

PLATEAU PRECINCT MEETING

Tuesday 27 August 2024, Start 6.30pm

**St George Community Housing Common Room
Amherst Street Cammeray**

MINUTES

ATTENDANCE: 17 people attended the meeting:
LK, KB, GL, JG, PT, A&M R, BS, JG, JA, MZ, MM, SE, SW, FC.
FB

**GUEST
SPEAKER:** NSC Public Projects Traffic Engineering Officer
(including WHT and WFU)

VISITORS: MdeS, Chair of Anzac Precinct
SW,, Secretary of Anzac Precinct

1 WELCOME TO ATTENDEES

2 ACKNOWLEDGEMENT OF COUNTRY

SW Opened the meeting by acknowledging the Cammeraygal people on whose land the meeting was being held.

3 SW INTRODUCED GUEST SPEAKER: NSC Public Projects Traffic Engineering Officer (including WHT and WFU)

NSC Public Projects Traffic Engineering Officer gave a brief outline of working history including 25-30 years as an engineer with State governments and Councils (including Brisbane) and in private industry. He has been with NSC for a little over a year working on Council projects and liaising with TfNSW.

NSC Public Projects Traffic Engineering Officer was interested to know concerns of the local community

SW - Comment: Traffic lights at the intersection of Amherst and Miller Streets do not function well for traffic or pedestrians.

MdeS - Q: Is a Scramble crossing possible at this intersection? Does TfNSW still do Scramble crossings?

Answer: Scramble crossing is possible if the community wants it. One is planned in Berry St, North Sydney. He will take the proposal to TfNSW as if there is a request for it.

Compared to Victoria traffic lights in NSW generally favour cars more than pedestrians.

SW - Comment: Traffic lights are in a high pedestrian area, close to Housing Commission accommodation, schools and shops.

Comment: He is getting to know the area.

JA- Q: *What is the council doing about potential 'rat runs' from Brook Street along Amherst and Miller Streets to the WHT and SHT?*

Comment: *Council is working to increase pedestrian traffic with 'continuous footpaths' that provide a wide seamless flat crossing over roads like the one recently completed on the corner of Amherst and Bellevue Streets. Continuous footpaths are good for the community.*

SW - Comment: *Corner of Miller and Amherst Streets in front of the Water Shop is a very tight spot for pedestrians waiting for lights to change to cross the road. A 'continuous footpath' would not be suitable here.*

NSC Public Projects Traffic Engineering Officer- Q: *Did the attendees voice their concerns in the recent 'Have Your Say' survey?*

A: *Many attendees expressed their frustration with surveys and community consultation when their input is often ignored.*

SW - Comment: *Cammeray is already a heavily pedestrianised community that requires safe and convenient access.*

MM - Q: *How do we tackle the traffic issues?*

A: *Council already has a strong agenda on traffic as demonstrated at the previous night's council meeting.*

He recommended attending Council's Traffic Management meetings.

SW - Comment: *Community consultation often has no effect on the outcomes. It was suggested that Jeremia, as a new traffic manager, visit Cammeray during the day to understand local traffic issues.*

FB - Q: *Why were trees and awning removed in front of new development at 45-53 Miller Street?*

Attendee - Comment: *Impressed with the tidy construction site at 45-53 Miller Street*

JA - Q: *Will parking be lost on Amherst street because of WHT?*

Will Miller Street become a 24hr clearway?

Will there be a 'wombat crossing' in Amherst Street?

A: *Not aware of any proposed loss of parking on Amherst Street.*

Also not aware of any changes to current clearway hours but will speak to the relevant people at TfNSW.

If a change is proposed TfNSW will distribute a brochure well in advance of the change and will generally try to facilitate what the community wants.

Note: Here Amherst St refers to the location west of Miller St - between West and Miller Sts as the rat run is coming from Brook St with only one way traffic heading east and loss of SHT access will increase this with opening of WFU as dedicated lanes changed for WHT. Which make using SHT from Brook St no longer possible and SHB is the alternate route advised but this will not mean it will be used drivers as they seek other pathways on local roads.

Attendee - Q: *How are utilities handled when changes are made to paths?*

NSC A: *The utility provider will always have access to the utility during construction.*

SW - Comment: *Amherst Street is used as a drop off by parents with children at childcare centres.*

Note: So **480 children attend** just in this small area 230 places for 0-5yo children & 250 places for 5-12yo CPS onsite care via Nanyima are operating with pedestrian and vehicle access

Cammeray Public School 250 places for **out of core school hours** (7.30 - 9.15am and 3pm-6pm) - often no 40km zone or additional traffic management such as Pedestrian crossing 'Lollipop' Stop signs with a qualified adult present in Palmer St & Bellevue St with many children walking often without adults in the Miller St / Cammeray Village area which includes the Amherst & Miller St intersection.

SW thanked NSC Public Projects Traffic Engineering Officer for the presentation however the general consensus was that Council had not provided an officer who was up-to-date with the many SSI projects and developments in Cammeray.

4 PREVIOUS MINUTES - 25 JUNE 2024

MOTION: The minutes of the general meeting held on 25 June 2024 were confirmed as read and correct.

MOVED BY: SW

SECONDED BY: BS

CARRIED: unanimously.

5 DRAFT PLACE DESIGN LANDSCAPE PLAN (PDLP) Part 1- chair SW

a. Explanation of Cammeray Facilities in report - proposed Ventilation Outlet and Ventilation Building, tunnel portals shown on overhead projection

b Submissions on proposals close on 28 August 2024. All requested to submit comments on portals, buildings and landscaping.

c Photos in the proposal are artist impressions of buildings and landscaping at 5 years after completion. Colour of cladding has been a subject of debate: size of trees to be planted, who will care for trees.

d WFU PDLP approved. PDLP part 3, for release in 2025, will be the next relevant design document for Cammeray.

e. CPC submission on PDLP circulated.

f. Rozelle inquiry highlighted that the original route of the WHT (west) changed when the BL was included.

SE- Noted that the BL tunnel is only paused and could be reactivated with a change of government.

Height of the Miller St on ramp will accommodate traffic coming from the BL portal and double decker buses coming freeway. Buses also come from Miller Street. Base of the road above top of apartment at 15 Morden Street

Note: Building height of 15 Morden is 12 Metres and bottom of road exceeds the top of this i.e. is more than 12 Metres and is at a higher topography than the previous on ramp with this not disclosed prior to building as the disclaimer was used in previous official Project public information to hide such a significant change for Community.

g BS - Q: *Has any progress been made on sound proofing of the overpass to protect local residents?*

A: *SW - TfNSW have resisted including any measures. Previously there were 50 year old trees to protect local residents. Green walls included in many contemporary developments could also be used here.*

h SW - The Project Team (WFU) & TfNSW have.....Previously there were several hundreds of mature trees aged 50-100 years both inside Cammeray Park and within the Warringah Fwy Corridor that acted not only as a visual green buffer but also had significant noise, lighting from vehicles & street lighting/signs and air pollution benefits that mitigated the impact on Community in this location. These have been removed with the exception of a few within the TPZ along the residential boundary south of the Cammeray Construction.

i. Submissions to the PDLP have recommended that the ventilation building be lowered to allow for a landscaped recreation area on the roof connecting to the adjacent sport facilities. KB: Passed around proposal by Bay Precinct for landscape roof and recommended that submissions include this proposal in comments. ,

j. Land used for construction was supposed to be returned as a landscaped area.

k. SE - Q: *Bus lay by location. Why are buses still parked alongside freeway?*

A: *SW - At a recent meeting with SW, Shannon Aitken TfNSW advised that it allows for easy access..*

Buses should be parked in an industrial area nearby.

l. PDLP Condition of Approval E157 explained by SW:CSSI project must result in a net increase in usable open space...in the general vicinity of the loss. How will this happen in Cammeray Park where 1.5 hectares have been lost as a result of WFU and WHT. PDLP proposes reinstatement of St Leopards Park on top of cut, landscaped path on Ernest St bridge, public path at corner of Ernest St and CVB access road. Industrial land at Berrys Bay, scheduled to be made a waterfront park is also included in the calculation of open space at Cammeray, despite being a 40 minute walk from Cammeray and already being part of a previous negotiation. The land noted in the vicinity of the project does not make up the shortfall required by the Condition 157. Baseline green space has not been documented to allow for accurate calculations.

m. MM - Q: *Has the local member made representations to the government on behalf of the community?*

A: *SW: No, he has not. We are not in election mode and he is in opposition. Our previous member is responsible for the current situation.*

n. BS - Q: *Has any compensation been offered for people affected by the project?*

A: *SW: Noise mitigating glass has been installed in a number of properties, however not all properties that apply get treated. Also it requires constant follow up by applicants.*

o. MdS -Q: *Should a class action (for compensation)be considered?*

p. Ventilation outlet

SW: *air from all the Sydney tunnels are not filtered (even Gladys Berejiklian said in a 2008 speech to NSW parliament about the Labor Government for proposing unfiltered smoke stacks for the Lane Cove Tunnel." World's best practice is to filter tunnels,". Now in 2024 after many times raising 'unfiltered stacks' since 2017 we again have the opportunity to do so as many other Countries do so successfully overseas, even if it is more expensive. NSC has requested that the Project & TfNSW investigate other technologies to reduce or eliminate the WHT Cammeray Ventilation outlet*

MS: *If the height of the ventilation outlet was increased to 50m pollutants would be dispersed more effectively.*

SW: *Toxic waste from tunnels is very difficult to dispose of via an outlet because the wind is often unreliable resulting in pollution falling over our area. The hoped for uptake of EVs has not happened and there will always be pollution from tyres and brakes.*

MdeS: *2600 People in Australia die from pollution each year.*

SW: *Rozelle inquiry into WestConnex will hopefully have an impact on outcomes here (WHT).*

MOTION: That SW represent Plateau Precinct at CPC meetings and other forums and act on behalf of residents affected by the WFU and WHT.

Moved by: KB

Seconded by BS

Passed: unanimously

MOTION: That TfNSW make the roof space of the ventilation building available for public use and recreation accessible from Ernest Street and that the ventilation shaft be filtered.

Moved by: KB

Seconded by BS

Passed: unanimously

6 NSW HOUSING REFORMS - Crows Nest Exhibition - KB

Exhibition included models and large scale 3d photos of proposed buildings in Crows Nest. Staff from Planning for NSW explained that proposed buildings in the precinct are based on NSC's 2036 housing plan with additional floor space and height given for affordable housing.

The plan appeared to be a lack of green open space or attractive plazas like the recent development on the old Carlton brewery site in Central.

BS: *Comment: The big issue with the Crows Nest proposal is the lack of green space and the blanket approach to development.*

Chair thanked everyone for attending.

7 NEXT MEETING: 29 October 2024

Meeting ended at 8pm.