

HARRISON-BENNETT PRECINCT

Minutes of Annual General Meeting

held on Thursday, 1 February 2024 at 6 pm at the Early Childhood Centre,
Parraween Street, Cremorne

Attendance	16 attendees 9 apologies: GW, KD, BP, FK, PVM, DS, KB, LB, DC
Previous Meeting Minutes	The Minutes of 2 November 2023 meeting were confirmed by GB and seconded by PF.
Council Summary of Actions (SOA)	<p>DA Conditions of Consent: there was a general discussion about the amount of development taking place in the area and the resulting negative impacts on, and disruptions to, residential amenity - e.g. trucks parking in adjacent streets with engines running; excessive noise and vibration from digging; interruptions to power and water supply and damage to adjacent properties. Dilapidation reports for adjacent properties are a usual standard Condition of Consent. However, it was noted that noise and vibration impacts can extend well beyond adjacent properties.</p> <p>A traffic management plan is also required. However, it has been the Precinct's experience that this document is not shared with the community.</p> <p>For example: residents have noticed a large number of trucks associated with excavation activities carried out by HELM in Holt Avenue, parked in Spofforth Street and Holt Avenue (with engines running). A request for the HELM traffic management plan was made in November 2023 but has yet to be received by this Precinct.</p> <p>Action: Request that Council shares Helm's traffic management plan.</p>
AGM	<p>RK agreed to act as Returning Officer and explained the voting procedures to attendees.</p> <p>It was noted that the AGM had not been able to be held concurrently with the end of financial year (for 2023) because of the impending Harrison-Bennett amalgamation and had to be held over until this meeting.</p> <p>The Financial Report for the period 01/07/22 - 30/06/23 was presented to the meeting. The meeting was advised that the Precinct receives \$1,500 pa from Council which had been spent on flyer distribution (\$1152), bank fees (\$20.80) and communication/internet (\$372.68). Any remaining funds are held in a dedicated account.</p> <p>Both executive positions were declared vacant.</p> <p>It was agreed that voting would be by a show of hands.</p> <p>Four positions were declared vacant - Convenor x 2, Treasurer, Secretary However, only 3 positions were filled:</p>

	<p>2 x Co-convenors 1 x Minutes Secretary Voting was as follows: Convenor 1 (MDS): 11 votes Convenor 2 (CC): 11 votes Secretary: 11 votes</p> <p>It was noted that both Convenors had held their positions for four years and under Precinct Guidelines are not eligible to stand again in those positions. However, as there were no other volunteers, both officers agreed to stand again in an acting capacity until the next AGM in 12 months time.</p> <p>It was also noted that since the amalgamation, Harrison Precinct is now paying for Bennett Precinct flyers too. However, Precinct funding remains at the same level of \$1,500 pre-amalgamation. Following discussion, it was agreed that this issue should be raised with Council.</p> <p>RK was thanked for acting as Returning Officer.</p>
<p>Review of Previous Council Minutes</p>	<p>Four items of note from the Council meeting of 11 December 2023 were reviewed:</p> <p>Item 8.1. Mayoral Minutes Call on State Government to implement urgent design changes to the WFU/WHT projects to avoid another Rozelle Interchange disaster</p> <p>RESOLVED: 1. THAT Council call on the State Government to:</p> <ul style="list-style-type: none"> (a) commission new traffic modelling to replace the outdated 2015 modelling provided with the EIS and which recognises the impacts of the cancellation of the Beaches Link and imminent opening of the Metro; (b) prepare a new business case reflecting the reduced demand on the WHT project as a result of the cancellation of Beaches and the imminent opening of the welcome and exceptional public transport project, the Metro; (c) prepare and seek consent for amendments to the WHT/WFU projects to mitigate congestion impacts on local roads informed by new traffic modelling; and (d) consider cancelling the WHT and redirection of the project funds to the provision of public transport projects in the Greater Sydney region, including the extension of the Metro line from Chatswood to the Northern Beaches. <p>The Mayor wrote a letter to NSW Govt which was shared with Precinct Convenors.</p> <p>Item 10.9. Young Street - Road Closure</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> 1. THAT Council <ul style="list-style-type: none"> a) note that a concept design has been developed for the partial reopening of Young Street, Neutral Bay in response to the Council Resolution of 26 April 2022; b) note ongoing dialogue between TfNSW and Council in relation to the reopening of Young Street, Neutral Bay;

	<p>c) note that the concept design developed for the partial reopening of Young Street, Neutral Bay will now be further developed through formal engagement and community consultation; and d) note that a further report will be brought back to Council in relation to the feedback received in relation to the development of the concept design for the partial reopening Council</p> <p>2. THAT Council note that the speed limit on Young Street is 50 km/hour</p> <p>Item 11.5. Notice of Motion 21/23: Proposed No New Advertising Billboards Policy - Cr Bourke</p> <p>THAT Council, as soon as practicable, prepare a report on the feasibility of implementing a no new advertising billboards policy that would cease all new planning applications for outdoor advertising of non-Council information on Council-owned property.</p> <p>RESOLVED: 1. THAT Council, as soon as practicable, prepare a report on the feasibility of implementing a no new advertising billboards policy that would cease all new planning applications for outdoor advertising of non-Council information on Council-owned property.</p> <p>Item 10.15. North Sydney Development Control Plan 2013: Draft Amendment - miscellaneous housekeeping</p> <p>https://www.northsydney.nsw.gov.au/ecm/download/document-10858074</p> <p>Co-convenors advised that this document needs to be reviewed as the last time changes were proposed as “miscellaneous housekeeping”, a major change to the building height in R2 zones was included.</p>
<p>DAs and Planning Proposals</p>	<p>DA 364/23: 40 Spofforth Street, Cremorne.</p> <p>The meeting was advised that this was a new DA that proposed a change of use of the ground floor of an existing residential flat building to an 89 place childcare centre.</p> <p>Issues of concern raised by adjacent and nearby residents was shared with the Precinct and included the following:</p> <p>SCALE OF DEVELOPMENT - Commercial activity in a residential precinct.</p> <p>The scale of the proposal substantially exceeds what is appropriate for a residential precinct and a building with existing residential tenants.</p> <p>Existing commercial activity in the surrounding area is small scale, supports the community, and increases the amenity of residents. The proposal does not support the local community, and compromises the amenity of residents through negative impacts on traffic conditions, parking, noise, and loss of natural landscape.</p>

<p>DAs and Planning Proposals</p>	<p>TRAFFIC Excessive traffic on Spofforth Street. 89 parents dropping off and collecting children - the majority are predicted to be using cars resulting in a major increase in vehicle movements.</p> <p>Dangerous traffic conditions on Spofforth Street. Spofforth Street is a very busy street. The intersection of Rangers Road and Spofforth Street is already an extremely dangerous intersection. This development exacerbates already dangerous conditions and poses an increased risk of accidents to the local community.</p> <p>Dangerous traffic conditions on Florence Lane. Florence Lane is already a dangerous laneway, with poor sightlines in and out of Spofforth Lane. Two cars cannot pass each other in either lane. The laneways are not suitable access points for a commercial development.</p> <p>PARKING Scarcity of Parking It is anticipated that the majority of parents will drive to/from the childcare centre which will create increased competition for already scarce street parking.</p> <p>Loss of off-street parking for residents. The DA proposes a reduction from 30 resident parking spaces to 8 spaces. The majority of residents will be forced to find street parking. There is already a shortage of street parking in the area. Residents will be unable to park their cars in reasonable proximity to their homes.</p> <p>NOISE IMPACTS (for residents) The proposed development will be in very close proximity to a large number of residential properties. The noise generated by a childcare centre will have substantial impact upon the amenity of all residents in and around the proposed child-care centre.</p> <p>Inappropriate architectural setting The ground floor of the existing apartment building has poor acoustics which already acts as a sound chamber. This will amplify-noise to adjacent residents. Adjacent residents are already able to clearly hear conversations between residents on the ground floor. The acoustic report does not consider the confluence of noise and architecture in adequate detail.</p> <p>Unrealistic acoustic restrictions. The noise impact report suggests a number of measures to keep noise to a minimum will be implemented including heavily restricted outdoor play, acoustic screens and signs reminding staff to keep outdoor noise to a minimum.</p>
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Residents believe this is an unreasonable expectation and is difficult to enforce for a children's play area. The suggested measures are an indication that the acoustic conditions of the development are inappropriate for this residential precinct.

LANDSCAPE AND LAYOUT

Removal of trees.

Twelve trees are to be removed to accommodate new external structures including play areas and access ramps. There appears to be no apparent plan to replace these lost trees. The loss of these trees does not align with Council's Urban Forest strategy's aims.

Artificial surfaces.

The existing lawn at the front of the building will be replaced with artificial turf in external play areas. Artificial grass has negative impacts on energy conservation, increases environmental contaminants, alters storm water run-off and creates a hotter micro-climate.

GARBAGE

Commercial-scale garbage.

A childcare centre will generate a substantial amount of waste that needs to be managed. The development proposes a commercial-scale garbage storage area in close proximity to residential properties.

Waste service vehicle access difficulty

Garbage trucks are already unable to access Spofforth Lane due to turning restrictions within Florence Lane. Residential waste is currently **manually wheeled** from the rear of 40 Spofforth Street out to Florence Lane for collection.

Given the current access issues, garbage trucks which will service the proposed child-care centre will also encounter similar issues. The proposal does not address how this issue will be overcome.

Proximity of garbage to neighbouring properties.

The proposed waste storage area is too close to adjacent residential properties. Waste storage and collection should be located on Spofforth Street where impacts on neighbouring residents are minimised.

RESIDENT AMENITY

Loss of laundry facilities.

The development application proposes the removal of the existing communal laundry spaces for tenants at 40 Spofforth Street and justifies this by stating that individual units have laundry facilities. According to residents, this is not correct. The Precinct has been advised that they do not have their own laundry facilities and have previously been advised that it is structurally impossible to provide the plumbing necessary to enable this.

Action: Meeting attendees voted unanimously for the Precinct to lodge an objection to this DA based on the above concerns.

DA 339/04/3: 1-7 Rangers Rd: Section 4.56 modification: seeks to delete condition 1 within the original Development Consent so that the Rangers Road store can continue operation following the closure of the Grosvenor Street store.

Meeting attendees were not opposed to this amendment. However, there was concern that once the Grosvenor Street store closed this would result in an increase in traffic within the Rangers Road area.

Any potential changes in vehicle movements around the Rangers Road store needs to be analysed taking into consideration current conditions given that the original DA was issued 20 years ago.

It was suggested that a new Traffic management plan should be requested with particular reference to Yeo Street access.

Other issues noted included management of trolleys - it was suggested that an auto-lock system preventing trolleys being taken out and abandoned in surrounding streets be implemented.

Action: Meeting attendees voted unanimously for the Precinct to lodge a submission supporting this DA subject to the above concerns being addressed.

DA 243/21: 115-117 Holt Avenue, Cremorne

This DA was approved by the Land & Environment Court on 5 December 2023.

<https://www.caselaw.nsw.gov.au/decision/18c23bc9b2ed9290bdc7b02c>

However, a number of errors were noticed on the Conditions of Consent issued by NSC. Adjoining residents and Precinct Convenors wrote to NSC about this issue in late December 2023. A letter from NSC's Director of Planning and Environment was received acknowledging that *"..there are several conditions that should be clarified or corrected. This can be achieved by way of either the Land and Environment Courts "slip" rule and/or a s4.56 modification with the agreement of the applicant"* The letter stated Council is *"working through this issue"* with external legal advisors and the applicant.

The Precinct and other submitters have not been formally notified of the outcome of this DA.

Action request: NSC to notify submitters of the Land Environment court outcome and advise outcome of the current issues with the Consent Conditions.

11 Bennett St, Cremorne

The Precinct was informed by residents that this DA is currently the subject of Land and Environment Court Proceedings: CMBR Marine Pty Ltd v North Sydney Council LEC: 2023/00213700.

A mediation meeting is scheduled on site for 19 February 2024 at 9.30 am.

It was noted that the existing dwelling has been demolished despite the DA still pending approval. This has included removal of trees and vegetation from this site resulting in extensive loss of privacy to residents of surrounding dwellings as can be seen in this photo.



13-15 Allister St, Cremorne - DA 291/2022

S4.55(2) DA - application to request modifications to the approved residential flat building including internal and external alterations.

The following are extracts from the applicant's documentation:

- An increase to the finished floor levels of the contemporary wing aligning it with the heritage item as well as an increase in the height of ceilings
- A change to the Heritage Requirements (Condition 1) as highlighted:
 - a) Original Interwar glazed doors to the balconies are to be **either retained or be salvaged for re-use elsewhere on the site, sold or distributed to the community to retain the heritage asset.**
 - b) Original glazed apartment front doors to be **either retained or be salvaged for re-use elsewhere on the site, sold or distributed to the community to retain the heritage asset.**
 - c) New windows and doors to be timber-framed **or aluminium-framed** to match existing.
- A reduction to the number of visitor spaces from 3 to 2.
- Damage to Adjoining Properties as highlighted. On completion of the development the subject of this consent and **within 12 months following the issue of the Occupation Certificate**, a report is to be prepared regarding any damage to adjoining properties.

	<p>The Applicant claims, other than the increase in height, “<i>that the proposed changes will not significantly impact on the streetscape or character of the area and there are no parking or traffic implications</i>”</p> <p>Issues of concern - increased shadowing</p> <p>The applicant claims that the proposal will result in a negligible increase in overshadowing of 1-11 Allister Street properties. However, the amended shadow diagrams show substantial increases in shadowing which impacts negatively on this neighbouring property.</p> <p>Action: Precinct to lodge a submission</p> <p>1A Lower Spofforth Street, Mosman</p> <p>It was noted that there is an active DA at this address. The proposed site is next to the walking track to Cremorne Point used by many residents. There is no vehicular access to this site. The applicant is seeking to use helicopters to bring in construction material.</p> <p>The documents relating to this DA can be viewed on the Mosman website:</p> <p>https://portal.mosman.nsw.gov.au/Pages/XC.Track/SearchApplication.aspx?id=008.2023.00000320.001</p> <p>Meeting attendees and residents of Spofforth Street were encouraged to make their own investigations including referring to the Statement of Environmental Impacts to obtain more specific information.</p>
<p>Traffic: Spofforth St, Holt Ave, Spencer & Cabramatta Rd - speed and volume</p>	<p>It was noted that the kerb build-outs have provided some improvements to pedestrian safety, but vehicle volume and speeds on Holt Avenue and Spofforth Street remain major issues of concern. Despite the new kerb build-outs vehicle accidents continue to occur.</p> <p>Congestion from Redlands parents before and after school times remains a major issue with gridlock frequently observed in Spofforth Street and Rangers Road. Congestion also occurs regularly on Holt Avenue during peak periods including weekends, and it is common to see long banks of vehicles attempting to access Military Road from Holt Avenue.</p> <p>Another issue of concern is the large volumes of trucks moving and parking in the area due to the HELM construction on Holt Avenue which can be a safety issue.</p> <p>Action: The Precinct would appreciate it if the Traffic Management Plans from Redlands and Helm could be shared with it.</p>

Currently traffic analysis reports submitted by developers do not consider the net effect of **all** the additional cars that will be introduced into the area, as a result of all the new buildings, including the effect of all current and recent construction.

Traffic: Hampden Avenue - this is another area experiencing high volumes of traffic as well as speeding motorists. Residents report that many motorists are using Hampden Avenue to avoid waiting at the traffic lights at the intersection of Murdoch Street and Military Road. Another issue is the volume of Redlands parents dropping off children in Murdoch Street. A resident has suggested to the Precinct that additional traffic calming devices and/or a 40km/h speed limit should be imposed on Hampden Avenue 24/7.

Actions requested from Council

- **Conduct an up-to-date traffic count for the area** with specific focus on Spofforth Street, Holt Avenue, Spencer Road, Rangers Road, Hampden Avenue and Murdoch Street
- **Call for Police** presence to monitor speeding on Spofforth Street
- **Traffic calming devices** on Holt Avenue (e.g. chicanes similar to Mosman side) and Hampden Avenue.
- **Reduce overall speed limit** - at the November meeting it was noted that Inner West Council had reduced overall traffic speeds to 40 km LGA-wide.

Precinct member, GT, who is actively involved in the Action for Public Transport Group, has offered to provide a talk to Precinct members regarding transport access and issues including the impacts of the Warringah Freeway Upgrade, Western Harbour Tunnel and Military Road. GT suggested that our Precinct contact the Chair of Bay Precinct who is also closely involved with transport issues with a view to holding a joint presentation.

HAVE YOUR SAY

Housing Reform proposal by NSW Government

There is a current YOURSAY item that is open for public comment until Friday, 23 February. It was noted that this topic had been reported and debated in the media, in particular, the Sydney Morning Herald.

<https://yoursay.northsydney.nsw.gov.au/housing-reform>

Whilst this item is outlined on the YOURSAY website, actual feedback needs to be made directly to the NSW Department of Planning, Housing and Infrastructure. This can be easily done via the link on the Council's YOURSAY site.

The NSW Government's Housing Reforms consists of two parts.

PART 1: involves a state-led rezoning within 1,200 metres of eight (8) "Accelerated Precincts" within walking distance of priority high-growth areas near transport hubs in greater Sydney. Crows Nest Metro Station is identified as one of these Accelerated Precincts.

The State Government intends to complete the proposed rezoning by November 2024, with an exhibition of draft amendments around April 2024. To facilitate the rezoning process, the State Government will prepare master planning of each precinct which will determine the extent of the change anticipated.

PART 2: Low and Mid-Rise Housing Reforms

In parallel with the TOD Program, the State Government has also released a proposal which outlines reforms in low and mid-rise housing. The proposal seeks to increase development capacity **on all land** located within proximity of an identified “**station or town centre precinct.**” Crows Nest Metro Station is identified as one of the Accelerated Precincts.

The following extracts are from information on NSC’s YOURSAY

These precincts are to encompass the following land:

within 800m walking distance of a heavy rail, metro or light rail station; or 800m walking distance of Commercial Centre (Zone E2) or Metropolitan Centre (Zone SP5); or

800m walking distance of the Local Centre (Zone E1) or Mixed use (Zone MU1), but only if the zone contains a wide range of frequently needed goods and services such as full-line supermarkets, shops and restaurants.

Key implications arising from the reform:

Height limits of up to 6 storeys and floor space ratios of 3:1 are being proposed, which would effectively enable increased height and density overriding the Council’s local planning controls.

*Within the station and town centre Precincts, **the proposal would permit Residential Flat Buildings (up to 6 storeys) within the R3 Medium Density Residential zone (current height limit of 8.5m); and allow manor houses and multi-dwelling housing within the R2 Low Density Residential zone, which are currently prohibited under North Sydney LEP 2013.***

Although a merit-based assessment will continue to apply to developments involving heritage items and Heritage Conservation Areas (HCAs), the proposed controls in low and mid-rise reforms will effectively prevail over the Council’s local controls.

Meeting attendees raised various issues:

How does this impact on Cremorne? Unclear definition of what is a “full-line supermarket”. Is Cremorne’s IGA a “full-line” supermarket? The town centre has some elements which apply to the definition.

Loss of heritage protection: the current provisions for heritage protection (i.e. local heritage listing on the NSC LEP) will no longer apply within the 800m zone defined in the Low and Mid-rise Housing proposal and within the proposed TOD zone at Crows Nest.

	<p>It was noted that the general public is not able to provide feedback to the TOD proposal. However, public feedback can be submitted for the Low and Mid-rise Housing proposal.</p> <p>Convenors were informed that NSC is seeking to arrange a community information session on these reforms. A report to Council on the reforms and a Council submission to the Government is being drafted and will be discussed by Councils at the Council meeting scheduled for 12 February 2024. The report and other documentation can be viewed on the Council website.</p> <p>Actions: Precinct members were encouraged to make a submission to the NSW Department of Planning.</p> <p>Convenors will also make a submission on behalf of the Precinct.</p>
<p>North Sydney Local Hero.</p>	<p>Meeting attendees suggested that the Precinct and other community members support the nomination of Ms Fiona Gracie as a “Community Builder” for her contributions to the Cremorne community. In particular, her consistent and successful efforts to increase public awareness of local heritage and instigate community action to save local heritage items through the establishment of the Cremorne Conservation Group.</p> <p>Action: Convenors to lodge a nomination</p> <p>https://www.northsydney.nsw.gov.au/news/article/34/nominate-your-local-heroes</p>
<p>Smoking and Vaping</p>	<p>Smoking and Vaping: The ever-increasing proliferation of shops selling smoking and vaping supplies, in particular in Neutral Bay, was again noted. Council has no control except for issuing approval of signage. Meeting attendees complained that the signage of these shops is garish, repetitive and does not contribute to a positive streetscape experience.</p> <p>It was noted that the Federal Government has introduced reforms from 1 January 2024, prohibiting the importation of disposable vapes.</p> <p>* See postscript https://www.tga.gov.au/news/media-releases/new-regulation-vapes-starting-january-2024</p>
<p>Other Business</p>	<p>Any other business - the following questions were asked of Convenors:</p> <p>Voting: Can an attendee who does not reside within the Precinct boundary area contribute to voting on agenda items? Is abstaining necessary?</p> <p>Precinct Leaflet Distribution: a meeting attendee asked if the cost per dwelling could be provided.</p> <p>Tidal Flow - a meeting attendee expressed frustration that at 10 am each weekday pedestrians are stopped from crossing Military Road for a considerable length of time (e.g. 5 mins) while the Tidal Flow at Neutral Bay and Cremorne is moved. During this particular time, vehicle movements on Military Road are also halted from Cremorne Junction to Ben Boyd Road by red traffic lights.</p>

	<p>Q: Why are pedestrians stopped from crossing the road when cars are halted and unable to proceed through the intersections during this period?</p> <p>Action required: Council to provide response to these questions</p>
Meeting concluded	The meeting concluded at 8 pm.
Next Meeting	The next meeting will be held on 7 March 2024 at the Parraween Street Community Centre - 6pm (in person meeting format)

Postscript:

* Mayor Baker was quoted on the ABC Radio on 6.2.24 as saying that Council is lobbying the NSW government to consider prohibiting vaping shops within close proximity to schools.