

MILSON PRECINCT MEETING MINUTES

THURSDAY, 4 March 2021 at 7.30 pm

VIA ZOOM

- **Welcome by Terry Byrnes - to chair this meeting,**
- **Introductions of Registered participants - Total Nos: 20.** TB, SG, EW, TW, VB, JC, PW, T&HH, KT, AB, JS, P&NH, PB, P, K&GB, AM, BH
- **Apologies: 5 -7 A&RB, TD, Crs. Baker & Beregi, Barbour & Keen (after mtg.)**
- **Meeting Minutes -4 February 2021 Moved: EW Seconded: SG**
- **Matters arising:**

NSC response to our Precinct motions:

NSC Summary of Actions Arising (SOA) 2020 since last meeting - 4 February 2021

.

NSC appreciates the motion on Alfred St. Precinct planning proposal, to be included in the report to NSC and wished to ensure it was forwarded to Department of Planning.

Sandstone wall cleaning and capping on High St is now completed.

AGENDA

1. Guest Speaker - Peter Webber, Architect Planner RE open space opposite Anderson Park - Cnr Kurraba & Clark Roads

This triangle of park should have a plan for landscape planting and seating. It acts as a screen for the commercial shops and its pedestrian connection between shops and park should be strengthened and the emphasis on parking and vehicular movements diminished.

Horse trough found in area near Rawson Street park, and NSC Heritage person - Ian Hoskins, believes there may still be 3 troughs or more within the LGA, out of a total of 20 originally. One is being used as a planter box. Rob Emerson & Ian had the trough moved to this triangle park, end of 2020.

John & Di Wyndham - Heritage consultants had researched Horse Troughs and the method implored for refilling with water via use of a cistern system. It was suggested that maybe that system could be re-instated into this trough at this park, recirculating the water within the trough.

This park should be given a name, it was suggested that it be called "Cart Horse Corner", as the horses would stop there before continuing pulling their loads up to Neutral Bay.

onto Warringah Freeway. Then NS roads at Alfred St., High St, to then cross over Pacific Highway to drop passengers to NS train station in Blues St followed by Victoria Cross Metro stations, in Miller street

These buses should not be adding to the already congested traffic of North Sydney and rely simply on the use of the existing road system at grade.

This situation must be ameliorated by additional infrastructure works. , preferably via a tunnel direct to an underground bus terminus / transport interchange. It has been done before, similar for example to Tokyo city.

The imposition of this drastic public transport impact must be addressed if the objectives of an improved transportation network are to be achieved.

Furthermore, Impact on NS roads especially the arterial traffic function of Berry Street, Pacific Highway, Miller Street & Falcon Street is of grave concern. NS Council has numerous adopted and draft strategies for NS CBD - public domain initiatives for Miller St., Berry St and Ward Street, The NS Integrated Transport Plan (NSITP) and the requirements being placed in the WHT & WFU Approval instrument by the DPIE should be upheld in these BL documents, but fails to be so. Being:

E162 *The Critical State Significant Infrastructure (CSSI) **must not preclude** the delivery of the objectives proposed by the North Sydney Integrated Transport Program (NSITP) in consultation with the Government Architect NSW and North Sydney Council.*

- 2. If **unfiltered stacks** were to be built then they should be built, at the very least, so that they can be retro-fitted for air filtration purposes at any time in the future. Thereby addressing the technical arguments that favour significant further added precautions, said to be technically necessary but not accepted for inclusion so far*

If the argument for shorter lengths of tunnel between stacks is not heeded then the nature of the exhaust systems, proposed as they are at extremely extended intervals, becomes of critical importance.

The tunnel as proposed is of extreme length by comparison with the current Sydney network. All the Sydney tunnels advise motorists to close windows and put recycled air on while driving through. This shows that the air quality exhausted from within tunnels is fundamentally not appropriate for human health. So why should the residents of NS be risking the contested health risks of these otherwise contested unfiltered stacks?

But even if the level of air quality was to be further improved by filtration, is that so extravagant as a result and enough to eliminate such provision in the future? Is our Sydney air quality that good that any improvement in its standard is altogether unwarranted?

More precaution applied to the operation of the stacks as proposed is an obvious compromise as far as the surrounding communities are concerned. The request to provide assurance that any required remedial work be anticipated in the initial construction to provide for additional works to be retrofitted is (at the least) a most reasonable suggestion and a constructive request by way of compromise.

- 3. With no public meetings to facilitate direct questions and review the details in person, vs online is a radical change and to compensate then the notification and **community***

consultation times should be significantly extended. Outside of Covid restrictions, lack of time for community consultation and engagement has been compounded due to the span of the intervening Christmas holiday period, insufficient to allow community time to assimilate the several thousand pages of very technical documents for this epoch public investment..

4. It would appear that there may also be a failure to meet the SEAR's as a state significant infrastructure applicant. The EIS has failed to give analysis of "how alternatives to and options within the project were analysed to inform the selection of the preferred alternative / option", which should have included Public transport options.
5. Regrettably there is said to be a 'temporary' loss of green open space for only up to 7 years, of nearly 29,000sq. meters of land in Cammeray at the golf course, along with North Sydney council's renowned water harvesting facility for maintaining the watering of sports fields and parks. **E157** The CCSI must result in a **net increase in usable open space**. Replacement space must be in the general vicinity of the loss, unless agreed to by the Planning Secretary.

Milson Precinct Committee

3.DA: 19/2021 - 110, 118 & 122 Walker St North Sydney - Stockland Developments Pty. Ltd. On Exhibition 5.2.21 - 26.2.21

Summary of Proposed development: demolition of 3 existing buildings of 4-6 storeys; height permissible under DCP is RL 260, no FSR; plan to excavate for 7 levels car park for 170 cars, 547 bikes; erect 55 storeys office tower for 6,000 worker to RL 284 (ie 24m above allowable RL = 8 storeys above) and rooftop plant room higher than the 55 storeys, plus open rooftop garden terraces with food & beverages operations for a commercial operator in north west corner; separate lift from foyer to rooftop, very windy up there! Green wall to Little Spring St.

This building was a design contest ... won by Hassell.

Construction over 38 - 44 months expected. Hoping for Consent mid 2021, commence end 2021, including demo and excavation hours Mon-Fri 7 am - 6 pm and Sat. 7.30 am - 3.30pm.

Issues: Over development of the site by 8 floors above ground; isolation of the adjacent site at 100 Walker St., (which is 10-12 storey building); limited public benefit; Overshadowing of the areas like Alfred St. Precinct, Whaling Road, High St. down to Clark Road & James Milson Village, due to these additional floors. Bringing the solar access down to not less than 2 hours in Residential areas. If the building was to RL 260 and not RL 284 - 24m higher, it would lessen the impact of this solar loss down into our precinct. There should be greater setbacks at street level. Building should be limited to RL 260, ie 46 storeys with rooftop planting and food and beverage services being provided to the rooftop garden terraces, should all be within RL260 height. Limit.

Motion: Milson Precinct objects to the overdevelopment of these sites; the developer should not exceed the controls, as there has been no rational for the additional eight storeys, being the excess over the allowable RL 260; therefore, this overdevelopment is not justified, as no greater community benefits are obtained.

Moved: TB Seconded: JC

Voting: For :18 Against:2

4.Loreto Pedestrian Crossing - traffic meeting 19.3.21

Issues along Carabella are that there will be a loss of a car space;

A narrowing of the footpath by 50% with plantings.

Nature strip alignment is irrelevant, there is no nature strip plantings in this locality.

Any substituted landscaping in the location is likely to be be wasted due to foot traffic of the school children

This space near the pedestrian crossing, which is expanding onto the road area, should allow children to be able to congregate as a group before crossing in a more timely fashion, to walk with teachers for the bus, train or other groups.

The foot path needs to be as traffic-able as possible, so close to the school, to cater for the exodus of 1000 students leaving en masse.

Alternatively to slow the traffic down along Carabella St. – a white broken line down the centre of the road, would direct vehicles into separate lanes, rather than leaving traffic using the entire use of the width of road carriageway.

Motion: Milson Precinct suggests that a **single broken line** be placed along Carabella St., from Willoughby St. to Parks St., where double lines begin, to slow down the traffic along Carabella St; As there is no nature strip along Carabella St near the school, the footpaths are needed to be as wide as possible nearest the school, therefore Milson Precinct proposes no mass plantings at this pedestrian crossing site; Objection to the loss of an on-street parking space.

Moved: JC

Seconded: TB

Voting: Unanimous

5.Precincts Review - Combined Precincts Committee (CPC) update

Precinct review proposes that the agenda of the CPC be set by the General Manager of NSC and the Mayor; that one of them also Chairs the CPC meeting.

Precinct Office Bearers who attended last week's CPC meeting were opposed to this proposition, as the CPC came about from the precincts – concerning matters that were greater than any one precinct. This forum does not wish to be another 'meeting of council', but rather representing the community, as they do now.

Motion: Milson Precinct does not support the proposition that CPC meeting agendas should be set by the Mayor and General Manager, nor the meetings chaired by either party. The current process, whereby the agenda is set by the CPC co-convenors, with input from any precinct; and the meetings being chaired by the co-convenors should continue.

Moved: TB Seconded: VB

Voting: For: 18 Against 2

A further related Motion: Milson Precinct agrees that agenda items should have common issues amongst many precincts or have municipality wide application.

Moved: TB Seconded: VB

Voting: Unanimous

NEW - LATE DA: 35/2021 7-9 Brougham St, Church by the Bridge - shade sail over playground. - **Noted**

Motion: Milson Precinct supports the Shade sail over the playground at Church by the Bridge.

Moved: JC

Seconded: VB

Voting: Unanimous

6. INFORMATION:

- a. **North Sydney Olympic Pool - now closed** -information session 16.3.2021 - 6pm - 7pm - register with NSC.
- b. **Friday Night 5.3.21 Last Twilight Food Fair** - Civic Park
- c. **Clean Up Aust. Sunday (or on Kayak)** - 9 am - 11.30 am on 7.3.21
- d. **The Rise of North Sydney** an Exhibit - 1 Denison St. till 12.3.21
- e. **The Refuse of Coral Reef** Exhibit -Brett Whitely place - till 31.3.21
- f. **Sunset Cinema** - NS Oval till 2 April 2021
- g. **Young St Plaza Trial, Neutral Bay** - Feedback 1.4.21

The temporary plaza is apparently well used by pedestrians at sometimes, but the military road traffic noise has bearing on its future convenience. Debate has ensued as to whether a decision to sustain the temporary closure will go beyond 1 April 2021. Its future must reflect on the level of interruption to service vehicles, in particular, servicing adjacent retail and commercial premises. (EG Woolworths trucks.)

Motion: Milson Precinct supports a further trial of this street closure, if, after a determination of the traffic impact on the servicing of the adjacent commercial and retail premises, it is not negative; the current structures and street furniture are very 'temporary' in nature, and recommend a better selection of finishes, street furniture and sound barrier if it is to remain.

Moved: TB

Seconded: VB

Voting: Unanimous

7.General Business:

Motion: Milson Precinct requests update from NSC on the outstanding pedestrian crossings in Kirribilli at Clark Road; signs for the 40 kph zone; update on the Burton St. closure.

Moved: TW Seconded: TB

Voting: Unanimous

Motion: Milson Precinct wishes to thank NSC for the cleaning and capping of the Stone wall in High Street.

Moved: TB Seconded: JC

Voting: Unanimous

FUTURE MEETINGS:

To build capacity for the precinct to be able to better represent a more diverse group of the community, it was requested that if each person contacts another person to join us for each meeting, we would have a greater ability to monitor feelings of the community.

Discussion of next meetings – Zoom meeting link is the same each month. Notification via flyers is considered to be appreciated.

Meet in person vs zoom was canvassed. Informed that Precincts staff are recalculating capacity in Council venues, post changes in Covid restrictions.

Many 'newer' attendees with young families prefer zoom meeting, as do those who travel. Some suggested hybrid meetings, or meeting in person every quarter or six month.

NEXT MEETING -Zoom 7.30 pm - Thursday 8 April 2021