



**Questions raised by the community  
at the Tunks Ward Community Forum  
held on Tuesday 17 June 2008**

Questions Raised	Council's Reply
1. <b>Are safety and access issues expected</b> in regards to the entrances of the Skate Plaza due to its entry via a main road/freeway (Ernest Street)?	We are aware of the safety concerns and have made strong representation to the RTA for a second lit crossing close to park. Ernest Street is a 50 zone. We will monitor the area closely.
2. Will Council and the PCYC run <b>classes or tuition at the skate plaza</b> for young people?	A demonstration event will be held at the launch of the plaza. Workshops on skills development are a good way to encourage positive relationship and ownership of the plaza and Council will hold workshops when funds permit. We are already working successfully with the PCYC on related matters.
3. <b>Is the Cammeray Dam accessible</b> to the general public? Is it an appropriate place to hold picnics etc?	The dam is situated within Cammeray Golf Course. The golf course is crown land and is open to the public, however, as the course is regularly used by golfers it is not a safe place for picnics. The dam is accessible via the public pathway nearby.
4. <b>Can dogs swim in the Cammeray Dam?</b> Is the water regularly tested?	The water quality of the dam is regularly tested and treated; however as the dam is situated within the golf course and is not a leash free area it is not recommended that dogs use the dam.
5. <b>Where is the Gross Pollution Trap (GPT) located</b> for the Cammeray Dam? How does water get to the catchment area?	<p>The GPT was constructed beside the 1.5m high x 2.5m wide stormwater drainage box culvert situated in Cammeray Golf Course. The box culvert drains the Fall Street catchment, which is an area of about 94 hectares.</p> <p>The GPT provides a primary treatment for the source stormwater by removing litter, organics (leaves and branches) and sediment. The GPT is a convenient point for harvesting the stormwater and will also improve the quality of the stormwater that eventually flows into Willoughby Bay.</p> <p>Refer to the attached Project overview for more information.</p>
6. Is there a <b>creek that runs near by/into the Cammeray Dam?</b>	Yes. There is a creek at the end of Falls Street, with a waterfall. The waterfall is quiet spectacular and is a heritage item. Water also comes off the Warringah Expressway.

7. What are the <b>other features</b> of the Cammeray Dam?	There is a fountain within dam that will help with irrigation. Fish have been introduced to eat the insects and ducks have already arrived at the dam. We do not expect eels, as there is no direct connection to stormwater.
8. Who will collect the <b>golf balls</b> out of Cammeray Dam?	Cammeray Golf Club.
9. Is Council going to approach Sydney Water regarding <b>dredging in Long Bay</b> , in relation to new boat facilities?	No, Council has already tested the area to identify dredging needs. Minor dredging will occur with the installation of the new boat ramp. Further information about these works will be provided in the coming months.
10. How is Council going to fit <b>another 5000 new residences into North Sydney</b> , under the current/proposed <b>Local Environment Plan (LEP)</b> ?	The development potential for these residences is already incorporated into our current LEP. It will occur through the incremental redevelopment of older, less developed areas on a site-by-site basis.
11. When is the <b>Draft LEP due</b> ?	Deadline for the revised LEP depends on the timing of the NSW Department of Planning. Council expects the Department will approve the Draft by the end of 2008. Refer to Council's website for <a href="http://www.northsydney.nsw.gov.au">www.northsydney.nsw.gov.au</a> for more information.
12. How does Council decide <b>whether a Development Application goes to Council or a delegated authority</b> ?	A DA is referred to Council if it is considered to have substantial material impact. Delegated authority refers to the Council and General Manager authorising other people within the organisation to carry out certain pre-defined tasks. The criteria for delegated authority in relation to DAs is not quantitatively defined, but refers to any impact which is more substantial than normally accepted by Council or by the courts.
13. Are Development Application comments included in Precinct minutes seen as formal submissions?	Yes. Precinct submissions are treated as a (single) submission; providing the Precinct Committee submits its minutes/comments by the feedback deadline for the DA. Alternatively, Council has recently introduced a new form (for Precincts use only) that allows comments to be made and submitted separately to the minutes. Contact Council's Community Engagement Coordinator for more information via Ph 9936 8100 or Email <a href="mailto:precincts@northsydney.nsw.gov.au">precincts@northsydney.nsw.gov.au</a>
14. Is there anything in Council's guidelines that encourages or recommends that applicants go for <b>single carriageways that open up to double garages</b> ? Or is this to maintain on-street parking?	Council's standard driveway access is 3.5 meters wide regardless of whether the garage being served is single or double. This width is imposed primarily to maintain maximum on street parking opportunities and arises from a provision in Councils performance guide for public infrastructure;  "An additional vehicular crossing shall not be approved unless it can be demonstrated that the loss of kerb-side parking space shall not cause a detrimental impact to Council's community parking

	<p>objectives and where good cause can be shown on merit."</p> <p>Thus each application is considered on a case by case basis given the nature of the existing topography and built environment and is complicated by the fact that Council's infrastructure is generally old and sometimes not to current standards.</p> <p>Where ever possible a double garage will be served by a crossing that is nominally single width to preserve on street parking, but this depends on the depth of the footpath and the need to be able to maneuver a vehicle into the garage. The number of likely vehicle movements, as well as traffic volumes is also taken into account, which results in commercial and larger residential building being served by double or even greater width driveways. It is also preferable from the point of view of road safety that crossings are minimised so that pedestrians maintain maximum safety. These factors form part of the assessment process that occurs when ever a new drive way crossing is proposed.</p> <p>Council's controls are available for viewing at <a href="http://www.northsydney.nsw.gov.au">www.northsydney.nsw.gov.au</a> or by contacting Council's planning advisors on Ph 9936 8100.</p>
<p>15. As part of the proposed changes to planning processes, <b>is it true that neighbours won't be informed</b> about proposed developments next to them?</p>	<p>This true for some development. For example, development that is classified as <i>exempt development</i> does not need to be notified. This is similar to the current processes.</p> <p>Development, which is classified as complying development, also does not need to be notified at lodgment time; this is also similar to the current processes. However, notification of adjoining owners will be required prior to undertaking any construction works.</p> <p>New mandatory exempt and complying codes have been drafted and are likely to brought on-line around October 2008. Some local government areas, in particular areas with larger residential land blocks, will be much more affected by these new rules because much more development will be exempt or complying.</p> <p>All other forms of development will continue to be notified in accordance with Council's (Development Control Plan (DCP). The Department of Planning has indicated that the new <u>planning reforms</u> are proposed</p>

	to be introduced incrementally from around October 2008. For more information visit <a href="http://www.lgsa.org.au">www.lgsa.org.au</a> & <a href="http://www.planning.nsw.gov.au">www.planning.nsw.gov.au</a>
16. Is further development proposed for the <b>Military Road Island</b> ?	Traffic issues will limit any future development. The latest considerations for the area will be reflected in the Draft LEP and zoning maps which will be released for public comment later this year (subject to NSW Department of Planning permission).
17. Can Council explore the possibility of <b>assisting inactive Precincts</b> to hold combined meetings with neighbouring active Precincts to enable a greater number of residents access to the North Sydney Precinct System?	<p>Strategies will be developed to re-establish inactive precincts including exploring options for amalgamation or combined meetings. For more information contact Council's Community Engagement Coordinator on 9936 8100 or <a href="mailto:precincts@northsydney.nsw.gov.au">precincts@northsydney.nsw.gov.au</a></p> <p>Residents who live within inactive Precinct boundaries are encouraged to attend their nearest active Precinct, refer to <a href="http://www.northsydney.nsw.gov.au/precincts">www.northsydney.nsw.gov.au/precincts</a></p>
18. Is there capacity for members of the local community to <b>request briefings on specific topics and issues at future Community Forums</b> ?	Yes. Future Community Forums will be promoted in advance and there will be an opportunity for residents to contribute issues and topics to be incorporated into each forum's agenda.
19. With all the money that has been spent on improving Tunks Park, <b>can assurance be given that the proposal to install parking meters won't be raised again</b> ?	There are no proposals, in the foreseeable future, to install parking meters near Tunks Park.
20. Where Earle meets Young Street there is currently a give way sign that no one seems to take notice of and it is dangerous. Could it be replaced with a stop sign, with an additional sign before it advising stop sign ahead?	<p>The intersection of Earle Street and Young Street has been reviewed numerous times over the past few years. Although this a T-intersection, the majority of motorists do not continue along Young Street, and instead turn into Earle Street. The Traffic Committee, which comprises Council, Police and the RTA, has felt that replacing the existing Give Way sign with a Stop sign is unlikely to stop the current motorist behaviour. Instead a concrete island/ garden bed has been installed on the south-west corner to slow northbound motorists as they turn left from Young Street into Earle Street.</p> <p>In 2007/2008, Council had a funded proposal to install traffic calming in Young Street, south of Earle Street. The intent of this was also to slow motorists on the approach and departure with Earle Street. However, the residents in this area did not support the proposal. Council will continue to monitor and review this intersection.</p>