines, car doors, and patrons talking at night, as well as increased air pollution. Car lights will shine directly into the front bedrooms of homes, significantly impacting the well-being of those residents. 4. Safety Reduced visibility: The proposed parking changes would significantly reduce visibility when moving in or out of the parking spaces, creating hazardous conditions. Increased traffic dangers: Converting our residential street into what would essentially function as a commercial parking area would encourage non-resident traffic, speeding, and dangerous driving behaviours, particularly from alcohol affected motorists.	

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	Child safety concerns: Many families with young children live on Stewart Street — including mine. Our children regularly use the street to learn to ride bicycles and play sports. The increased traffic would create an unsafe environment for them. Pedestrian walkway issues: The existing walkway between Stewart Street through Nancye Street to St Paul Street is uneven, poorly lit, and lacks a proper pavement, presenting additional safety concerns with increased pedestrian traffic. 5. Climate change and sustainability As a resident and ratepayer, I have been proud of Randwick City Council's commitments to reduce its carbon footprint and demonstrate that a change in energy demand and renewable energy is feasible and cost-effective. The Council's website details several strategic approaches that constitute its climate change policy and its principled support for sustainability and the transition to net-zero. Among these is Council's Integrated Transport Strategy, which outlines how it will achieve a sustainable transport network. If Council is to achieve its stated objective to "reduce the proportion of private vehicle trips from the 2018-19 baseline of 58% to 45% by 2031", it should be embracing opportunities to shift visitors to the Spot onto its sustainable transport network — not to further encourage use of private vehicles by increasing parking volumes in the surrounding streets, noting also the under-utilisation of the existing Wilson car park at the Spot. Alternative solutions: The proposed parking changes appear designed to saddle Stewart St with the overflow of visitors to the Spot precinct. Not only is the Stewart Street proposal flawed in the numerous ways detailed above, it also overlooks a number of more appropriate alternatives. The proposed changes to Stewart Street display none of the thoughtful, innovative design for which this Council is renowned and should continue to strive. I urge Council to return to the Spot Streetscape Upgrade project with the more sophisticated, creative and community-oriented mindset. For example, Council should consider: 1. Utilising the existing Wilson car park: The nearby Wilson car park is a purpose-built facility that is currently under-utilised and not promoted in a way to make potential customers of The Spot aware of the facility which is regularly overlooked in favour of contesting local streets. A recent count on Friday, March 28, 2025, at 7 PM showed only about 40 of 152 spaces in use. 2. Promoting business partnerships: The Ritz Cinema already has an arrangement with Wilson car park for a \$7 flat rate for the entire evening. We	

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	suggest the Council work with other local businesses to establish similar arrangements and actively promote these to patrons given that the overall development of The Spot is to their direct commercial advantage. 3. Building public awareness: Increase public awareness of existing parking facilities to direct visitors away from residential streets. These alternative solutions would support The Spot's businesses while preserving the character and safety of our residential street.	
82	Concerns regarding proposed parking changes – The Spot • Stewart Street is NOT a through road. • The proposed parking changes to Stewart Street will result in a quiet residential street experiencing increased traffic, traffic congestion with poor / restricted manoeuvrability at the end of the street • The proposed parking changes will make access difficult for service vehicles, waste management, fire brigade and ambulance vehicles • Stewart Street is a quiet residential street with young families and elderly residents raising safety concerns over increased traffic and parking as well as an increase in noise, light and littering • Could Council please consider more efficient use of the public car park at the Spot • Do the proposed parking changes adhere to Australian Standards, for example lack of turning circle?	1
83	I represent BIKEast as it's Randwick advocate, and we (it's leadership) have emailed a PDF document as submission representing our members.	1
84	This is a copy of a letter i sent to the council , Mayer and various MP's on 2nd of April. I stand by everything that was written in this letter and I vehemently opposed to the proposed changes to Stewart Streets parking arrangement. Dear Randwick City Council, We are writing as residents of Stewart Street to express our concerns regarding the proposed parking changes for our street as part of The Spot Streetscape Upgrade project. On March 30, 2025, residents from 25 households on Stewart Street...a resident from...St Pauls Street, and a resident from...St Pauls Street met to discuss the Council's proposed changes. After thorough consideration and discussion, we unanimously agreed that Stewart Street is not suitable for the proposed parking changes. Several residents will be attending the upcoming Randwick Precinct Meeting on Wednesday, April 2, 2025 to further discuss our concerns. We note that in 2004 a similar proposal for Stewart Street to be saddled with overflow parking from The Spot was rejected by Randwick Council, due to significant resident opposition (see minutes of the Works Committee Meeting, 2 November 2004). Twenty years later, residents remain opposed. We are a	1

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	close-knit neighbourhood with a long, sustained history of valuing the safety, accessibility, and sense of community of Stewart Street. We come together to urge Randwick Council to again make the right decision to reject the proposal for excessive, unsafe parking that is seriously disruptive and distressing to the Stewart Street community. Our concerns fall into three main categories: 1. Logistics and space considerations Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate maneuverability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services. Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with maneuverability. At odds with current design principles: The proposed plans are directly at odds with a range of design principles, including those in ‘Street Design Guidelines’ by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a ‘new development’, current design principles should be considered. Notable guidelines include: No-through road residences: Where cul-de-sac/no-through roads are used: “limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most.” Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it’s a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. Social interaction: Local streets “should provide a pleasant environment that encourages walking and social interaction” and “can become an extension of the residents’ usable open space and the street design should enhance the amenity of these lots.” The residents of Stewart Street have always utilised the street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will	

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	fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." 2. Loss of community and amenity Devaluation of properties: The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. Impact on heritage conservation: Stewart Street is listed as a conservation heritage area. Perpendicular parking will create visual intrusion, increased traffic and noise pollution, and potential damage to sensitive areas (including original sandstone kerbs and gutters), ultimately being incongruous with the area's historical and aesthetic character. Residential zoning and character: Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet, community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. A low density residential street should not be changed to serve a business zone. In doing so, it will negatively impact the quality of life for Stewart Street residents. Noise, light, and environmental impact: Increased traffic would result in more noise from vehicles, idling engines, car doors, and patrons talking at night, as well as increased air pollution. Car lights will shine directly into the front bedrooms of homes, significantly impacting the well-being of those residents. 3. Safety Reduced visibility: The proposed parking changes would significantly reduce visibility when moving in or out of the parking spaces, creating hazardous conditions. Increased traffic dangers: Converting our residential street into what would essentially function as a commercial parking area would encourage non-resident traffic, speeding, and dangerous driving behaviours, particularly from alcohol affected motorists. Child safety concerns: Many families with young children live on Stewart Street, and children regularly use the street to learn to ride bicycles and play sports. The increased traffic would create an unsafe environment for them. Pedestrian walkway issues: The existing walkway between Stewart Street through Nancye Street to St Paul Street is uneven, poorly lit, and lacks a proper pavement, presenting additional safety concerns with increased pedestrian traffic. Alternative solutions We propose that the Council consider more appropriate alternatives: Wilson car park utilisation: The nearby Wilson car park is a purpose-built facility that is currently under-utilised and not promoted in such a way that potential customers of The Spot overlook this facility in favour of contesting local roads. A recent count on Friday, March 28, 2025, at 7 PM showed only about 40 of 152 spaces in use. Business partnerships: The Ritz Cinema already has an arrangement with Wilson car park for a \$7 flat rate for the entire evening. We suggest the Council work with other local businesses to establish similar arrangements and actively promote these to patrons. Public awareness campaign: Increase public awareness of existing parking facilities to direct visitors away from residential streets.	

	Stewart Street comments	Level of support (1 = not at all supportive 10 = very supportive)
	These alternative solutions would support The Spot's businesses while preserving the character and safety of our residential street. We appreciate your consideration of our concerns and would welcome the opportunity to discuss this matter further. We request that this opposition be recorded and considered in the Council's mid-2025 report on The Spot Streetscape Upgrade consultation.	
85	With reverse parking the additional exhaust fumes from all these cars coming and going may cause problems for residents.	1
86	These will help alleviate the issues of losing the parking opposite the cinema, but don't help address the issue of losing the short stay parking in front of kurtosh. This will exacerbate the issues of parking on St Paul's street and Dine Street, which are already impossible to get parking on for residents due to the cinema.	8

Coogee Bay Road

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
1	Not idea because of the distance from the spot and the level of the path to road. With so many suits in the area I don't think there would be any benefit for people visiting the spot as the residents would probably take the spaces	1
2	This is a busy road with the bus lines too, may not be very suitable.	5
3	I'm very supportive of the overall Spot revitalization project however strongly believe the design should prioritize providing active transport, walkable suburbs and tree canopy cover/green spaces than additional parking. Parking spots should be made available for those with disabilities and then the design should focus on walking and cycling infrastructure with linkage to light rail and buses.	3
4	fantastic solution and outcome	10
5	I support the council improving our spaces to make it more liveable. Increasing the number of car parking spots does not align with goal. I do not support the increase in car parking. Especially angled parking which creates dangers on the streets and our footpaths.	1
6	I think these parking changes need to be considered as part of a much bigger picture to make Coogee Bay Road a better high street with much slower and more restricted vehicle traffic while promoting pedestrian and bike usage. Coogee Bay Road should be more walkable, the street trees being looked after (right now many trees are clashing with powerlines), and businesses should be encouraged to start up on this street. Overall traffic should be slowed down.	5

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
	Adding parking could be a positive provided you ALSO introduce measures to slow down cars even more and make the area better for people.	
7	No need for additional parking. There will be a transition period for people to get used to public and active transport to reach the Spot. No need for more noise, pollution and pedestrian hazards. This one is already busy enough. Last time I came to the Spot I was surprised the Thursday pedestrian area was gone for the Summer. It worked so well when I came in October! I maybe had oversold the spot to the friends I invited. We had a good time in a very normal restaurant but doesn't make you wanna come regularly when there is no space for terrasses and outdoors. I leave in Maroubra and was expired to leave my car at home this time.	3
8	Coogee Bay Road is a busy thoroughfare with trucks, buses, vehicles and bicycles all travelling at various speeds. Narrowing the road will make it more dangerous. In addition, depending upon the time zone limits for the parking, it is likely to be used by staff at nearby hospitals and schools as well as commuters on the light rail. Not as intended for use by visitors to The Spot precinct	1
9	Excellent location. Very wide section of Coogee Bay Road. The spot is in need of revitalisation. Many empty shops. Has not come back since Covid. Extra seating and a more common areas such as Newmarket may be what it needs. Parking in the area is an issue.	10
10	People parking or just hanging out in the middle of the lane waiting for someone to leave will block traffic on a busy street	3
11	Great! Long overdue!	10
12	I think the concerns about reducing spots in the spot is passing trade from cars. I think extra parking in the spot is fine on the other streets but Coogee bay road will realistically just be used up by residents of apartments on that street. Also I worry that there will be new traffic issues in the mornings as cars often filter into two lanes earlier on the road easing congestion (especially at school time). There is also increased risk of damage to cars from buses, trucks (we personally experienced it from a garbage truck on the narrow Dudley St). It is worth noting I'm generally in strong favour of reduced car spaces in the spot making way for public spaces after many successful events. I also think the local business argument about car trade is over exaggerated as it was on the Coogee bay road project by the beach which sadly didn't take off. I'd love to see a manly corso type section down there as well as the European style public spaces in the Spot.	1
13	It's too far from the Spot to realistically think people were park there as they will have to walk up hill a distance to get there. Also, the schools were create challenges with people pulling out of spots	1

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
14	Taking away parking from the spot means it will be challenging for my elderly parents to enjoy the restaurants and cinema as they have less of an opportunity to park in close proximity to these places. I have pushed my father in a wheelchair from the top of Coogee bay rd to the spot on both sides of perouse road and the condition of the footpath is horrendous. Less parking for residents on Coogee bay road to accomodate an influx of people to the spot also doesn't sound like a great solution given how hard it is to find a park after 6pm	1
15	This is a long distance for people with disability	4
16	This type of parking should be in more streets that are wide enough to change and with each bay marked more cars can park fairly for everyone	10
17	Reducing parking in the Spot will reduce the frequency and ease of visiting the area	10
18	Dangerous proposal with cars reversing into approaching traffic due to: - they are opposite a primary school zone and include a drop off zone for a high school . Cars travel up this road at a higher speed than residential streets - there is a bend on Coogee Bay Rd just before the car spaces reducing visibility	1
19	That road is fine to cycle on thanks to the width. If you add all that parking, what about the sustainable road users (bikes)?	3
20	As a local resident, I appreciate the effort to improve The Spot, but I believe adding more parking is not the best approach. Instead of prioritising car spaces, we should focus on making the area more pedestrian- and cyclist-friendly. More bike lanes and greater pedestrianisation would enhance safety, reduce congestion, and create a more vibrant, accessible space for the community.	1
21	Ideally dont provide more parking! Encourages congestion and personal vehicle use instead of active transport. Massively agree with how the spot is being reinvigorated	10
22	Also worth it for the extra parks, the road is also extra wide so it may as well be used more efficiently with parking spots	10
23	Additional parking is vital. But council needs to do more as The Spot businesses are struggling. The Spot is looking very tired.	10
24	Please include timed parking on Hardiman Avenue as an outcome of this review. It will be extremely impacted by these changes. Being a no through road with very limited space it is already dangerous in the morning as healthcare, school and aged care workers stalk the street for all day parking. A bike lane should be considered along Coogee Bay Road.	9

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
25	This applies to all three streets. Coogee Bay Rd is working well as it is with two lanes available up to the lights. This a worthless survey designed to achieve the aims of those who commissioned it. The Spot requires parking spaces, be they time limited howsoever. Where is the logic in hoping more people use widened footpath dining options where there are further limitations on parking accessibility. Is similar in misguided planning to the pocket parks which are and will be total failures in improving resident amenity. RCC needs to concentrate on the basics please!	1
26	This is a great solution especially given the street width. Suggest timed parking.	10
27	Should make the area more walkable to encourage people to use active and public transport rather encouraging / increasing pollution and congestion with vehicles constantly looking for parking.	1
28	1. I'm not sure if people will use them, it feels far from The Spot. However it will impact residents less than changes to quieter streets, so I see the appeal. 2. I'm concerned about the safety impact to cyclists. Coogee Bay Road is the safest/gentlest way to leave Coogee headed for Randwick or the CBD. This proposal will narrow the wide section where cyclists are typically puffed from getting up the hill, forcing them to share with impatient motorists behind, and people parking/doing U-turns to park.	5
29	It's quite far from the Spot, can't see people using this location. Dangerous location with high vehicle & Bus speeds heading west along Coogee Bay Rd. Pedestrians need to compete with on coming traffic to park and to access their vehicles on departure. There is no safe pedestrian access for this location as the footpath is above the carriageway.	1
30	This additional parking would support light rail users. Similarly, additional parking is supported on Coogee Bay Road, but not at the loss of on-street car parking in the Spot. On street parking in the Spot should be retained, to support local business.	7
31	More parking is definitely needed, and it should be 3 hours free. People need time to see a movie, eat a meal or both without worrying about their car.	10
32	Change speed limit to 30 or 40kmph	10
33	I question the entire proposal at The Spot. So many vacant shops/restaurants, some empty for years. Why are we spending so much money on parking and street scaping when The Spot is dying a slow painful death, just like Belmore Road. Do more to entice new business before you waste money on dead zones.	5
34	Good use of space - the road is not that busy and is quite wide. You need to make sure it stays safe for cyclists	10
35	Great move.	10

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
36	More parking is good, but it is a long walk from the Spot as an entertainment precinct	5
37	Excellent idea especially widening the footpath. the Northern side should be considered in future as this will slow down traffic in that area and make it a lot safer for pedestrians	10
39	It is a major thoroughfare don't touch	1
40	How many spaces are being removed on Perouse and St Pauls roads? Will the additional spots compensate for the removal of the spaces that are more convenient for visitors to The Spot? That is my concern. There isn't enough space currently so I don't want to see a net reduction. Space should be for 3 hours so that people can watch a movie.	7
41	Long overdue Also, fix the drainage at the (new) pedestrian crossing in Peruse Street at the corner with Soudan and Aeolia streets. It overflows every time there is rains! I walk through the Spot every day to Randwick	10
42	A commonsense approach to parking issues at last. Could I please ask the Council to look at replicating this on other suitable roads in the Randwick/Coogee area - Dolphin Street between Mount and Carrington for one.	10
44	Makes street too narrow to navigate through.	5
45	Is the 370 bus stop retained as this is a vital service used by many residents in the area, especially the people in the retirement village, nursing home, school students, university students, hospital staff and people attending the clinics in the hospital and units nearby. Will the busses that double park in this area no longer be allowed to do so, they take students from the school to sport and excursions. I am sure that the busses could have a pick up zone in St Pauls Street near the school.	5
46	This will be great but I imagine hospital staff will use it the most	10
47	This space is valuable and could be used for active modes, could form part of an on-road cycleway, not allocated to parking.	1
48	The change from parallel parking to angle parking makes what was once a safe cycle route because of the width of Coogee Bay Road now an awful squeeze point. Basically bike riders will be squeezed into the now single lane of traffic. What is particularly bad is that the cyclists are climbing and therefore slow. This will make cars/buses/trucks impatient and take risks passing cyclists.	1
49	Maybe they could extend further to the east along Coogee Bay road.	8
50	Very good solution	9
51	I am concerned that reverse parallel parking will create a safety hazard given the 40km/hr school zone on Coogee Bay Road. The safety zone extends for almost the entire zone of the proposed changes. The proposed changes will narrow the roadway. How has the safety zone been considered in	2

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
	recommending the proposal? Has a traffic assessment been undertaken? If not shouldn't this be done to ensure safety is considered.	
52	I regularly attend the spot for weekly dance classes and medical appointments for my children. Parking is already very difficult in the spot without moving parking spots from st Paul's street. We will be unable to continue to support local businesses without parking close to the businesses.	1
53	I have wanted this change for many years. It seemed so obvious that angle parking should be implemented.	10
54	I think the proposed changes are long overdue as this part of Coogee Bay Road has been underutilised for street parking HOWEVER I am VERY concerned re the practicality / safety of implementing these changes, especially with school car lines, very busy peak hour traffic along with speeding electric bikes flying uphill racing to grab a lightrail. I have lived in this property with my home office over looking the street for 12 years. I have worked in the area for almost 30 years. You need to consider ALL aspects for Coogee Bay Road as it is a very busy street now. I'm often parked in unable to get in and out of my home due to car traffic / school pick up lines etc so I've no idea how you propose to having cars reverse angle parking within this chaos? Cars rat running down Don Juan to avoid the Allison Road lights... school kids... electric bikes...not to mention very busy foot traffic. I'm all for sorting this out especially given the light rail was built without appropriate parking for commuters. I think speed limit needs to be reduced from Judge Street upwards - potential roundabout to break the flying up the hill approach (not to mention the flying around the corner approach) You would absolutely need to install a solid concrete medium strip without question. There are 5 schools close by, a light rail station, 4 hospitals and UNSW. Lets plan for the future not just for a few grunted residents who will be put out buy finally beautifying The Spot - which is long overdue.	6
55	This looks ok. I am a resident of Hardiman Avenue around the corner and am concerned that the changes to parking might push people into our street for parking. I would like to request that the street is put on timed parking to alleviate the stress of finding a car park with a toddler on a steep hill. I remain supportive of this proposal on the condition that Hardiman Avenue gets timed parking.	7
56	I'm supportive and would also like other surrounding streets in the Spot area assessed for timed parking to assist resident parking availability.	10
57	This is 100% the wrong approach to reduce reliance on private cars we need to reduce the amount of parking and encourage cycling walking and public transport.	1
58	Coogee Bay Road likely has lots of traffic. Are you sure this angled parking will not make the road less safe? Also, I would rather have on-street parking removed altogether. It's terrible visibility, and the cars are exposed to hail, sun or falling tree branches. Please make a long-term plan for how to take all cars parking off the street. That should involve requiring and and all building developers to provide	2

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
	underground car, motorcycle and bicycle parking not only for the residents of their building, but also additionally for other road users. Sure, some emergency/short-duration parking can be left on the street. For ambulance, police, fire trucks. For grocery delivery trucks, AusPost and other delivery people. But residents should have options to park off the street, for themselves, their family and guests.	
59	Yes it's a great idea for extra parking. As a local who lives at the spot any extra parking is a good thing. Don't forget to put in hanging baskets at the spot. They look great in other suburbs. Thanks	10
60	Yes hrs and residents will be having to go round n round to look for parking	6
61	Best choice, however traffic and congestion will be also an output. Recommend parking rear in at 90 degrees so those pulling out can see traffic.	10
62	A very bad idea and I am completely against it. The parking change will result in narrowing of the arterial road, traffic delays and increased congestion as a large number of cars manouver in and out of angle parking. The parking is drawn in the wrong direction in the concept plan - just imagine pulling into the spot when driving from Coogee Beach - the direction should be different . I am also against the additional cost as this proposal will require a construction of a footpath - a duplication of the existing footpath running on top of the wall where the existing parking adjoins to. I would rather \$\$ went to essential construction work rather than duplication of existing assets All that this proposal is doing is shifting the problem from one area to another. A different solution is required, such as construction of a parking station	1
63	Yes, I agree with the proposed changes. Adding extra parking spots on Coogee Bay Road would be beneficial.	10
64	This road is busy enough already. Adding in angled reversed parking will make it much busier and harder for locals and visitors to travel from Coogee Beach. There is a large residential apartment building adjacent to these changes and more parking will create more noise and traffic late at night.	1
66	Totally supportive. I would suggest, as the road is really wide, to consider including a garden bed along the road with a minimum width of 1.5m to support planting of mature trees, similar to Avoca Street near Randwick Barracks to reduce Urban Heath Island effect.	10
67	I like the investment in a footpath. This road is comically wide right now so I am in support of these changes. Again I am generally against more spaces being added and would prefer to see investment in safe cycling infrastructure to encourage more people to ditch their cars.	7
68	The additional 16 spaces are good but nowhere near enough in the area overall and not enough spaces close to amenities for those who cannot walk that far. Whilst I used to go to the Spot quite often some years ago, I now completely avoid it due to the lack of parking.	5

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
69	This is extremely dangerous on a key thoroughfare. The cars constantly backing out of these proposed spaces will make it unsafe for people riding bicycles. As an alternative, Please provide MUCH more BICYCLE PARKING and facilities to invite and encourage people to use their bikes to travel to the Spot as an alternative to driving. This will reduce the need for car parking.	1
70	All good. The only point is the parking restriction, i.e., times. During business hours, 2 hours maximum. Weekends three hours from 9 -5. Iso allocate some handicap parking and consider giving residents parking.	10
71	Changes to parking on Coogee Bay Road should be made REGARDLESS of what is happening on Paul Street in the Spot.	10
72	Introducing angle parking to Coogee Bay Road will narrow the street, making it more dangerous for cyclists. Instead of more parking for cars, RCC needs to install more bicycle racks in and around The Spot to encourage this sustainable transport mode.	1
73	Makes great sense... the road is wide and can accommodate	10
74	instead of increasing parking increase public transport including lobbying to have the light rail extended from randwick to coogee beach and or mini buses that shuttle regularly.	1
76	Reducing speed at the top of the hill is good.	10
77	This makes absolutely sense and should definitely be done, the road is way too wide here.	10
78	I'm concerned about accidents occurring due to parked cars sticking out further into the road on a fairly busy thoroughfare. I guess it will come down to road design especially on the approach up the hill.	8
79	Main concern is safety!! There is no foot path along the proposed parking area and it is a pick up drop off area for school buses & possibly residents & visitors to aged care facility in this location.	1
80	I think it would be good to utilize the very wide street of CBR into more car spaces without taking away from St Pauls St. It would hopefully increase traffic, would need to be a mix of 1 hour & 3 hour. What about School Zones - assume still no parking there during school pick up & drop off times? If any of the parking changes happen there would need to be clear signage of where alternative parking is available.	8
81	In the proposal I couldn't see anything about accessibility parking. Also thinking this is a great areas for seniors to enjoy the movies and the restaurants. I would hate to see the impossibility of parking nearby shops limit the ability of seniors or people with reduced mobility accessing a recreational area.	8
82	My comment relates to the other side of Coogee Bay Rd to the new parking. Don Juan Ave is a very narrow road but a lot of traffic accesses it due to the No Right Turn from Avoca Street onto Mears Ave. When turning right onto	5

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
	Coogee Bay Rd from Don Juan Ave, it is close to impossible to see oncoming vehicles due to parked vehicles on Coogee Bay Rd on the west side of Don Juan. Ideally, there should be a no parking zone for two car lengths on the west side of Don Juan to improve visibility for turning vehicles. Another quite concerning issue is that vehicles emerging from Don Juan Ave cannot see pedestrians due to the brick wall at the corner of Coogee Bay Rd - part of the Red Cross complex. Quite often I have seen pedestrians almost hit by fast moving vehicles accessing or leaving Don Juan here. A "slow for pedestrians" sign would be the minimum requirement but perhaps also a zebra crossing.	
83	I do NOT support any removal of parking spaces on St Paul St. There are already too many empty shops at the Spot. Removing parking spaces will remove the incentive to park quickly and buy something from those shops. Exactly the same thing happened on Belmore Rd when the light rail changes removed many parking spots. It used to be so convenient to just stop outside one of the shops to pick something up quickly, now I just go elsewhere because it is less hassle. I have spoken to many people who say the same thing.	1
84	The change to angle parking will slow the traffic along Coogee Bay Road.	1
85	Parking will be safer and easier in this street compared to parking in St Pauls St and Perouse Rd immediately in front of restaurants, theatre and other businesses. People frequenting restaurants and theatres at The Spot tend not to be rowdy when arriving and leaving. I can't wait for The Spot revitalisation to be completed,	10
86	The suggested angle parking in Coogee Bay Road in addition to the narrowed roadway could reduce safety and increase congestion. On school days (mornings & afternoons) there is a lot of school related traffic; double parking on the north side of the road leading to through traffic moving across the median; many cars doing u-turns to access the primary school; and lots of traffic in and out of Don Juan Avenue turning into the proposed single traffic lane heading west. In addition, long work vehicles often park overnight and at weekends on the southern side of Coogee Bay Rd, They will intrude into the narrowed roadway. Many people living in the area do not have access to off street parking (and may not be eligible for a parking permit because to the Councils restricted access for residents with more that one vehicle or a garage that is impossible to access). These 'residents and rate payers should be given untimed access to the new parking spaces. From my observation, the only time that access to businesses at the Spot would be impacted is be during the evening - any timed parking restrictions should allow longer parking periods during the day and overnight.	7
87	Two schools in the area and a proposed cycle route. No direct access to a footpath on the southern side of Coogee Bay Rd. Safety issues make this a dumb idea.	1
88	It's quite a long way to walk back to the Spot from here. I still recommend that the bus stops on Perouse Road be restored to their length prior the	7

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
	introduction of articulated buses to allow for short term parking for the collection of take away orders.	
89	This proposal requires independent road safety audit. From my perspective it will be dangerous to have cars swinging out to park into angled parking given the speed and volume of traffic on this road including cyclists. I understand that this proposal was previously trialled and reverted to parallel parking due to safety concerns.	1
90	Coogee Bay Rd is not such a busy road. The proposed parking is a good idea and I believe it could be extended to across the road. It is a straight safer road with good visibility. Footpaths are wide or won't be impacted	6
91	I could see these spots being used so people can take the light rail into the city, but ultimately, the plans will push people towards. My reasons for opposing the proposed parking changes are the same as for Stewart Street. I'm concerned that adding more parking spaces around The Spot contradicts Randwick Council's goals to reduce carbon emissions and promote sustainable transport. The Council's own Integrated Transport Strategy aims to decrease private vehicle trips, but increasing parking would do the opposite. Instead, we should be encouraging visitors to use sustainable transport options, including making it safer for cyclists. Please, let us prioritise actions that help us move towards the Paris Climate Agreement - not against them. Let's support a greener future for all lucky enough to live in this beautiful part of the world.	3
92	I represent BIKEast as it's Randwick coordinator, and we (it's leadership) have emailed a PDF document as submission representing our members.	1
93	If you make this timed parking, the poor hospital staff have further reduced parking. They don't all live in the area and at times public transport times make using this option untenable.	1
94	Sensible use of a wide area of Coogee Bay Road. Please consider lane markings at lights to progress straight ahead or left into Perouse Road - especially with the bus stop remaining. Whilst supportive of the parking I would also like to see improved fencing to better block the lane next to Brigidine College, parallel to Coogee Bay Road, negating the temptation to scale the fence (which is old and needs replacing). As this lane leads directly to private residences it needs to be better secured from Coogee Bay Road. Please note we currently maintain this lane (free of charge) on behalf of Council and often dispose of rubbish that is thrown there. As an additional comment, I live on Perouse Road between Coogee Bay Road and the Spot. My driveway is clearly marked but is constantly used by people parking there picking up or delivering meals, checking into Perouse Lodge, going out to dinner and even on occasion going to the movies at the Ritz. Whilst the additional parking in Coogee Bay Road is welcome, I am concerned that people looking for parking may take the opportunity to use my driveway for parking as close as possible to the Spot. As part of this upgrade I would	8

	Coogee Bay Road comments	Level of support (1 = not at all supportive 10 = very supportive)
	like Council to re-mark the driveway and am open to suggestions about longer term considerations such as a No Stopping signage for the driveway.	
95	It's too far away to be relevant. No one will walk from Coogee bay road to the spot. It would be better to turn the 3 hour parking on St Paul's to short stay (1/2 hr or 1 hour) and allow residents permits. You could also consider making the untimed parking on St Paul's street timed with resident exceptions.	3

D. Parking proposals community submissions

*Also made a comment on Your Say Randwick

	Comment	YS
1*	Dear Councillor, Please see attached the concerns that our street residents have expressed regarding the proposal for parking in Stewart Street. My husband and I are very distressed, we value the strong community that has developed in our street. We feel very anxious about ambulance access to the street – it will be a single lane with no turning circle so will be very difficult for an ambulance. At our age we would like to feel secure that an ambulance would have ready access to our home. The additional noise and traffic congestion, and intoxicated restaurant patrons looking for their cars at night will all cause more anxiety for use. Please consider the issues raised in the attached document. Dear Randwick City Council, We are writing as residents of Stewart Street to express our concerns regarding the proposed parking changes for our street as part of The Spot Streetscape Upgrade project. On March 30, 2025, residents from 25 households on Stewart Street...and a resident from...St Pauls Street, and a resident from...St Pauls Street met to discuss the Council's proposed changes. After thorough consideration and discussion, we unanimously agreed that Stewart Street is not suitable for the proposed parking changes. Several residents will be attending the upcoming Randwick Precinct Meeting on Wednesday, April 2, 2025 to further discuss our concerns. We note that in 2004 a similar proposal for Stewart Street to be saddled with overflow parking from The Spot was rejected by Randwick Council, due to significant resident opposition (see minutes of the Works Committee Meeting, 2 November 2004). Twenty years later, residents remain opposed. We are a close-knit neighbourhood with a long, sustained history of valuing the safety, accessibility, and sense of community of Stewart Street. We come together to urge Randwick Council to again make the right decision to reject the proposal for excessive, unsafe parking that is seriously disruptive and distressing to the Stewart Street community. 2004 PETITION SUBMITTED BY HIS WORSHIP THE MAYOR, CR M. MATSON ON BEHALF OF THE RESIDENTS IN STEWART STREET OPPOSING COUNCIL'S PROPOSAL FOR ANGLE PARKING IN THE STREET. (98/S/1173 xr R/0693/02-01) https://randwick.infocouncil.biz/Open/2004/09/OC_21092004_MIN.HTM Our concerns fall into three main categories: 1. Logistics and space considerations • Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane – inadequate for two cars to safely pass each other. As a no- through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. • Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate maneuverability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks	1

Comment	YS
including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services. • Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with maneuverability. • At odds with current design principles: The proposed plans are directly at odds with a range of design principles, including those in 'Street Design Guidelines' by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a 'new development', current design principles should be considered. Notable guidelines include: ◦ No-through road residences: Where cul-de-sac/no-through roads are used: "limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most." Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it's a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. ◦ Social interaction: Local streets "should provide a pleasant environment that encourages walking and social interaction" and "can become an extension of the residents' usable open space and the street design should enhance the amenity of these lots." The residents of Stewart Street have always utilised the street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." 2. Loss of community and amenity • Devaluation of properties: The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. • Impact on heritage conservation: Stewart Street is listed as a conservation heritage area. Perpendicular parking will create visual intrusion, increased traffic and noise pollution, and potential damage to sensitive areas (including original sandstone kerbs and gutters), ultimately being incongruous with the area's historical and aesthetic character. • Residential zoning and character: Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet, community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. A low density residential street should not be changed to serve a business zone. In doing so, it will negatively impact the quality of life for Stewart Street residents. • Noise, light, and environmental impact: Increased traffic would result in more noise from vehicles, idling engines, car doors, and patrons talking at night, as well as increased air pollution. Car lights will shine directly into the front bedrooms of	

Comment	YS
homes, significantly impacting the well-being of those residents. 3. Safety • Reduced visibility: The proposed parking changes would significantly reduce visibility when moving in or out of the parking spaces, creating hazardous conditions. • Increased traffic dangers: Converting our residential street into what would essentially function as a commercial parking area would encourage non-resident traffic, speeding, and dangerous driving behaviours, particularly from alcohol affected motorists. • Child safety concerns: Many families with young children live on Stewart Street, and children regularly use the street to learn to ride bicycles and play sports. The increased traffic would create an unsafe environment for them. • Pedestrian walkway issues: The existing walkway between Stewart Street through Nancye Street to St Paul Street is uneven, poorly lit, and lacks a proper pavement, presenting additional safety concerns with increased pedestrian traffic. Alternative solutions We propose that the Council consider more appropriate alternatives: 1. Wilson car park utilisation: The nearby Wilson car park is a purpose-built facility that is currently under- utilised and not promoted in such a way that potential customers of The Spot overlook this facility in favour of contesting local roads. A recent count on Friday, March 28, 2025, at 7 PM showed only about 40 of 152 spaces in use. 2. Business partnerships: The Ritz Cinema already has an arrangement with Wilson car park for a \$7 flat rate for the entire evening. We suggest the Council work with other local businesses to establish similar arrangements and actively promote these to patrons. 3. Public awareness campaign: Increase public awareness of existing parking facilities to direct visitors away from residential streets. These alternative solutions would support The Spot's businesses while preserving the character and safety of our residential street. We appreciate your consideration of our concerns and would welcome the opportunity to discuss this matter further. We request that this opposition be recorded and considered in the Council's mid-2025 report on The Spot Streetscape Upgrade consultation. ADDITIONAL SUBMISSION: We are deeply concerned about the proposed changes to parking in Stewart Street. It is a no through road, so creating a single lane with no turning circle at the bottom means that vehicles will need to reverse all the way back. There are no side streets or side lanes so no way that a vehicle can pull over when there is an oncoming vehicle. This will create problems for rubbish collection – at present bins are placed on the edge of the road, where will they be placed? Emergency vehicles like ambulances and fire trucks will have restricted access. There is a Wilson's car park at The Spot which is under-used – the Ritz theatre subsidises parking there for patrons. Coles Plaza in Belmore Road is similar: shoppers present a receipt and have free parking; Council could make such an arrangement.	

	Comment	YS
	We understand that Council is concerned with the vibrancy of The Spot, but a major blight there is that the most salient corner, at the intersection, is a large two storey building that has been unoccupied for more than 5 years – apparently the owners choose to leave it like that. Does Council have any power to address this issue? Council is concerned about the vibrancy of The Spot, but what about the attraction of beautiful residential areas? Such areas are rare in the inner city and add enormously to the attraction of Randwick. This is also a very unjust situation for residents of Stewart St who have paid millions of dollars to live in a quiet residential street and now it is under threat of becoming a parking lot for The Spot, which will greatly devalue the homes and destroy the sense of community we share, like the street parties, and children playing outside. With more late night restaurant customers frequenting the street, littering, as they do already, with cans and bottles, we elderly residents are not going to feel safe. We would greatly value your assistance in this matter.	
2*	I am an owner of number...Stewart Street, Randwick, and I am fully opposed to any changes to parking in our street. I am also disappointed at the process and lack of initial consultation with us as residents of the Spot until gossip and hearsay alerted us to what was being proposed, so that luckily we had time to make comment and take action. We bought our house because it is was a classic Californian bungalow in a beautiful quiet family friendly street and in close proximity to the Spot, restaurants, shops, Belmore Road and walking distance to the beach. One of the first renovations we did to our house was to change a single car garage into double garage and carport to remove our cars from the street. Our children have grown up playing cricket and learning to ride their bikes on the street, and we have made life long friends with our neighbours who still live in the street after 20 years. We have a street Christmas party, Halloween party and Easter egg hunt and I do not feel it appropriate for our street to be targeted for increasing parking spots. There are numerous reasons why it is not appropriate and should not go ahead: • The street is already a bottle neck when garbage trucks come , delivery trucks and workman trucks • Garbage bin pick will be chaotic as bins placed in the middle of the street will block the street at a time when residents need to leave to go to work/school • Our home values will devalue • There is a significant safety concern for young children and older residents with the number of cars proposed as already cars speed up and down looking for parking • The street which is listed as heritage conservation will not be such with so many car spaces added and increased noise, pollution etc • The cars parked parallel and perpendicular to the curve will shine light into my front room where we have a bedroom • The additional car spots will mean more people, noise and garbage and effect our general comfort and life especially at night and weekends • People park in our street because there is not sufficiency parking for hospital employees and kids who drive to school at Brigidine and people who park at the end of the Light Rail line non of which should be our issues as residents of a small no through road. • There is already a purpose built car park at the Spot that people do not know exists and is under utilised • The reason the Spot has become quieter is not because of lack of parking it is	1

	Comment	YS
	because so many shop front are empty ? Because of rent prices perhaps or owners decision not to renovate and put tenants in I hope that mine and all the other views of my fellow Stewart Street residents are carefully considered and that the only and sensible decision is to reject this proposed parking change.	
3*	I am writing on behalf of BIKEast to submit our comments to Randwick City Council (RCC) on the proposed parking additions, following on from the consultation regarding the streetscape upgrade at The Spot in Randwick. General comments The Spot is a popular destination for residents and visitors. We acknowledge that RCC has proposed a significant people-focused upgrade of The Spot. However, it's unfortunate the council seems to be bowing to pressure from car users and adding extensive additional parking in surrounding streets. This will have a flow-on effect of encouraging people to attempt to drive and park, in what should be a sustainable transport-focused and people-focused 'upgrade'. Adding car parks seems to run counter to the council's stated aims of encouraging sustainable, public and active transport modes, reducing congestion, ensuring safer streets for all road users, and reduced emissions. Specific comments on the proposed locations Coogee Bay Road • Coogee Bay Road is a popular cycling route from Coogee Beach to Randwick, The Spot, Randwick's Medical precinct and the Light Rail Terminus. Coogee Bay Road is identified as part of Tier 1 Cycling Route C3 in the Randwick Active Transport Plan. Council has been granted Transport for NSW funding to develop this section of Coogee Bay Road as a key element of this route. - We are concerned that the proposal to implement angled parking bays will make it less safe for people riding bikes in existing on-road bike lanes and impossible to construct a fully separated cycleway along this section of the road - a solution that we believe should be considered for improving the safety of this route and encourage more people to ride bicycles between Randwick and the Coogee Beach area. • Angle parking will also reduce safety for people riding bicycles by impairing the sightlines of drivers exiting The Grove Hospital and Brigidine Catholic Healthcare on to Coogee Bay Rd. This risk is becoming more significant with the growing number of large SUVs. • We believe that Coogee Bay Road would be safer for all road users if a 40km/h speed limit was applied at all times of day (rather than the existing 8.00-9.30am, 2.30-4.00pm School Days), particularly those parking, exiting parking, cyclists approaching, and buses passing. Lee St and Stewart St • If additional parking is installed, these streets would benefit from a 30km/h speed limit (as we advocate for in our previous submission in Perouse Rd, and St Pauls St) due to the increased frequency of cars slowing, turning and reversing. • Consider installing suitable bicycle street signage and on-road stencils to encourage driver awareness when stopping and reversing. Concluding remarks BIKEast requests that Council consider and incorporate our suggestions regarding The Spot parking additions at Lee / Stewart Streets, and Coogee Bay Road. We also hope RCC will give serious consideration to our previous suggestions regarding improvements to local facilities that are aligned with the goal of prioritising public transport and active transport over private vehicles when seeking solutions to traffic	1

	Comment	YS
	congestion. We thank Council for providing the community with an opportunity to comment on this project and are happy to provide further input regarding our suggestions for delivering better outcomes.	
4	Dear Randwick Council, please do not remove any parking on St Paul's St. It is impossible to find parking and I would instead suggest to leave existing parking and also make the changes to add parking in Lee St, Stewart St and Coogee Bay Rd for additional parking spots. I know of many Eastern Suburb locals who avoid going to the "Spot" for dinner and drinks due to lack of parking.	
5	I've lived at...Lee St Randwick since 1997 and just have a few points to make: 1. The space outside 1 Lee St will soon be a driveway so that will be one less space on this street 2. Many cars do U turns at the corner of Lee and St Pauls, so building a roundabout there would be useful 3. There's possibly more room for rear to curb on both sides of Lee St? 4. Making Lee St a cul de sac where it curves and joins Ivy St could free up some more parking space and avoid the frequent near collisions between cars turning into and out of Ivy St simultaneously 5. If the northern part of Lee became a cul de sac, the part of Lee St that extends from Howard St to Ivy St could become a one-way St. This would help to avoid the frequent near misses and reversals that occur in that stretch of Lee St as there's room for only one car travelling through that section at a time. As it's tricky turning right from Lee into Howard, I'd suggest making the direction of the one-way traffic come from Howard St onto Lee St and then via Ivy St to La Perouse St . I hope this helps with your plans. ADDITIONAL SUBMISSION: I just noticed another mistake in the map, which is that there's room for two cars outside Number 5 Lee St, you'd just need to paint guide lines so people don't park in the middle. Otherwise two cars fit easily. Or possibly three if you want rear to curb there also.	
6*	I am requested the following details in relation to the proposed parking changes to Stewart Street as part of The Spot streetscape upgrade: - Proposed width of the angled parking spaces - Proposed length of the angled parking spaces - Length that the proposed angled parking spaces will cover along Stewart Street - Proposed width of the parallel parking spaces - Proposed length of the parallel parking spaces The proposed plan only includes the traffic aisle width (5.1m) and the street width (12m).	1
7*	Thank you for providing a further opportunity to comment on Randwick Council's traffic engineers plans for The Spot Precinct upgrade. As a local landowner of a shop-top residence, I reinforce my objection to the project and ask council to go back to the drawing board. It is concerning that council has not listened to what the community are trying to tell you. While it is about the loss of parking in the street adjacent to businesses , it is also about the loss of parking immediacy and convenience for visitors that will have a detrimental impact for business. I commend council for seeking other opportunities to provide further parking within the precinct and this should happen regardless of the outcomes of this these	1

	Comment	YS
	precinct upgrades. However, I am sure the residents of Lee and Stewart Streets are not going to be happy with their “dead end” street becoming a quasi-car park. Where are the assessment reports that consider the impact of different vehicle circulation pattern within the precinct and the impact of these additional required traffic movements on the tight and narrow streets. The impact of the proposed Spot precinct upgrades, most importantly the removal of parking and extension of footpaths, unfortunately negatively bias businesses that are not food related. Nobody wants to go and park around the corner to visit the dentist, the doctor, drop into a newsagency or shop for a quick 15-minute stay. Shopping at The Spot during the day is all about being able to find a short-term park near your destination, providing you the opportunity to complete your errand as efficiently as possible. There are already a number of vacant shops within The Spot, and we do not want to see this continue or get worse. Removing the immediacy of parking will be the death nail to this great little place. What about the need to be able to drop off people to the cinema or pick up the kids from the dance school. What about people that are less mobile or aged? The concept remains naive and overly simplistic. Where is the assessment the impact of removing parking and relocating it to Coogee Bay Road, Lee and Stewart Streets, especially in terms of traffic flows and traffic management within the precinct. More vehicles will just unnecessarily travel throughout the precinct looking for parking resulting increased trips and movements. I continue to be concerned that this project is being run by councils traffic engineers and is not being considered from a land use and planning perspective. The solution is not simply about providing alternative parking for those spaces that are being removed. It needs to be about looking at another approach that responds to the variety of needs of people visiting and the businesses that make up to soul of The Spot, and not just those wanting to have an outdoor dining experience. What additional engagement is being conducted, not only with those residents that will be impacted by the change of car parking requirements but also with the general community that uses The Spot. The previous concept came from “left field” and was advertised for comment over Christmas and the New Year. It is inappropriate that community are not given a reasonable opportunity to be engaged in such significant changes that will impact the viability of the business community in the precinct. Can I also request to be informed once final report on the proposal is ready to go to Council for debate. And I assume this report will also consider the estimated cost of all the work and a cost benefit analysis to demonstrate the outcome will be worth the investment. Thank you again for the opportunity to provide a submission.	
8	I live ~1KM from The Spot, but not on of the streets in scope of the proposal. I strongly support the changes to improve pedestrian safety & amenity at The Spot, but I don't agree with the proposal to offset parking losses on the suggested surrounding streets. Randwick is already struggling with congestion, and I don't see more street parking as a sustainable or safe solution. If proposals for more parking aren't coupled with strategies to reduce or limit the amount of cars or car trips (e.g. safe active travel infrastructure or public transport, and ratcheting down on street parking permits), then we won't increase the availability of parking long term - we	

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	will only increase the number of cars that arrive to fill any available parking. More parking only kicks that can further down the road for a future generation to deal with. Aside from contributing to congestion, it also reduces safety for people who don't drive. I mostly rely on walking & cycling, and am frequently at risk from dangerous driving on our roads, even on what should be relatively quiet residential back streets. It is slightly demoralising to see the speed & effort the council applies to even minor inconveniences for car drivers, compared to the relative inaction to improve safety for active travel users - despite that latter more strongly aligning with the council's own published strategies, and vision shared as part of the recent Environmental Levy submission. If parking must be increased here in the short term, please try to make sure there is a plan to prevent more & more cars taking more & more of our public space longer term. The current strategy is unsustainable not only from an environmental standpoint, but also a logistical & efficiency one. It is also inequitable, and has reduced safety outcomes for the community.	
9	I wish to voice my strong objection to Council's proposal to add 20 car parking spaces (60% increase) to Stewart Street from the current total of 33 parking spaces by changing the parking configuration of the northern kerbside from parallel to angle parking. This would convert my quiet, residential street into a de facto "parking lot". It is totally unsuited for this purpose: 1. It will GENERATE MANY MORE TRAFFIC MOVEMENTS to our residential street than currently, as it will be thought of as a "parking lot", thereby attracting more drivers to seek a parking spot there. 2. It is a "dead-end" street without a turning circle at its neck requiring ALL traffic that enters the street to either execute a three-point turn or reverse out of the street (I witness this manoeuvre every week when the garbage truck reverses along the entire length of Stewart Street to empty the bins and then drives out)! Because it is a "dead-end" street and empty parking spaces cannot be seen at the street entrance, drivers seeking a vacant parking spot must turn in, drive along, and if unable to find one, either complete a three-point turn (or reverse out) to exit the street and continue their search. Even now at busy times, there is often a bank-up of cars waiting to do their three-point turn to egress the street! This will only be exacerbated by Council's proposal. 3. Stewart Street has a local neighbourhood feel to it and our community enjoys a variety of human interactions which actually take place on the street: children play; neighbours talk; people walk their dogs; it is a popular local pedestrian route because it provides access through to The Spot via a pathway at the neck of the "dead-end"; and residents even enjoy their annual Stewart Street Christmas Party right on the street via a temporary (Council approved) road closure. Council's proposal will turn the street into a busy "parking lot" which is NOT COMPATIBLE WITH THIS NEIGHBOURHOOD CHARACTER. 4. Given the mix of human and traffic activity that takes place on Stewart Street, Council's proposal to convert the existing parallel parking to 90° angle parking will also increase safety concerns, since drivers who are angle parking have more limited visibility to the rear of the car when entering the space (if rear to kerb) or exiting the space (if nose to kerb). In closing, I wish to stress that Stewart Street is a residential street. It is NOT suited to Council's proposal which would turn our street into a de facto "parking lot". Such a land use would be a "traffic generator". It is totally unsuited for that purpose being a "dead-end" street that does NOT have a turning circle, necessitating all vehicles	

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	to do a three-point turn or reverse out! The end result would be increased traffic movements, increased traffic conflicts, increased safety risks, and a real loss to the local residential environment currently enjoyed by Stewart Street residents.	
10*	the residents of...Stewart Street, Randwick, write to express our firm and unequivocal opposition to the proposed parking changes under The Spot Streetscape Upgrade. The plan to impose an extraordinary number of additional parking spaces on a narrow, no-through residential street is ill-conceived, poorly planned, dangerous, and directly detrimental to the health, safety, and amenity of residents, including our family. On 30 March 2025, representatives from 25 households on Stewart Street, and two additional residents from St Pauls Street, met to review the proposal. The outcome was unanimous: Stewart Street is wholly unsuitable for such changes, and the proposal must be rejected. Several residents attended attend the Randwick Precinct Meeting on 2 April to again raise these objections in person (we were at work at this time). This is not a new issue. In 2004, a similar proposal for Stewart Street was rejected by Council following resident strong backlash (Works Committee Meeting, 2 November 2004). The facts have not changed. Stewart Street is a narrow, dead-end residential street with no turning circle, limited visibility, and 28 properties. The Council rejected the plan then, and for the same reasons, must do so again now. Key Concerns: 1. Logistical and Design Failures Traffic bottlenecks: Reducing Stewart Street to a 5.1 m single-lane road is unsafe. Two cars cannot pass easily. With no turning circle, it's already a hazardous environment. Blocked access for emergency and service vehicles: Garbage trucks currently reverse out. Couriers and Australia Post vans double park. This proposal renders basic service access unworkable and puts elderly and vulnerable residents at risk. Waste management chaos: The proposed design leaves no safe space for bin movement, increasing the likelihood of missed collections, property damage, and public hygiene risks. Design non-compliance: The proposal contradicts NSW Government's Landcom 'Street Design Guidelines', which advise no more than 10 homes on a no-through road. Stewart Street has 28. 2. Loss of Residential Amenity Heritage damage: The area is a designated conservation zone. Increased traffic, perpendicular parking, and noise will permanently damage its heritage character. Devaluation of property: Perimeter walls may become necessary for privacy and noise reduction, undermining the open, neighbourly feel that defines our community. Zoning breach: Stewart Street is zoned R2 low-density residential. This plan effectively converts it into a commercial overflow lot. 3. Safety Risks Child safety: Stewart Street is regularly used by children for play and learning to cycle. Increased traffic and unknown drivers create an unacceptable risk.	1

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	Reduced visibility and increased collisions: Angle parking restricts driver visibility and increases collision risk. Pedestrian danger: The connecting pedestrian path to St Pauls Street is already unsafe—narrow, poorly lit, and uneven. Increased foot traffic will worsen the hazard. Better Solutions Exist Council must prioritise sustainable, common-sense alternatives (along with the plans in other councils to make the city walkable and community friendly): Utilise the Wilson car park: Purpose-built, under-utilised, and located nearby. A survey on 28 March 2025 at 7 PM found only ~25% occupancy (40 of 152 spaces)! Business collaboration: Replicate existing partnerships (e.g., Ritz Cinema's \$7 flat rate) to incentivise patrons to use Wilson car park. Public awareness campaigns: Promote existing facilities to reduce unnecessary overflow into residential streets. This is not just a planning misstep — it is a foreseeable failure with safety, legal, and social consequences. We request this objection be formally recorded in the Council's mid-2025 consultation report. PLEASE Reject the Stewart Street parking changes. PLEASE Respect residential zoning. PLEASE Preserve safety and community.	
11*	1. As a resident/ratepayer living at...Stewart St Randwick I ask the Council and Councillors to consider the following comments and observations in relation to the Concept Plan for parallel parking in Stewart St. 2. Photo/Sketch Stewart St: My first observation relates to the photo/drawing (enclosed with Ref B) of how Stewart St would look with parallel parking. The sketch is grossly misleading as it shows all cars exactly the same length and all sedans. It does not include SUV's, station wagons, large utes, delivery vans etc. These other vehicles are all much longer than the average sedan and will encroach towards the middle of the road to a considerable degree. Two-way traffic in Stewart St will be challenging if not impossible. 3. Risk Assessment: Noting that Stewart St is narrow and a dead end, and with the potential for 53 vehicles to be parked in the St, what type of hazard and risk will this pose for Fire Engines, Ambulances and Garbage Trucks to enter, turn and egress from the St. Has an independent Risk Assessment been carried out in conjunction with NSW Fire Brigade and NSW Ambulance and Police? I would expect that good governance by Council would necessitate such an assessment. A large fire in the St would likely require more than one Fire Engine and possibly Ambulances all crowded into a small dead-end St. In the event of such a disaster Council may well have to defend itself against legal liability especially if no Risk Assessment had been conducted as the potential for harm is clearly foreseeable. 4. Noise Factor: Residents are entitled to amenity and quiet enjoyment of where they live. At present noise from persons leaving restaurants and getting into their cars in Stewart St is significant especially Friday through to Sunday nights. The noise factor if 53 vehicles are parked in the St will be considerably more.	1
12	Seems like a great idea as long as the flow of traffic isn't affected	
13*	Dear Councillor Parker Stewart Street Parking Proposals	1

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I am writing to oppose Council's proposals for changed parking arrangements in Stewart Street which is part of the response to the plans to develop The Spot as a pedestrian precinct and entertainment quarter. Together with most of the residents of Stewart Street, and other residents in nearby streets, I supported a submission to the Have Your Say platform as part of Council's consultation process. A copy of that submission is attached. The Council's proposals for Stewart Street parking: • Do not meet relevant urban design and development standards • Would render the street unsafe for residents and visitors and functionally unworkable for service and emergency vehicles • Reflect a narrow and untested engineering analysis which fails to integrate the full mix of social, environmental, engineering, safety and economic impacts on the way the street works and the community it supports. As the Council did 20 years ago when a similar proposal was made, Council should withdraw these proposals and explore other more appropriate solutions to the parking issues associated with The Spot plans. Council should consider these points as the basis for the decision on these flawed and unworkable proposals: 1. The proposals appear to be non-compliant with the relevant planning standards. For example: • Length of parking spaces: A minimum length of 5.4m is required (as no exemptions would apply due to high kerb of greater than 150mm and 1.2 meter slope up from the kerb). • Width of parking spaces: A minimum width of 2.4-2.6m. I understand Stewart Street would fall under medium turnover so a minimum width of 2.5m would apply. • Aisle dimensions: The lower limit width would be 5.5m where 90-degree parking but it is likely that 6.3m is required to be compliant. Advice suggests that the proposed aisle width of 5.1m does not comply with the Australian Standards code : AS/NZS 2890.1:2004. • In summary, 12m (street width) - 5.1m (traffic aisle) = 6.9m which is not enough space for 5.4m length of angled parking space and 2.5m width of parallel parking space. The proposed parking council layout would require a minimum aisle width of 6.3m. This is especially relevant for a cul-de-sac street. Advice also suggests angle parking would also not be compliant. 2. No safety audit has been undertaken; it doesn't take much imagination or analysis to see the multiple safety risks that these proposals would bring for residents and their families and visitors. These pictures (attached) were taken yesterday (Tuesday 22 April) in the morning with multiple cars double parked and already causing considerable congestions in the street. If those vehicles were parked in front of parallel parking which was already providing a narrow channel of access, it would effectively block the entire street. 3. The Council put forward similar proposals 20 years ago and in the face of strong community objection withdrew the plans. It's hard to see why the proposals that wouldn't work 20 years ago would work now in the street whose physical arrangements have not changed. I understand that Waverley Council has recently proposed angle parking in Ruthven Street (Bondi junction) but due to resident objection did not proceed. 4. In line with Council's Integrated Transport Strategy and environmental sustainability framework, there is an objective to "reduce the proportion of private vehicle trips from the 2018-19 baseline of 58% to 45% by 2031". Instead of adding more parking space, Council should be embracing opportunities to shift visitors to the Spot onto its sustainable transport network. It makes no sense to encourage use of more private vehicles by increasing parking volumes in the surrounding streets.	

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5. As our earlier submissions have noted, there is demonstrable under-utilisation of the existing Wilson car park at the Spot. That facility should be the core of any workable and balanced solution. 6. The proposed road width would also not be compliant for waste management, fire brigade access, or service deliveries. A turning circle of 18m is required at the end of a cut-de-sac for those vehicles.” 7. Finally, Stewart St has no driveways except at the ends. This makes it impossible to ‘duck and weave’ if there is oncoming traffic. Other surrounding streets like Lee St and Ivy St for example do have driveways which provides some capacity for weaving through traffic which isn’t possible in Stewart Street. In summary ... The proposals to change Stewart Street parking arrangements are unworkable, non-compliant and unsafe. As well as rejecting them for all the reasons I have laid out here and which are reflected in the many submissions Council has received, Council should think again about the purpose of The Spot plan and adopt a more integrated approach to all of the different dimensions involved. And that should include rethinking approaches to community engagement that provide for a more authentic and timely conversation to properly test and refine ideas and options that reflect the project’s purpose and its contribution to wider social, environmental, economic and urban design principles. ADDITIONAL SUBMISSION: Dear Randwick City Council and Members of Parliament I am writing in support of the concerns raised by the residents of Stewart Street regarding the proposed parking changes for our street as part of The Spot Streetscape Upgrade project. We live at...and support fully all of the following objections. On March 30, 2025, residents from 25 households on Stewart Street...a resident from...St Pauls Street, and a resident from...St Pauls Street met to discuss the Council's proposed changes. After thorough consideration and discussion, we unanimously agreed that Stewart Street is not suitable for the proposed parking changes. Several residents will be attending the upcoming Randwick Precinct Meeting on Wednesday, April 2, 2025 to further discuss our concerns. We note that in 2004 a similar proposal for Stewart Street to be saddled with overflow parking from The Spot was rejected by Randwick Council, due to significant resident opposition (see minutes of the Works Committee Meeting, 2 November 2004). Twenty years later, residents remain opposed. We are a close-knit neighbourhood with a long, sustained history of valuing the safety, accessibility, and sense of community of Stewart Street. We come together to urge Randwick Council to again make the right decision to reject the proposal for excessive, unsafe parking that is seriously disruptive and distressing to the Stewart Street community. 2004 PETITION SUBMITTED BY HIS WORSHIP THE MAYOR, CR M. MATSON ON BEHALF OF THE RESIDENTS IN STEWART STREET OPPOSING COUNCIL’S PROPOSAL FOR ANGLE PARKING IN THE STREET. (98/S/1173 xr R/0693/02-01) https://randwick.infocouncil.biz/Open/2004/09/OC_21092004_MIN.HTM Our concerns fall into three main categories: 1. Logistics and space considerations • Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would	

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create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. • Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate maneuverability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. That would also result in the congestion spilling over into Lee Street and beyond. • Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services. The proposed parking plan would often result in a situation where emergency and other service vehicles would be unable to access the street due to congestion. • Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with manoeuvrability. • At odds with current design principles: The proposed plans are directly at odds with a range of design principles, including those in 'Street Design Guidelines' by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a 'new development', current design principles should be considered. Notable guidelines include: - o No-through road residences: Where cul-de-sac/no-through roads are used: "limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most." Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it's a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. - o Social interaction: Local streets "should provide a pleasant environment that encourages walking and social interaction" and "can become an extension of the residents' usable open space and the street design should enhance the amenity of these lots." The residents of Stewart Street have always utilised the street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." 2. Loss of community and amenity • Devaluation of properties: The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. • Impact on heritage conservation: Stewart Street is listed as a conservation heritage area. Perpendicular parking will create visual intrusion, increased traffic and noise pollution, and potential damage to sensitive areas (including original sandstone kerbs and gutters), which would be completely incongruous with the area's historical and aesthetic character. • Residential zoning and character: Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet,	

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	community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. A low density residential street should not be changed to serve a business zone. In doing so, it will negatively impact the quality of life for Stewart Street residents. • Noise, light, and environmental impact: Increased traffic would result in more noise from vehicles, idling engines, car doors, and patrons talking at night, as well as increased air pollution. Car lights will shine directly into the front bedrooms of homes, significantly impacting the well-being of those residents. 3. Safety • Reduced visibility: The proposed parking changes would significantly reduce visibility when moving in or out of the parking spaces, creating hazardous conditions. • Increased traffic dangers: Converting our residential street into what would essentially function as a commercial parking area would encourage non-resident traffic, speeding, and dangerous driving behaviours, particularly from alcohol affected motorists. • Child safety concerns: Many families with young children live on Stewart Street, and children regularly use the street to learn to ride bicycles and play sports. The increased traffic would create an unsafe environment for them. • Pedestrian walkway issues: The existing walkway between Stewart Street through Nancye Street to St Paul Street is uneven, poorly lit, and lacks a proper pavement, presenting additional safety concerns with increased pedestrian traffic. Alternative solutions We propose that the Council consider more appropriate alternatives: 1. Wilson car park utilisation: The nearby Wilson car park is a purpose-built facility that is currently under-utilised and not promoted in a way to make potential customers of The Spot aware of the facility which is regularly overlooked in favour of contesting local streets. A recent count on Friday, March 28, 2025, at 7 PM showed only about 40 of 152 spaces in use. 2. Business partnerships: The Ritz Cinema already has an arrangement with Wilson car park for a \$7 flat rate for the entire evening. We suggest the Council work with other local businesses to establish similar arrangements and actively promote these to patrons given that the overall development of The Spot is to their direct commercial advantage. 3. Public awareness campaign: Increase public awareness of existing parking facilities to direct visitors away from residential streets. These alternative solutions would support The Spot's businesses while preserving the character and safety of our residential street. We appreciate your consideration of our concerns and would welcome the opportunity to discuss this matter further. We request that this opposition be recorded and considered in the Council's mid-2025 report on The Spot Streetscape Upgrade consultation.	
14	I have significant concerns about both the proposal and the consultation undertaken. - Proposal Loss of carparking will mean I can no longer stop and drop in and grab a coffee from Bat Country on St Pauls St, so they will either loose my business I will with park in residential streets, anywhere I can, go back and pick up the coffees and block up local streets. I think the concept plan is misleading on purpose in that it does not identify either carparks lost by number and on purpose is obscure about the layout of carparking to the current angle parking. I know you should show the lined spaces but they're not shown on purpose so nobody knows what you are really proposing.	

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	- Consultation I go to provide feedback form the link and there is no option for St Pauls St so clearly you don't want my feedback, so this is sham consultation. Very underwhelming. Don't you know we a residents here....where are you going to replace the cars with, what's the rationale for driving this change, kill business to The Spot? We cant park underground as its always full so where are we meant to go....clearly you dont want us at The Spot. I am 100% against this proposal	
15	I live at The Spot & have tried without success to register an account to Have My Say re street upgrades/parking changes - but basically I'm in favour of the proposals to both: Create larger pavement areas for more outside dining etc. Create replacement parking spaces on Lee St, Coogee Bay Road etc. However, I do have concerns that the proposal will lead to ever more congested, cluttered pavements - e.g. with restaurant tables & e-bikes encroaching even further on the available walking area (see photo). But if Keep Clear zones can be made clear & kept to I'm all in favour of the proposals!	
16*	Please see below a submission from the residents of Stewart Street. Thank you Dear Randwick City Council and Members of Parliament, We are writing as residents of Stewart Street to express our concerns regarding the proposed parking changes for our street as part of The Spot Streetscape Upgrade project. On March 30, 2025, residents from 25 households on Stewart Street...a resident from...St Pauls Street, and a resident from...St Pauls Street met to discuss the Council's proposed changes. After thorough consideration and discussion, we unanimously agreed that Stewart Street is not suitable for the proposed parking changes. Several residents will be attending the upcoming Randwick Precinct Meeting on Wednesday, April 2, 2025 to further discuss our concerns. We note that in 2004 a similar proposal for Stewart Street to be saddled with overflow parking from The Spot was rejected by Randwick Council, due to significant resident opposition (see minutes of the Works Committee Meeting, 2 November 2004). Twenty years later, residents remain opposed. We are a close-knit neighbourhood with a long, sustained history of valuing the safety, accessibility, and sense of community of Stewart Street. We come together to urge Randwick Council to again make the right decision to reject the proposal for excessive, unsafe parking that is seriously disruptive and distressing to the Stewart Street community. 2004 PETITION SUBMITTED BY HIS WORSHIP THE MAYOR, CR M. MATSON ON BEHALF OF THE RESIDENTS IN STEWART STREET OPPOSING COUNCIL'S PROPOSAL FOR ANGLE PARKING IN THE STREET. (98/S/1173 xr R/0693/02-01) https://randwick.infocouncil.biz/Open/2004/09/OC_21092004_MIN.HTM Our concerns fall into three main categories: 1. Logistics and space considerations • Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic.	1

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• Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate maneuverability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services. • Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with maneuverability. • At odds with current design principles: The proposed plans are directly at odds with a range of design principles, including those in 'Street Design Guidelines' by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a 'new development', current design principles should be considered. Notable guidelines include: - o No-through road residences: Where cul-de-sac/no-through roads are used: "limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most." Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it's a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. - o Social interaction: Local streets "should provide a pleasant environment that encourages walking and social interaction" and "can become an extension of the residents' usable open space and the street design should enhance the amenity of these lots." The residents of Stewart Street have always utilised the street as an enabler of community connectedness and an extension of usable space, with street cricket games, basketball games, and children learning to ride their bikes. The residents agree that the proposed changes will fundamentally undermine our connectedness and directly contradict the Council's mission of "creating a sense of community." 2. Loss of community and amenity • Devaluation of properties: The proposed changes would likely lead to decreased property values and may force residents to erect high walls both for privacy and to block out car headlights, significantly diminishing our street's sense of community and open character. • Impact on heritage conservation: Stewart Street is listed as a conservation heritage area. Perpendicular parking will create visual intrusion, increased traffic and noise pollution, and potential damage to sensitive areas (including original sandstone kerbs and gutters), ultimately being incongruous with the area's historical and aesthetic character. • Residential zoning and character: Stewart Street is zoned R2 low density residential. Residents specifically chose this street and value it for its quiet, community-oriented nature. We regularly hold community events, including Christmas parties where the Council closes the road. A low density residential street should not be changed to serve a business zone. In doing so, it will negatively impact the quality of life for Stewart Street residents. • Noise, light, and environmental impact: Increased traffic would result in more	

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17	I am a resident of Stewart Street and have been advised that the proposal is in conflict with the Australian Standards Code - AS/NZS 2880.1.2004. Could you please advise me as to whether the 5.1 meter width of Stewart Street complies with this standard for the parking that you have proposed. Your timely advice would be much appreciated. ADDITIONAL SUBMISSION: My wife and I are writing as residents of Stewart Street to express our concerns regarding the proposed parking arding The Spot Streetscape Upgrade - Proposed Parking Changes (Stewart Street)changes for our street as part of The Spot Streetscape Upgrade project. On March 30, 2025, residents from 25 households on Stewart Street...a resident from...St Pauls Street, and a resident from...St Pauls Street met to discuss the	

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Council's proposed changes. After thorough consideration and discussion, we unanimously agreed that Stewart Street is not suitable for the proposed parking changes. Several residents will be attending the upcoming Randwick Precinct Meeting on Wednesday, April 2, 2025 to further discuss our concerns. We note that in 2004 a similar proposal for Stewart Street to be saddled with overflow parking from The Spot was rejected by Randwick Council, due to significant resident opposition (see minutes of the Works Committee Meeting, 2 November 2004). Twenty years later, residents remain opposed. We are a close-knit neighbourhood with a long, sustained history of valuing the safety, accessibility, and sense of community of Stewart Street. We come together to urge Randwick Council to again make the right decision to reject the proposal for excessive, unsafe parking that is seriously disruptive and distressing to the Stewart Street community. Our concerns fall into three main categories: 1. Logistics and space considerations • Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. • Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate maneuverability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks including Australia Post and couriers double park while they make their delivery. As this will no longer be possible due to the narrowed traffic lane, trucks would likely park at the start or end of Stewart Street to make their deliveries, creating a bottleneck and dangerous turning conditions. Older residents are particularly concerned about how the changes would impact accessibility for ambulances and other emergency services. • Waste management complications: The proposed arrangement would create serious challenges for waste collection as there would be insufficient space for bins to be moved between cars from the kerb to the traffic lane, potentially resulting in uncollected waste. Unlike some streets with perpendicular parking, there are no gaps along the entire length of Stewart Street where bins could safely move from kerb to road. Bins would likely be moved by motorists seeking to park, resulting in missed collections, and bins could roll and potentially damage parked cars. Bins may also be moved to the start or end of the street, presenting further challenges with maneuverability. • At odds with current design principles: The proposed plans are directly at odds with a range of design principles, including those in 'Street Design Guidelines' by Landcom, a New South Wales Government-owned statutory corporation that is responsible for the delivery of new housing. Whilst this is not a 'new development', current design principles should be considered. Notable guidelines include: - o No-through road residences: Where cul-de-sac/no-through roads are used: "limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end. Provide access to 10 houses at the most." Stewart Street has 28 homes and, due to its length, cars already drive to the end before realising it's a no-through road, then drive at speed back up. This will be exacerbated by the proposed changes. - o Social interaction: Local streets "should provide a pleasant environment that encourages walking and social interaction" and "can become an extension of the residents' usable open space and the street design should enhance the amenity of	

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	We appreciate your consideration of our concerns and would welcome the opportunity to discuss this matter further. We request that this opposition be recorded and considered in the Council's mid-2025 report on The Spot Streetscape Upgrade consultation.	
18*	We are against increased parking in residential areas for commercial reasons in Stewart St, The Spot. First of all, if redevelopment of 'The Spot' requires 20+ parking spots, there are more convenient and less intrusive options. The most natural option is the purpose-built carpark in The Spot, Wilson CarPark. Council can organise cheaper and greater access for parking there, similar to the 500 space car park Lane Cove Council has arranged in 'The Canopy.' Link: https://thecanopylanecove.com.au/parking Furthermore, some other areas for Angle parking that will have less impact on the community and are already R1 zone/commercial are: 1. Aeolia St 2. St Paul St, East of Daintrey Crescent 3. Lee St, between St Paul Street and Stewart St Stewart St is a 'No Through Road' and designated R2 low density housing zone. We residents would not like our quiet family Street turned into an all day and night carpark. Furthermore, we formally request that Randwick City Council commission an independent road safety audit to assess compliance with required dimensions as set out in AS 2890.5: 2020 (Parking facilities, Part 5: On-street parking) of the proposed parking changes for Stewart Street as part of The Spot streetscape upgrade. The proposed parking changes include adding 20 parking spaces to Stewart Street, achieved by changing the north side of the street from parallel parking to 90-degree angled parking. We are concerned that the proposed changes are not compliant with AS 2890.5: 2020 (and potentially other relevant parts of the standard), noting: • Aisle dimensions - o A minimum aisle width of 6.3m is required to comply. This is especially relevant for a no-through road. - o The proposed aisle width is 5.1m. • Length and width of parking spaces - o A minimum length of 5.4m is required to comply. Exemptions do not apply as the kerb is higher than 150mm and there is an upward slope from the kerb for more than 1.2m, preventing vehicles from overhanging the kerb. - o A minimum width of 2.4 – 2.6m is required to comply (varies by location). As Stewart Street would at a minimum fall under the medium turnover use category, a minimum of 2.5m would be required to comply. - o The proposed parking configuration does not allow for compliance with the length and width requirements. Considering a 12m wide street and proposed 5.1m aisle width, only 6.9m remains where a minimum of 7.9m is required to comply (5.4m parking space length on the north side of the street and 2.5m wide parking space on the south side of the street). As concerned residents, owners, and ratepayers, we believe that an independent road safety audit will provide valuable insights into the road safety issues with the	1

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	proposed changes to the street. We would appreciate a response outlining the Council's plan for addressing this request. In addition to concerns regarding non-compliance with AS 2890, we would also like to restate our opposition to the proposed parking changes as detailed in a separate submission to Council on [add date], including strong concerns regarding: • Devaluation of properties • Increased congestion and vehicular traffic • Restricted freedom of movement during waste collection periods (proposed changes mean no traffic movement during waste collection as cars cannot pass) • Loss of amenity, in particular relating to noise, light, and environmental impact • Loss of community • Decreased health and safety of residents due to restricted emergency vehicle access • Negative impact on the heritage conservation designation of the street Please note, this letter shall be circulated with the Mayor, Deputy Mayor, and Councillors. We look forward to your response. ADDITIONAL SUBMISSION: We are against Increased Parking in Stewart St The Spot, as proposed by Randwick Council. Why is Wilson Car Park at The Spot never mentioned in the proposal? It has 152 spaces; and is only being used at 1/3 capacity. There were almost 100 spots empty on a busy night. This is the perfect solution to any parking discussion. Unfortunately Randwick Council has never bought this official carpark into the Discussion. Furthermore, a long term solution for Parking is required. A case Study is Lane Cove Council and their 500 space Carpark. This Council is using good Town Planning practices, rather than the small vision and short term 'solution' of finding 20 parking spots in residential streets like Stewart Street. The bigger issue is that there is a large demand and small supply of car parking in the area. Best Practice Town Planning would create free or low cost Parking; and well planned public transport; to solve parking and congestion issues. However the car is more convenient and popular; therefore a large Council owned underground car park is required. Recently Lane Cove Council with Wilson Car Park (the same owner as The Spot car park) built a 4 level 500 space underground car park underneath the Lane Cove shopping centre and entertainment hub, called 'The Canopy'. There are numerous cafes, restaurants, and live music day and night in this area, and it has been very popular among all ages. It is a beautifully landscaped car free zone. It is free for the first 3 hours and free after 6pm. See : https://thecanopylanecove.com.au/parking The Canopy - Lane Cove	

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Randwick seeks to create a similar space in The Spot, but unfortunately parking is seen as something that can be shifted to areas that are purely residential, nor will 20 proposed spaces satisfy the current nor projected demand. Lane Cove is a typical suburban shopping area, but Randwick area beside The Spot not only is this, but is adjacent to a Light Rail Terminus, and one of the largest hospitals in Australia (Prince of Wales Hospitals and Children's Hospital), and one of the largest Universities in the Country (USNW). Unlike Lane Cove, this area is also only 5 minute bus ride to an Ocean Beach (Coogee) and the famous Eastern Beaches Coastal Walk. Why can Lane Cove Council use good Town Planning principles and organise an underground 500 space car park just for a shopping/entertainment hub; yet Randwick Council with these numerous overlapping hubs feel the 'parking issue' will be addressed by destroying a Residential community area like Stewart St, for a gain of a mere 20 car spaces? I suggest Randwick Council take the example of the visionary Lane Cove Council, and arrange to build a large underground car park for the benefit of residents, consumers, medical staff, patients' families, University students and tourists. One possible area is an underneath High Cross Park, which is between The Spot and the Light Rail Terminus. A car park is especially required for the many essential workers, like teachers and medical staff, especially female health workers finishing late at night with no option facing a long and possibly unsafe commute home, because parking is not available or at a prohibitive cost; and being unable to afford accommodation closer to Randwick Hospitals. This car park will satisfy current and future demand for parking, and preserve residential community spaces. A further problem with Council and Wilson Car Park at The Spot is unfortunately it is incorrectly signposted by Council, see photo below. This may be why it is poor utilised, operating at less than 1/3rd capacity. See earlier submissions for information. At the Perouse Rd/St Paul St roundabout, there is a small blue 'P'  sign at the Ritz Cinema corner pointing Left towards Perouse Rd; when actually the Parking  Wilson, is in the Right direction; on St Paul Street. On St Paul Street you have to pass the car park before you see the sign for it, because the sign and entrance is hidden behind the Ritz Cinema building and is not visible until you have passed it. Opposite is another small blue sign but it was half covered by marketing displays from a Restaurant on the night we visited. Signage, marketing and attractive deals between the Carpark and Business need to be negotiated. Photos 1. Incorrect Signage, Parking  directions to Perouse Road; when correct Street is St Paul Street	

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	2. The only signage on St Paul Street. It's small and often lost in the Restaurant's decorations. 3. Wilson Car Park poor visibility; sign and entrance set back from the Street. 4. Wilson Car Park poor visibility; view from area just past Cinema 5. Wilson Car Park poor visibility; no signs visible when driving to Cinema. 6. Lane Cove 500 space Car Park in conjunction with Wilson 7. Lane Cove Entertainment Hub above 500 space Car Park, The Canopy We look forward to your response	
19*	I am writing to express my strong concern regarding the proposed parking changes on Stewart Street. As a resident, I believe these changes will negatively impact safety, accessibility, and the character of our community. Stewart Street is a charming, low-density, heritage-listed cul-de-sac that ends abruptly at a large wall behind a tall tree. It lacks a roundabout for proper U-turns and has inadequate 'no-through road' signage, with only one visible sign on the kerb. As a result, drivers often speed down the street searching for parking or cruise recklessly along its length, creating significant safety concerns. If the council implements these proposed changes, pedestrian movement will be severely restricted, making it difficult for residents to navigate with bins, strollers, bikes, or wheelchairs. Increased parking will also lead to additional light pollution, with bright headlights and red brake lights disrupting sleep. Noise and litter will inevitably rise as visitors snack, drink, chat, and depart—often with honking horns or revving engines. These disturbances will negatively impact residents' quality of life, worsening issues like mental health and sleep disruption. Finally, upon reviewing the general plan sent with the March 26 letter...we observed that the perpendicular lines dividing the roadway are closely spaced, seemingly designed for small sedan-like vehicles depicted in the diagram. However, many car drivers own larger vehicles, such as utes with extendable trays, four-wheel drives, and recreational vehicles. This design oversight could lead to parking difficulties for these larger vehicles. This will also mean our beautifully maintained nature strips and garden patches that we feature with a mark of pride in our street. Our nature strips may have irrigation systems by the kerbside and further back we know they cover our essential services like water, electricity, and gas infrastructure. This area is an important buffer between the residential properties and the road that we do not want to see dug up and trampled. This issue is causing unnecessary distress within our community. I urge you to reconsider these changes to preserve the safety and character of our street.	1
20	My partner...and I have resided at number...Stewart street Randwick for over 30 years. We strongly object to Council's proposal to provide rear to kerb parking on the following grounds. An increase in parking options will reduce the amenity through increased traffic noise , people movement and pollution. An increase in traffic does not conform with Council's stated aim of reducing the number of private vehicle trips in the area. Stewart street is a no through road not a cul de sac. The width of Stewart street will only allow a single line of traffic should one side of the street be made rear to kerb leading to traffic jams.	

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	An increase in traffic and people movement in the street will compromise the safety of residents in particular children and it's sense of community . Visitors to the spot should be encouraged to use the under utilised existing Wilson's carpark or walk or catch public transport as they do during parking restrictions at the time of the Spot festival. Thank you for your consideration. ADDITIONAL SUBMISSION: We are writing to lodge a strong objection to Randwick councils propose parking changes in Stewart Street Randwick. My partner and I have resided at number...Stewart Street for the past 30 years. As long-term residents and rate payers we are deeply concerned that the provision of additional parking in Stewart Street will directly reduce the accessibility and liveability of the neighbourhood. Such as proposal will increase noise, pollution and traffic congestion. It will devalue properties. Stewart Street is a no through road not a cul-de-sac so turning around to exit is problematic. The provision of rear to kerb parking ion one side of Stewart Street will permit only a single lane of traffic moving to and from the street inevitably leading to traffic jams. People living in my neighbourhood support the business community in the Spot. The parking issue for business should not be prioritised over the needs of nearby residents. Visitors to the Spot should be encouraged to use Wilson Carpark which is currently underutilised. The business community should consider an arrangement with Wilsons Car Park to make it more affordable for visitors. We remind council of their worthy intentions to reduce the number of motor vehicle trips in the area and to support local communities.	
21*	We are writing as residents of Stewart Street to express our strong opposition to the proposed parking changes as part of The Spot Streetscape Upgrade. We support the proposed upgrade of The Spot and understand parking spots will be lost as a result. The Spot already has a Wilson Parking station, which is significantly under-utilised and not well-promoted. Recent resident observations show it is often around 80% empty, even during peak times. The Ritz Cinema currently offers discounted validated parking through Wilson's, and we ask you to encourage other local restaurants to consider similar partnerships. Instead of turning Stewart Street into an overflow parking lot, these deals could be promoted when taking bookings to help direct visitors to appropriate facilities. Stewart Street is a no-through road with no turning circle. This is one of the most critical concerns. Cars that reach the end of Stewart Street must perform a three-point turn to exit. The space where this turn takes place also serves as access to a pedestrian walkway and where children often ride their bikes and scooters, and mums are walking with their prams. This will create an additional serious risks for both drivers, pedestrians and children playing. The plan to narrow Stewart Street by introducing angle parking also raises serious safety, accessibility, and amenity concerns. It would restrict access for emergency and service vehicles, worsen traffic flow, and create major issues for waste collection.	1

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	This proposal directly contradicts existing design principles for low-density residential streets, and puts unnecessary pressure on a close-knit community. Our street has a long history of community connection. It's where children play, neighbours gather, and we enjoy a quieter way of life. Turning it into overflow parking risks all of that. We are a residential street. Not a parking lot. This same proposal was rejected by Council in 2004 for good reason and the reasons still stand. I urge you to reconsider and prioritise the safety and wellbeing of the residents. Lastly, a traffic engineer and industry expert has advised the proposed parking changes in Stewart Street would not comply with the Australian Standards code which I believe is Part 5 of AS2890. (AS2890.5:2020h). We ask you to please complete an independent audit and confirm the results with all Stewart Street residents. We do hope we have your support and look forward to hopefully hearing how you can help keep Stewart Street a safe and peaceful community street.	
22*	We are writing as residents of Stewart Street to express our concerns regarding the proposed parking changes for our street as part of The Spot Streetscape Upgrade project. On March 30, 2025, residents from 25 households on Stewart Street...a resident from...St Pauls Street, and a resident from...St Pauls Street met to discuss the Council's proposed changes. After thorough consideration and discussion, we unanimously agreed that Stewart Street is not suitable for the proposed parking changes. Several residents will be attending the upcoming Randwick Precinct Meeting on Wednesday, April 2, 2025 to further discuss our concerns. We note that in 2004 a similar proposal for Stewart Street to be saddled with overflow parking from The Spot was rejected by Randwick Council, due to significant resident opposition (see minutes of the Works Committee Meeting, 2 November 2004). Twenty years later, residents remain opposed. We are a close-knit neighbourhood with a long, sustained history of valuing the safety, accessibility, and sense of community of Stewart Street. We come together to urge Randwick Council to again make the right decision to reject the proposal for excessive, unsafe parking that is seriously disruptive and distressing to the Stewart Street community. 2004 PETITION SUBMITTED BY HIS WORSHIP THE MAYOR, CR M. MATSON ON BEHALF OF THE RESIDENTS IN STEWART STREET OPPOSING COUNCIL'S PROPOSAL FOR ANGLE PARKING IN THE STREET. (98/S/1173 xr R/0693/02-01) https://randwick.infocouncil.biz/Open/2004/09/OC_21092004_MIN.HTM Our concerns fall into three main categories: 1. Logistics and space considerations • Insufficient road width on a no-through road: The proposed plan would transform our street into a yielding street as there will only be a 5.1 m traffic lane — inadequate for two cars to safely pass each other. As a no-through road with 28 households and no turning circle at the end like a proper cul-de-sac, this would create dangerous bottlenecks on a long thoroughfare where vehicles must yield to oncoming traffic. • Service vehicle access: Already, garbage trucks must reverse out of Stewart Street due to its narrow width and inadequate maneuverability at the end of the no-through road. Additionally, when parking spaces are not available, service trucks	1

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23*	Dear Dr Marjorie O'Neill MP, Whilst I have raised my concerns with Randwick Councillors, I wish to escalate the matter to you as the Coogee Member for Parliament. I live at...Stewart Street, and I am writing to express my concerns about the proposed parking changes on our street as part of The Spot Streetscape upgrade. Stewart Street represents far more than just a place to reside; it is a place where residents hold a strong sense of community. When my husband and I moved onto the street with our young child in 2020, we were warmly welcomed, and over time, we've forged strong connections with our neighbours. The unique atmosphere of our no-through road encourages a supportive, connected and safe environment that we cherish. We value our daily interactions with our neighbours and more formal celebrations, such as our annual Christmas Street party where we come together with residents from neighbouring streets, fostering a true sense of belonging. The proposed parking changes would irreversibly damage our sense of community. I also hold a range of other concerns in relation to logistical impacts, safety and amenity: A) Logistical impacts • As it is a no-through road, reducing the width of the traffic lane to 5.1m will hinder the flow of traffic, posing risks for both drivers and pedestrians as vehicles will not	1

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be able to pass safely and will have to reverse up/down our street when two cars drive down at the same time. • My family will not be able to get in our car and leave freely whilst waste collection is underway. The existing traffic lane allows for us to drive past the waste vehicle when we need to leave our home, however, this will not be possible with a 5.1m traffic lane. Waste vehicles currently cannot manoeuvre at the end of our no-through street (i.e. They cannot turn around and drive forward back up our street, rather they must back up the entire street) • When parking is not available, delivery trucks and service vehicles will park in front of the house they are delivering to, blocking entry or exit. Alternatively, they will park at the start or end of the street – notably impacting the ability for cars to safely manoeuvre. • Unlike other streets within Randwick Council where there is perpendicular parking, Stewart Street does not have any driveways that ‘break up’ the rows of cars’ and allow for bins to be safely – and without damage to cars – be moved from the curb to the traffic lane for pick up. This also increases the chance for missed bins or for bins to be placed at the start or end of the street – again impacting the ability for cars to safely manoeuvre at the end of the street. B) Safety • During peak times, under the proposed parking changes, if an ambulance or fire truck was required, they would be delayed by other vehicles looking for parks or driving up/down the street as they wouldn’t be able to pass. This would also be a serious issue during waste collection days. • Increasing parking on Stewart Street will lead to an increase in foot traffic. Pedestrians going to the Spot will utilise the footpath and Nancye Lane. Lighting is limited and there are spots where people can easily hide or cause harm. As a woman, I am already nervous at times when walking in the evening. The idea of more people, who are not residents utilising the footpath during evening hours makes me concerned for my safety and that of my children. Adding more lighting would not be appropriate given the proximity to an apartment complex and residences. • My children enjoy playing on the street during non-peak times. It is an extension of our home and an open space which we enjoy freely, particularly as our children learn to ride their bikes and practice sport. Increased traffic and reduced visibility due to additional parked cars will create a hazardous environment for my children. C) Amenity The proposed parking changes would significantly increase: • traffic on our street, which would detract from the designation of our street as a heritage conservation area and potentially cause damage to the sandstone curbs and gutters; • noise associated with increased traffic, honking, car doors opening and closing, car alarms going off, as well as noise from increased pedestrians returning to cars (especially at night); • light into our children’s bedroom as lights from the perpendicular parked cars across the street would shine directly in, in addition to the lights from cars turning around at the end of the street; and • rubbish left behind by increased footfall and traffic on our street, which neighbours already clean up on a weekly basis. I have urged Randwick Councillors to object to the proposed parking changes on Stewart Street, which would significantly compromise my sense of community, amenity and safety. I implore the Council to look at alternative solutions, such as the existing and underutilised Wilson parking – of which I’d like to note on Friday, 28th March at 6pm had 22 spots occupied and at 7pm had under 50 spots occupied of the 153 spots available. On Saturday, 29th March at 7:30pm had fewer than half of the 153 spots	

	Comment	YS
	were occupied. ADDITIONAL SUBMISSION: Same submission above was sent to Council. ADDITIONAL SUBMISSION: We formally request that Randwick City Council commission an independent road safety audit of the proposed parking changes for Stewart Street in Randwick to assess compliance with required dimensions as set out in AS 2890. The proposed parking changes, as part of The Spot streetscape upgrade, include adding 20 parking spaces to Stewart Street, achieved by changing the north side of the street from parallel parking to 90-degree angled parking. As residents and ratepayers, we hold serious concerns that the proposed changes are non-compliant with AS 2890.5: 2020 (Part 5: On-street parking) and other relevant parts of the standard, noting: • Aisle dimensions - o A minimum aisle width of 6.3m is required to comply. This is especially relevant for a no-through road. - o The proposed aisle width is 5.1m. • Length and width of parking spaces - o A minimum length of 5.4m is required to comply. Exemptions do not apply as the kerb is higher than 150mm and there is an upward slope from the kerb for more than 1.2m, preventing vehicles from overhanging the kerb. - o A minimum width of 2.4 – 2.6m is required to comply (varies by location). As Stewart Street would likely fall under the medium turnover use category, a minimum of 2.5m would be required to comply. - o The proposed parking configuration does not allow for compliance with the length and width requirements. In a 12m wide street with a proposed 5.1m aisle width, only 6.9m remain, which falls short of the required 7.9m required dimensions. This is based on a 5.4m parking space length to accommodate 90-degree angled parking on the north side of the street and 2.5m wide parking space on the south side of the street (totalling 7.9m). We also wish to reiterate our broader concerns relating to the proposed parking changes, which residents have raised in their submissions via Your Say Randwick: • Increased congestion and vehicular traffic; • Loss of amenity, in particular relating to noise, light, and environmental impact; • Loss of community; • Restricted freedom of movement during waste collection periods (proposed changes mean no traffic movement during waste collection as cars cannot pass); • Decreased health and safety of residents due to restricted emergency vehicle access; • Negative impact on the heritage conservation designation of the street; and • Devaluation of properties (resulting from all of the above). We appreciate your attention to our concerns in relating to compliance with AS 2890.	
24	With additional car parking space as provided for under the revised plan this will be brilliant. An extended plaza area would make dining out more pleasant and further away from the roadway. It will also attract more foot traffic from nearby hospital precinct. You might also want to consider footpath upgrades on St Paul.	

E. Business submissions

The following table lists all written submissions received via email or Your Say Randwick from businesses on the proposed streetscape upgrades and/or parking proposals.

Business	Comments
Randwick Dental Care	Make St Pauls St one way - would create even more parking spots. Local coffee shops etc need spots directly out the front of their business so customers can jump out, grab some food/coffee and then jump back in the car. Nobody would want to park. Walk 5-10 mins and then head back. Additional submission: I write in regards to the proposed upgrades to The Spot. I can see there is a space directly out the front of our practice. Will this space be allocated to Randwick Dental Care as it likely is for all other businesses in The Spot? We have a huge number of patients that our 5 dentists see daily (in some cases we can see 80 patients) and this would be an excellent waiting environment. Alternatively will it be public space that the general public and any of our patients might utilise whilst waiting for their appointment? We also are in the process of having a DA approved to add another 4 surgeries (totalling 8) and so our business has capacity to double in the amount of patients we see within the next couple of years. Randwick Dental Care has been in existence at The Spot since 1935 and so I hope our 90-year contribution to the Randwick community can be acknowledged and recognised.
Spot On Health Hub	We are an allied health/therapy hub and our rooms are connected to Nancye Street including the wait room and three of our therapy rooms. My lease is for another 6 years and is unlikely to relocate (I've been here for three years already). With the proposed changes to parking onto Stephen street it is likely people will start using the pathway that connects to Nancye street more. This will impact on the business due to increased noise which we can hear during sessions and does impact on the effectiveness of the therapy provided. For instance it increased distractibility with children clients, or significantly impacts on mindfulness meditation strategies for adults. If there changes were to happen, we would be requesting that the laneway that connects the end of Stewart street to Nancye be closed so that the laneway cannot be used as a thoroughfare.
Laing and Simmons	Regarding the streetscape upgrades. I'm still against the project for two reasons: 1. The new parking proposal from Council does not help local businesses. We are losing 20 parking spots in the central part of the spot. The proposed new car spots from Council are on Coogee Bay Road and elsewhere in the back streets of Randwick. Will your customer park on Coogee Bay Road and shop at the Spot? Not really. If customers can't get parking, they simply shop elsewhere. I have been around the Spot for over 58 years. I have seen this happen previously in Stanley St East Sydney where reduction of parking and time restrictions killed off iconic restaurants that had been there for years. I have seen the same happen in Oxford Street Paddington. No one is going to park elsewhere and walk into the Spot. To say there will be parking in Ivy Street or

Business	Comments
	Lee Street is also ridiculous as the street parking is already at capacity with residents cars. Most households locally have two cars and only one (or none) car spaces. I am one of the lucky ones who is not reliant on walk ins but we are reliant on clients and tradies being able to drop off keys, pick up keys and staff being able to park without copping infringement notices even when they moved their cars. Council Rangers are mercenary in their behaviour. We need 20 more spaces not 20 less spaces. If the footpath is widened how do two buses pass each other from different directions or even cars for that matter. Once the footpaths are widened Council will simply charge more fees for outdoor dining. There is a dance studio that has mums and dads dropping off kids and need to drop off and pick up in safety. This is already difficult for them and will become virtually impossible once 20 spaces are stripped out of the centre. Are they expected to drop off their kids two streets away? 2. Attached are photos of the disruption being caused Charing Cross, Waverley. The project at Waverley is very similar project that is being proposed at The Spot. Imagine having this sort of disruption outside of your shop for at least 18 months. The loss of parking during the project is significant because of all the trades people and traffic management. Many businesses at Charing Cross are down between 30% to 40%, due to the streetscape upgrade and some will close before the project ends. Will Council be compensating us for the loss in turnover? Small business is struggling already.
Dance Spot	After the public meeting last night it is clear that almost everyone agrees that the main issue in the area for business & residents is parking. While moving the power lines underground will look much better, additional footpaths & footpath dining will not improve the area if the community cannot park and access the area easily. Additionally, the timing of the parking should be looked at. For example: given the number of students bring picked up from school at the same time as my clients are trying to get their children to dance class around the 3:30pm-5:30pm times - I would suggest some of the parking in the area be made either 5 - 10 minutes parking or perhaps even no parking, so that parents are able to rotate through the parking easily while picking up and dropping off their kids. Additionally, it is apparent that stricter application of the parking conditions may also need to be looked at. It is very clear to me that many people accessing the BWS on Perouse Road think "No Stopping" beside the pedestrian crossing means "stop here, its easy parking to grab you wine or 6 pack" and the 30 minute & 1 hour parking spots opposite the Ritz Cinemas are the best place to leave your car for a bite to eat followed by the latest 2 hour long blockbuster. Finally, reducing the parking, especially on the side where the footpath and seating areas are to be placed in the plan, would force many of our dance student's families away from the area. This would mean that over 200 families would no longer need to attend The Spot, effectively sending all of our clients away causing the failure of our dance studio but also taking away all the parents and siblings of our students who use the local shops, cafes & cinemas for their snacks, coffee, cakes, meals and entertainment while they wait for their children in our classes.

Business	Comments
	In summary, like many mentioned on Thursday evening, the main issue that needs to be solved is parking and access so that more people are able to get into the area and access the businesses. Taking 20 parking spaces away and effectively preventing any stopping on the south side on St. Pauls street is not going to be of any benefit in the long term. It will simply force people to find places that are more convenient to access.
Four Frogs	I am writing to express my concerns about the proposed streetscape upgrade at The Spot in Randwick, following our meeting on Monday 10th and as detailed on https://www.yoursay.randwick.nsw.gov.au/thespotupgrade. While I acknowledge the long-term benefits these improvements aim to bring to our community, I am deeply concerned about the immediate and direct impact on our small business, Four Frogs Crêperie, located at 31 St Pauls Street. Economic Impact During Renovations The construction phase of the upgrade is likely to deter customers due to reduced accessibility and general inconvenience. In an already challenging economic climate, this anticipated decline in patronage could result in substantial revenue losses for our establishment. Small businesses like ours operate on tight margins, and prolonged disruptions could jeopardise our financial stability and survival. Impact on customers parking, Loading Zones and Deliveries The planned reduction of parking spaces on the southern side of St Pauls Street, between Perouse Road and Nancye Street, as well as outside Kurtosh, raises significant concerns regarding the availability of space for our customers as well as loading zones for our suppliers. Our restaurant relies on customers capacity to park their car, timely deliveries to maintain operations, and the removal of these parking spots could severely disrupt our supply chain. Without designated loading zones, suppliers may face challenges in delivering goods efficiently, leading to potential delays and operational difficulties. Request for Support and Mitigation Measures Given these concerns, I respectfully request the following considerations from the Council: 1. Provision of Temporary customers parking spaces and Loading Zones: Implement alternative customer car parking and loading zones in close proximity to our restaurant during and after the construction period to ensure continuity of customers visit and uninterrupted supply deliveries. 2. Financial Assistance: Clarify whether there are grants or financial support mechanisms available to businesses adversely affected by the construction activities. While the Council offers various grants under the Community Investment Program, such as Community Connect and Community Partnerships, it is unclear if these are applicable to businesses impacted by municipal projects. Specific information on support for businesses during infrastructure upgrades would be highly beneficial. 3. Parking Solutions: Address the removal of approximately 20 parking spots by exploring alternative parking arrangements. This could include creating additional parking spaces nearby or implementing a temporary parking scheme to accommodate both customers and suppliers. 4. Communication and Consultation: Maintain open lines of communication with affected businesses throughout the project. Regular updates and

Business	Comments
	opportunities for feedback can help in collaboratively developing solutions to minimise disruptions. While we understand and appreciate the long-term vision to enhance The Spot's appeal and functionality, it is crucial that the immediate needs and sustainability of existing businesses are not overlooked. Proactive measures and support from the Council can help mitigate adverse effects and ensure that establishments like Four Frogs Crêperie continue to thrive during and after the upgrade. We also believe the Council should appreciate the current difficult economical environment for retails, particularly in the restaurant industry. May be a wise decision will be to postpone for 6 to 12 months the start of such disruption (noting than most of the Spot shop are restaurants). Please consider than several of us will not survive further turn over reductions at the moment. I look forward to your prompt response and I am available to discuss these concerns further at your earliest convenience.
St Pauls Therapeutic Massage	We are disagreeing to take away parking spaces Our clients most of them come here by car and if you take away car spots we sure lose many clients. Already Thursday, Friday and Saturday evening booking are running late to their booking due to difficulty finding car spots and it effected to next bookings. I remember last year Thursday night closed the road and I expected to come more clients but it was not !! It was soo quiet and effected our business Please consider again to keep car parking beside the roads for clients and for our business
22 St Pauls St (formerly Ambrosia)	Thank you for the opportunity to have directly commented from a local business perspective. I have attached the current survey. I am concerned that by removing the existing car spaces on St Paul's street , will significantly impact the local businesses in the community. Coogee Bay road engaged in a trial period where by all the street parking on the left side of the road (heading towards Coogee Beach) between Brooke street and Arden street was removed for outdoor dining space. The car park spaces were converted into temporary outdoor dining spaces . And many business owners that I personally know, on both sides of Coogee Bay Road had stated that the removal of car spaces created a significant loss to their daily trade. I am highly concerned , that the permanent removal of these car spaces on St Paul's street will have the exact same impact on all the local businesses. I am in favour of keeping the existing car spaces on St Paul's street and adding an extra 23 Spaces on Lee street will be of great benefit to our local business community. I am in favour of a street upgrade if the existing garden beds in brick like structure will be removed annd this will give a great sense of light and space opening up at the intersection at St Paul's street and Perouse Rd. I do not feel new garden beds will enhance the usage of this space. Based on the limited information provided regarding garden bed design. However I am in favour of well lit concrete seating which do not take up much space depth wise across the width of a footpath, though can create more of a inclusive community for people who can not afford to sit at a restaurant or cafe. I am totally not in support of a garden bed in front of 22 St Paul's street. In the future we plan to open up a new food business and we require as much outdoor seating space as possible, and in the current upgrade plans

Business	Comments
	there is only space for two tables , for outdoor seating in front of 22 St Paul's street. Pasquale the owner of Seahorse Italian Restaurant and I have discussed that we will be greatly disadvantaged by this proposed upgrade . And we both are highly concerned about the loss of parking spaces. Seahorse has been trading for 15 years and Ambrosia at 22 St Paul's street was trading for 20 years. Between Pasquale and my experience in retail business we have 35 years of knowing The Spot and knowing the needs of the local community. We both agree on the local business community needing more car spaces, and are very open to the idea of creating 23 new car spaces on Lee street, though not at the expense of removing car spaces on St Paul's street Randwick.
Laila Massage	Removing parking along St Pauls Street will directly impact my business as customers need convenient access. The proposed new parking is too far to be practical. These changes will make it harder for clients to visit, especially those with mobility needs or tight schedules. I strongly object to the plan as it stands. If these additional parking spaces were implemented, would you support the proposed streetscape upgrades? I support improving The Spot but only if parking is made more accessible. I recommend retaining more of the existing parking or offering closer alternatives.
Live This	The removal of 20 car parking spaces will have a significant negative impact on the businesses in The Spot. Whilst the outdoor dining and wider footpaths would be lovely for the restaurants, it is a serve threat to the success of the other non-food businesses i.e. retail, medical and community uses such as dancing and gym, that contribute to the vibrancy of The Spot especially during the day. The ability to get a short-term parking spot to pick up or drop off family, or a meal, the ability to briefly visit a shop would be removed by this concept. It would discourage and disadvantage an important cohort of people who can't readily walk or use public transport. If parking is to be removed alternative parking needs to be made available within the immediately surrounding streets. There are many examples around Sydney where vibrant little centres similar to the Spot end up be destroyed by the removal of short-term, high turnover parking opportunities. Please don't let The Spot become one of these. As the daughter of...one of the past Spot Chamber of Commerce Presidents, an individual who worked tirelessly and very closely with Randwick Council to create some of the previous upgrades to the centre, including the introduction of the Walk of Fame and The Spot Festival, I ask that the plague that has been placed in the garden bed be retained. I believe I have seen something to this effect on the Concept plan. Given the significant volume of vehicles and large buses that need to maneuverer through The Spot, extra consideration needs to be given any street narrowing, changes to turning circles and raised pedestrian foot crossings. Already the garden beds surrounding the roundabout are often in disrepair and broken due to buses hitting them as they navigate the roundabout. Provide alternative close by / replacement of the lost street parking spaces ADDITIONAL SUBMISSION: I strongly feel that removing the existing parking and extending the footpath dining area on St Paul's St although may be good for a handful of food

Business	Comments
	related businesses in that location, it will be detrimental the greater businesses of The Spot including The Dance Spot and many others. Having our streetscape under construction for 12 to 18 months would kill off my retail business for which I have recently signed a two year lease on. I have many customers comment on how they were driving past during the day and pulled up when they saw a park nearby and came in to browse/ buy my products and they probably wouldn't have stopped if they had to go searching for a space in a back street or two to three blocks away on Coogee Bay Rd. Although I do think additional parking on Coogee Bay Road would be good for the evening business overflow for the nearby Restaurants for people whom do not want to pay for Wilson Parking but not at the expense of the existing spaces. I am in favour of improving the pedestrian crossings to be level with the footpaths as this would be good for the elderly whom cross the road and find the current crossings difficult to manage. Removing many of the Bus routes travelling through Randwick to force people to take the light rail has killed off the shopping strip at the northern end of Belmore Road, please don't kill off our area too by making parking too difficult. I've had a conversation with someone who had involvement with the overhead wires issue previously in Newtown who said they were able to wrap and move the wires close to the buildings therefore did not need to dig up the footpaths to put them underground, is this an option?
Edge Fit	I am a business owner in the spot already and am very concerned about this initiative. I'm all for making the place nicer but as a successful business that isn't a restaurant I'm extremely worried about my businesses future success if there is a removal of 20 car spaces. My clients are already upset by the lack of parking. Is there a way to vote against? -- Also followed up with another email noting: the idea to make Soudan Street one way (similar to the adjacent street St Paul's) to make it all vertical parking. This would fix congestion and open up a lot of parking right next to the heart of the spot. ADDITIONAL SUBMISSION: I firstly want to thankyou for making upgrades to the spot. It's an incredible area and brings a lot of people and excitement to a suburb that needs help. My concern as a business owner (gym) is that my clients always struggle to find parking as it is. Taking 20 spots could be hugely damaging to my business along with other owners I've spoken to. Is there a solution to add parking to other close by side streets if the plan is to remove 20 spots in the area? I have finally built a successful business apart of the community and am very concerned.
Sydney Lodges	Following our Chamber meeting this morning, I have some questions: How long will the construction take? How much will the construction impact the businesses and residents? Between what hours will the noisy construction work take place? The loss of parking will be detrimental to the older residents of the community, will this be considered? What will be the cost to businesses for alfresco dining once work is

Business	Comments
	completed? How much more of the street will businesses be able to utilise compared to now? Thank you for your time.
The Spot Cellars	I recently received your letter in the post regarding the street upgrades. I think your proposed upgrades will improve the area. My only suggestion would be moving the two bus stops on Perouse Road further North. See map below and reasons for making the change. Major issue: Loss of 20 car spots with no proposed solution • I think your proposed upgrades will improve the area, however the biggest problem is the loss of 20 car spots. Businesses simply won't survive, if there is limited parking. 20 spots is significant and will impact businesses financially. • As part of the street upgrades, a complete parking review should be completed. There are too many 3 hour parking spots in the precinct. • If your going to lose 20 car spots, you need to create 20 car spots elsewhere. • A proposed solution to the problem is below. It involves moving both existing bus stops further up Perouse Road towards the Royal Hotel. This location is still very close to The Spot precinct. Benefits of the change are outlined on the diagram below. - o Businesses need more parking (not less) and the ability for more 30 minute, 1 hour and 2 hour parking. There are too many 3 hour spots in the area. - o Moving the bus stops would still allow people coming off the bus to walk past all businesses easily. - o It would also be safer for all the children getting on the buses from Brigidine College. - o If The Spot truly wants to be an alfresco dinning experience, then it's not ideal to have a noisy bus pull up in front of your table while having dinner. No one likes having a bus screaming past when they're dining out at a restaurant. - o The major concern from businesses at the Chamber of Commerce meeting a few days ago from businesses was parking. We spoke about parking for 45 minutes. This solution would improve the parking at The Spot and provide a nicer alfresco dining experience for the community. I look forward to this being reviewed seriously by your teams and direct feedback on why it can't proceed.
Percentage Finance	I am writing to express my ongoing concerns about the proposed streetscape upgrade at The Spot. While I appreciate efforts to enhance our community spaces, I have serious reservations about the current plan, particularly the elimination of 20 parking spaces. As someone who regularly visits The Spot, I can attest that parking is already extremely limited. Removing these 20 spaces would further strain accessibility for customers of local businesses. Small business owners in this area rely heavily on convenient customers access to maintain their viability. I urge the Council to reconsider this aspect of the proposal. Perhaps a compromise could be found that achieves aesthetic and community goals while preserving adequate parking. Alternatively, maintaining the current parking configuration would prevent additional hardship for businesses and visitors alike. Thank you for considering these concerns as you finalize plans for our neighborhood.

Business	Comments
Four Points	I DO NOT wish to see the parking minimised. There is already massive parking issues at the Spot in Randwick and being a business owner my clients already drive around 20-30mins prior looking for parking. I do not support the decrease in parking at all. I am concerned for the dance studio and other facilities where they would then have to drop and drive off. Not safe at all for young children. We struggle enough with parking plus council has already given more parks away for EV parking that is always empty. You've also got nurses and doctors who park while they're at work.
Claremont College	I am writing to express my deep concerns regarding the proposed parking changes across the street from Claremont College on Coogee Bay Rd. As the Acting Principal of the school, ensuring the safety of our students, staff, and families is of highest priority, and I believe that the proposed changes will significantly impact this safety, especially for our primary school-aged children. The proposal to increase the number of parking spaces by 16 in this school zone is particularly troubling. This increase in the number of parked cars will create a greater need for reversing in and out of spaces, which poses a serious risk. Given the high traffic flow during school pick-up and drop-off times, the likelihood of vehicles inadvertently crossing over to the other side of the road increases significantly, heightening the potential for accidents. Our school has an established Road Safety Management Plan, which is carefully monitored and designed to mitigate the risks associated with traffic in the school zone. The current situation has been managed to ensure the safety of our students, but the proposed changes will introduce additional risks that we cannot ignore. The increase in cars and the added complexity of reversing could result in unpredictable traffic patterns, creating a hazardous environment for both our students walking to and from school, as well as the families who use this area. Additionally, the implementation of a time limit for parking spaces across the street will lead to more frequent car movements, further exacerbating the congestion and risk at peak times. This increased turnover of vehicles will only add to the existing concerns, as it will lead to greater pedestrian and vehicle interaction during the already busy times of the school day. I urge the council to reconsider these proposed changes in light of the safety implications they pose. I would be happy to meet with you to discuss alternative solutions that better prioritise the safety of our children and the wider school community. Alternatively, our Principal Mr Doug Thomas, can meet to discuss with you upon his return in mid April. Thank you for your attention to this matter. I look forward to hearing from you and working together to ensure the continued safety of our students and families.
Claremont College P&F	I'm writing in my capacity as the President of the Parents and Friends Association at Claremont College; and also as a concerned parent. We appreciate the Council's ongoing efforts to improve the streetscape and parking availability near The Spot. However, I would like to express concern regarding the proposed changes, particularly the increase in parking spaces on Coogee Bay Road directly opposite our school. The safety of our students must be a top priority in any local planning decision. Increasing the number of car parks in such close proximity to a primary school will inevitably bring more traffic and movement during peak school drop-off and pick-up times. We are already seeing high volumes of cars and congestion during these periods and the addition of further parking

Business	Comments
	spaces, particularly if angled parking is introduced, raises serious concerns around visibility, pedestrian safety and the risk of accidents involving children. We also worry about the impact of additional parking on our school community's ability to walk safely to and from school. Many of our students and parents use these footpaths daily and any increase in traffic flow or obstruction could significantly compromise their safety. We understand the need to manage parking availability in the area, but we urge Council to reconsider the placement of these proposed spaces. We would welcome the opportunity to work together to find solutions that both meet the needs of the community and prioritise the safety of children. Thank you for the opportunity to provide feedback. We would appreciate acknowledgement of these concerns and any opportunity for further community consultation.
Pedal Set Go	We are writing to express our support for the proposed upgrades to The Spot. The planned improvements—including expanded outdoor dining, additional greenery, and enhanced pedestrian safety—will make this vibrant precinct even more welcoming and accessible. While we strongly support the revitalisation, we encourage Council to include safer cycling access to The Spot. Specifically, we recommend providing a contraflow for bicycles on St Pauls Street, allowing riders to safe access and egress of the area from both directions. This is a low-cost solution that would significantly improve connectivity and safety for people on bikes. Alternatively, we also support: • A separated cycle lane on St Pauls Street (higher-cost option) • A shared space design where bike riders and pedestrians can travel in both directions while motor vehicles remain one-way There is extensive data showing that investing in cycling infrastructure benefits both businesses and the community. Research from cities worldwide, including Sydney, consistently demonstrates that: • Bike riders spend more and stay longer than people who drive, supporting local businesses. A City of Sydney study found that customers arriving by bike spent up to 40% more per month than those arriving by car. • Protected bike lanes and cycling-friendly infrastructure increase retail sales—studies from Melbourne, London, and New York show significant boosts in business revenue when safe cycling access is provided. • Cycling infrastructure reduces congestion and parking demand, freeing up space for other street improvements and making areas more attractive for visitors. Ensuring safe cycling access will complement the broader goals of the upgrade—creating a safer, more vibrant, and people-friendly precinct. We appreciate the opportunity to provide feedback and look forward to seeing the improvements come to life.

