

## HARRISON-BENNETT PRECINCT

Minutes of General Meeting  
held on Thursday, 6 June 2024 at 6 pm  
at the Early Childhood Centre, Parraween Street, Cremorne held by ZOOM

<b>Attendance</b>	16 attendees (by Zoom). 6 Apologies: JA, GP, JA, PVM, AS, HL
<b>Previous Meeting Minutes</b>	Minutes of the 4 April 2024 meeting were confirmed by GW and seconded by AK.
<b>Council Summary of Actions (SOA)</b>	<p><b>A copy of the full SOA is available on the NSC website.</b></p> <p><b>Items of note:</b></p> <p><b>Hunts Lookout</b> - <i>Council's Manager Parks &amp; Reserves has responded to concerns that 'Hunts Lookout' has been recorded at the wrong location. The correct location is at the top of the stairs at the bottom of Spofforth Street which features a small reserve with a sundial. Vegetation overgrowth now impedes the public from enjoying the harbour views from this vantage point. The sundial would also benefit from some attention. The view that used to be enjoyed from this point featured in a Margaret Preston artwork.</i></p> <p><b>Wallenundgal Lookout</b> (a triangular shaped pocket park at the bottom of Milson Road, Cremorne Point): <i>Council has advised that a Tree team will undertake the removal of the African Olives (weed species) and cut back the climbing Fig in this area to bring back a view from this area. The residents in 1 Milson have been notified. Sanding and painting the seat will also be organised.</i></p> <p><b>Glenferrie Road, Cremorne</b> - <i>Eastern side of the path is not North Sydney Council land - it is managed by Mosman. Council's Manager Parks &amp; Reserves has advised that a maintenance team will be working on the overgrown area however due to the difficulty of going across the pathway it might be limited to what can be done.</i></p> <p><b>DA 243/21: 115-117 Holt Avenue - Errors with Conditions of Consent</b> <i>Council's Executive Assessment Planner has advised that this matter is being managed by Council's solicitors who have been instructed to request that the applicant make an application to Council amending the development consent to include certain conditions and others. The consent, as issued by the Court, is sound as it provides adequate environmental protection measures. Regarding dilapidation reports, the Geotechnical Report by EI Australia of 14 March 2023 forms part of the consent, being cited by condition of A1 of the approval, meaning its recommendations must be implemented.</i></p> <p><b>4.2 Dilapidation Surveys</b> <i>Prior to excavation and construction, we recommend that detailed dilapidation surveys be carried out on all structures and infrastructures surrounding the site that falls within the zone of influence of the excavation</i></p>

*to allow assessment of the recommended vibration limits and protect the client against spurious claims of damage. The zone of influence of the excavation is defined by a distance back from the excavation perimeter of twice the total depth of the excavation. The reports would provide a record of existing conditions prior to the commencement of work. A copy of each report should be provided to the adjoining property owner who should be asked to confirm that it represents a fair assessment of existing conditions.*

**Traffic - Spofforth St and feeder streets**

**Traffic Counts UPDATE (15 April 2024)**

Council's Manager Traffic & Transport Operations has advised that Council has written to Mosman Council to request sharing of traffic count data recently conducted on Spencer Road and Holt Avenue, Mosman

**Speeding on Spofforth Street:** Council's Road Safety Coordinator has advised that Council's speed campaign currently doesn't include "SLOW DOWN" corflute signs as part of the project, as these signs in the past have created mixed views on their use by residents. Spofforth Street will be considered as part of the speed campaign where a Variable Message Sign (VMS) is used on a short-term basis to remind drivers to slow down.

**Review of Previous Council Minutes**

**Council meeting of 27.5.24: Neutral Bay Village Planning Study**

It was noted that Council voted 6 to 3 to adopt the Neutral Bay Village Planning Study (**Study**), as amended, with a further welcome amendment (adoption of a maximum building height of six storeys) and that the Study will guide future Planning Proposals.

**Height:** The majority of Councillors rejected 8 storeys. Council will not support developer rezoning proposals to increase building height to 8 storeys (for them to then seek further height increases, such as the 30% bonus for temporary affordable housing).

The majority of Councillors supported a general increase in height to 6 storeys but noted their reluctance. Mayor Zoë Baker said she believes the current height limit is appropriate but the Council is under pressure from the State Government. She particularly noted concerns about traffic. Cr William Bourke was concerned that although extra density was being approved there was no mention of additional supporting infrastructure such as playing fields and school places – Neutral Bay Public School has now been developed to the point there are practically no play areas for children.

**Public land to remain in public hands:** Councillors resolved to confirm public land will remain in public hands.

**Affordable housing:** The Council resolution also called for provision of in-perpetuity affordable housing in new development in Neutral Bay.

**Development****Woolworths Rangers Road and adjacent 183-185 Military Road**

As part of the 27 May 2024 motion on the Study, Council resolved not to endorse, for public exhibition, site specific draft amendments to the North Sydney Development Control Plan 2013 in relation to 1-7 Rangers Road, 50 Yeo Street and 183-185 Military Road but instead that a Councillor briefing be held on the draft amendments as they relate to the redevelopment of these sites.

Council also resolved that the Councillor briefing include a discussion of the solar impacts of the 12 storeys approved by the Sydney North Planning Panel for the site at 183-184 Military Road.

The purpose of the amendments to the DCP are to provide a greater design guidance to the built form. The design guidance would include:

- solar access
- ground level and whole of building setbacks
- active frontages
- podium heights
- above podium setbacks
- through site links

Mayor Zoë Baker noted that the recent regional planning panel rezoning review, that gave the green light to 12 storeys at 183-185 Military Road, was a split decision, three votes to two. Two panel members expressed concerns about overshadowing the new Rangers Road public plaza immediately to the south.

A planner representing Woolworths addressed Council and asked for an urgent meeting with Council's planners regarding the draft DCP attachment as it conflicts with the Woolworths proposed Site Specific DCP.

Community requested amendments that would affect both the Woollies site and 183-185 Military Road, include DCP provisions that will be critically important to controlling the amount of sunlight available to residential properties in Yeo Street and beyond and also the amount of sunlight that the public plaza will receive.

The Sydney North Planning Panel stated in its Rezoning Review decision on the Woollies PP that the amount of sunlight on Yeo Street dwellings should be no less than in the Military Road Corridor Planning Study. It should be noted that the planning study referred to the NSDCP 2013 provisions which require at least 3 hours sunlight at the winter solstice.

<p><b>Planning Proposal</b></p>	<p><b>PP-2022-4350: 1-7 Rangers Road, Neutral Bay (Woolworths)</b></p> <p>This PP is now on public exhibition following Gateway Approval by the Department of Planning Housing and Infrastructure. Feedback open until 5pm Tues 11 June 2024.</p> <p><a href="http://www.planningportal.nsw.gov.au/ppr/under-exhibition/1-7-rangers-road-and-50-yeo-street-neutral-bay">www.planningportal.nsw.gov.au/ppr/under-exhibition/1-7-rangers-road-and-50-yeo-street-neutral-bay</a></p> <p>After Council resolved not to support the PP on 22 May 2023, the applicant requested a rezoning review with the Department’s Sydney North Planning Panel which recommended the PP to proceed to Gateway Determination contrary to Council’s endorsed position. The PP currently on exhibition seeks to make the following amendments to the North Sydney LEP 2013: <i>increase the maximum building height from 16m to part 26m and part 31m; and increase the minimum non-residential FSR from 0.5:1 to 1.8:1.</i></p> <p>The concept scheme submitted by Woolworths indicates a redevelopment of the site for part 6 and part 8 storey mixed-use development including supermarket, shops, 62 apartments and a ground level public plaza. If the site is rezoned as proposed, Woolworths can then lodge a DA. There is no requirement that the DA be the same as the concept scheme included in the PP. The 26m height for 6 storeys conflicts with the 21m for 6 storeys in the Study endorsed by Council and the 22m for 6 storeys included in the Department’s Transport Oriented Development housing intervention.</p> <p><b>Motion:</b> That the Precinct make a submission objecting to the PP on the basis of the heights proposed and lack of attention to the overshadowing issues.</p> <p><b>Vote:</b> Unanimous</p> <p>Individual attendees were also encouraged to make a submission.</p> <p>The issue of the pressure on Military Road as a result of these proposed developments was also discussed.</p>
<p><b>New Housing Targets</b></p>	<p>It was noted in a recent press report that the NSW Government had announced new Housing Targets for each LGA. The report featured a quote from Mayor Baker.</p> <p><a href="https://www.smh.com.au/national/nsw/revealed-the-number-of-new-homes-coming-to-your-sydney-suburb-20240529-p5jhii.html">https://www.smh.com.au/national/nsw/revealed-the-number-of-new-homes-coming-to-your-sydney-suburb-20240529-p5jhii.html</a></p> <p><b>Mayor Zoe Baker:</b> <i>‘To me it’s curious they’re talking about new completed homes. The reality is councils don’t control construction and completion. The housing targets are usually about ensuring council residential zoning allows for sufficient residential development to meet the targets. That’s a new thing. We’re already the third most dense local government area in the</i></p>

state. We're only 10.49 square kilometres ... and we have exactly the same housing targets as Fairfield, which is 102 square kilometres, and the Northern Beaches, which is 254 square kilometres.'

**Action Request:** As the new targets are still unclear it was proposed that the Council be asked if it is aware of what the expected outcome will be for our LGA.

## Traffic

Convenors followed through on the agreed action from the April meeting and wrote to the Traffic Committee asking for an opportunity to attend the June meeting. In its letter to Council the Precinct raised a number of issues - the Installation of traffic calming devices and devices for monitoring speed on Spofforth Street in addition to a request that North Sydney Council liaises with Mosman Council (re Spofforth Street issues) and well as a request to take action to discourage "rat-running".

In the response received from the Public Projects Traffic Engineering Officer the Precinct was advised that North Sydney Council:

- *often liaises with Mosman Council about shared safety outcomes, and at this stage there is no intention from either Council to install any further traffic devices along its borders. However, should this change as a precinct it is more than likely that it will be well communicated to the community.*
- *officers investigated the establishment of a designated pedestrian area along with the installation of a 'Give Way to Pedestrians' sign. Council does not support further signage or road markings at the intersection of Holt Ave and Spofforth St. **The decision is also influenced by the existing road rules, which mandate that drivers shall give way to pedestrians crossing the road.***
- *stands by its commitment to ensuring that parking is available where possible in a town centre as it increases the community's ability to remain vibrant and create a harmonious space for everyone. At this stage, the removal of parking in areas that are already competitive to park would not receive wide ranging support by commercial or other stakeholders as any reduction in parking should receive overwhelming support in the first instance.*
- *is committed to installing more traffic calming devices, including continuous footpath treatments, across the local road network. However, the installation costs fluctuate, and we're streamlining our traffic program to allocate savings for such initiatives.*
- *The default speed limit of 50km/h applies to all urban roads without specific speed signage. Reduced speed limits are enforced in school zones, roadworks, and other designated areas. Regarding the requested signage, it's important to consider that this style of signage may be viewed as excessive for the roadside environment. Additionally, there is a significant economic investment required for such signage. These signs are typically integrated into a broader approach across the LGA, rather than serving as a quick fix for*

*isolated issues.*

- *is responsible for managing and regulating local roads. Authority to restrict usage in the manner you have described does not extend to private companies like Google or Uber. North Sydney Council implements controls on the local road to ensure safety and connectivity. More broadly, pedestrian and vehicle traffic volumes globally are always rising, the minimum expectation in North Sydney is that every suburb remains open to anyone, anywhere and at any time. This creates economies and allows for thriving communities. Companies may use data and technology to optimise routes for their users, potentially affecting traffic patterns, but their actions are not directly governed by local councils.*

In response to the request to attend the Committee meeting the Precinct was advised:

- *that the Traffic Committee meeting serves as a technical forum dedicated to addressing traffic management issues through a structured and objective approach. While it provides a platform for discussing technical matters, deliberations on speed limit adjustments fall outside the committee's mandate. Before items are brought to the Traffic Committee meeting agenda, conducting a thorough investigation is essential to gather accurate data and insights. This ensures that proposed actions are based on factual evidence and contribute to meaningful solutions.*
- *At this stage, North Sydney Council does not support discussing these issues at the Traffic Committee level. The precinct level is deemed the most appropriate point of discussion. While this outcome may be disappointing, North Sydney Council remains committed to exploring alternative safety measures as the local area evolves. The focus remains on implementing the 2024/2025 traffic improvement program, prioritising various safety initiatives.*

So in effect it seemed there would be no action taken as a result of the Precinct letter. This engendered a discussion about the amount of traffic in the area, as evidenced by the recent gridlock on Rangers Road (6 June) which extended up Spofforth and Murdoch Streets.

The issue of aggressive driving around school children was also discussed, with the proposal that the police be asked to visit the area more frequently and that the Precinct write to Mosman Council about installing speed signs on their side of Spofforth Street, copying in both Councillor Santor and Welch.

**YOUR SAY**

**North Sydney's Next Ten Years - feedback closes 23.6.24**

Council is seeking community feedback to explore the shared challenges and opportunities that local and global trends are presenting for North

	<p>Sydney, including increasing population and changing demographics.</p> <p>The local community is being asked to consider how these and other trends will impact all aspects of North Sydney’s future, including Culture and Creativity, Economic Development, Environment, Housing, Integrated Transport, Open Space and Recreation, and Social Inclusion.</p> <p>The following Community Forums were noted. Meeting attendees were encouraged to interact with the forums where possible as well as make submissions.</p> <p>Economic Development Community Forum - 11 June  Integrated Transport Community Forum - 12 June  Culture and Creativity Community Forum - 18 June</p> <p>One attendee indicated that they had already made a submission.</p> <p><b>Discussion notes from meeting -</b></p> <p>Attendees noted that on-line shopping cannot fully replace the experience of purchasing items in person. To encourage more actual shopping, it is essential to offer an enticing environment.</p> <p>The quality of the streetscape is the key to improving economic development and interaction. Mosman is an example of a shopping precinct which entices ‘in person’ shoppers.</p> <p>Walkability - increasing opportunities for walking by improving the environment for walking. Over-passes to encourage and improve the walking experience should be considered. It was noted that the walking experience to/from Neutral Bay to North Sydney and Crows Nest could be improved if there were better access provided for walkers.</p>
<p><b>Streetscape</b></p>	<p><b>Cremorne Mental Health Centre, cnr Military Rd and Murdoch St.</b>  Overgrown vegetation needs maintenance again. This is the gateway to Cremorne and needs regular maintenance.</p> <p><b>Action request:</b> That Council to write to the Member for Northshore, Ms Felicity Wilson, to liaise with NSW Health to organise maintenance of the ground.</p>



**Holt Ave:** the road surface, which was dug up as part of the HELM stormwater installation and patched up, has developed a horizontal “pothole” in the area in front of 125 Holt Ave. There is a high risk of damage to vehicles (especially tyres) when passing over this section.

**Action Request:** that Council ask HELM to repair the road surface. (Council should not have to pay for this).

**Heritage**

**Good News:-**

The Art Deco **Cremorne Orpheum Theatre** has been placed on the State Heritage Register. The decision was made after consideration of a report prepared by Heritage NSW, which included submissions received from affected parties and members of the public.

**78-88 Parraween Street, Cremorne:** The NSW Department of Planning has approved the local heritage listing of 6 historic cottages at 78-88 Parraween Street, Cremorne. This listing recognises their heritage significance in the North Sydney local government area. The Department wrote that, “*The 6 houses will be grouped by name as part of the Parraween Street group and individually listed*”.

**Precinct Finances**

As of 4 June 2024 the Precinct had \$1,029.76 in the bank. It is estimated that our forward budget will require at least \$1,358.52 to get us through the remainder of this year to pay for essential expenses such as:

- Flyers: \$210 per meeting (Bennett +Harrison Precinct areas = 100% increase);
- Zoom: \$24.63 per meeting
- stationery and other incidentals.

The Precinct has not received an increase in annual funding despite the merger with Bennett Precinct. Convenors have requested that our funding allocation be increased.

**Meeting close**

The meeting concluded at 7.30pm

**Next Meeting**

The next meeting will be held on 4 July 2024 by Zoom at 6pm