

North Sydney Combined Precincts Committee (CPC)
Tuesday 20 June 2023
6.00pm start, Ros Crichton Pavilion

General Meeting Minutes

Voting Participants¹: JB (Bay); PE (Brightmore), LS (Brightmore); GM (Euroka); CC (Harrison); LT (Holtermann); KB (Holtermann); VW (Lavender Bay); JC (Milson); CP (Neutral); GC (Neutral); SB (Parks); SM (Parks/CPC Co-convenor); MA (Registry); MDS (Registry); IG (Waverton/CPC Co-Convenor); MTJ (Willoughby Bay); MW (Willoughby Bay).

In Attendance (Non-Voting): SW (Registry); JB (Registry)

Also present: Jenny Gleeson (JG), Manager Corporate Planning & Engagement (North Sydney Council, Minutes); Alex Alves (AA), Administrative Support Officer (North Sydney Council)

Apologies: JH (Wollstonecraft), DM (Hayberry)

Co-convenor presiding: SM (CPC Co-Convenor/Parks)

The meeting started at 6.05pm

1. Acknowledgement of Country

SM (CPC Co-Convenor/Parks) opened the meeting by acknowledging the traditional owners of the land on which the meeting was held and welcoming all attendees to the meeting.

2. Guest Speaker - Steven Clark, Project Director and Phil McDonald, Design Director - WFU and WHT Early Works contractor

Presentation Focus: [Draft WFU Place, Design and Landscape Plan](#) - on public exhibition 13 June to 11 July 2023

Anne Learmonth, Senior Communications Manager advised that people are encouraged to contact/ complain directly to CPBD via the 24/7 phone number and /or directly to site. It is difficult to address parking issues with the workforce afterwards whereas the community can call any time of the day and CPBD staff can attend to it issues swiftly.

Precinct Committees were invited to pre-submit questions for the guest speakers. Several questions were received, however many did not relate directly to the Draft WFU Place, Design and Landscape Plan, these have been taken on notice (including questions relating to Falcon Street). **ACTION: CPBD to provide responses to the questions taken on notice, for Council to distribute to Precinct Committees.**

ATTACHMENT A - presentation slides; the following is a summary of the key discussion within the presentation

Category/Theme	Notes
General	<ul style="list-style-type: none">Feedback is encouraged via the online portal Encouraged to be specific with feedback on map where the targeted feedback is for.

¹ Limited to two voting representatives per active Precinct Committee.

Category/Theme	Notes
	<ul style="list-style-type: none"> • Large format hard copy of the Draft Plan was provided to CPC. ACTION: Place as display copy in Stanton Library (Your Say area) • Final approval due 2024 from DPE • PDLP submissions close July 11
Falcon St Bus Ramp	<ul style="list-style-type: none"> • CPBD have documented the existing vegetation and will identify new vegetation including where to replace/put back • Q2. Height of the Falcon St Bus Ramp above McIntosh Lane (discrepancies between Figures 132 and 133) - the visualisations are artist impressions, the scale may be off. Varies between 3-5m from deck level of the bridge to McIntosh Lane. 5m plus 2.2m (sound barrier), equals 7.2m (2 and a bit storey high). Separate consultation was undertaken, the outcome was a requirement re height, glare and privacy. The outer screen is not a noise wall, it is for headlight glare. • The original bridge was constructed in the 1960s and not built to current standards which have far greater height loading. Sunday 18 June 2023 was the Warringah Freeway's 55th birthday. ACTION: CPBD to send history with the notes/responses to other questions. • Q3. Falcon Street Bus Lane Ramp girders - Trended down not trended up. Restricted in geometry and land to deal with. Similar examples within Darling Harbour re retrofitted bridges. Cannot be any lower, has been optimised as much as practical. • Q5. Solar impact of Falcon Street Bus Lane Ramp on 1 McIntosh Lane and 6 Merlin Street - This ramp, lack of light and sightlines will result in a substantial diminution of value for these properties. Shadowing of glare screens and solar studies. Consultation/targeted for solar study occurred in Aug 2022 with directly affected properties (approx. 30 properties owner occupants/landlords) in and around McIntosh Lane). Solar access studies indicated showing at 3pm at the Winter Solstice. GC (Neutral) is a directly affected property and did not receive a solar study. He gave input when requested but has not received any follow-up; he would have thought a property 14m away would have been directly consulted beyond the one discussion. • Confirmed NW40 doesn't exist, is a typo/mistake/not required. NW13 is the noise wall listed in noise wall schedule but out of order.
Ridge St Lookout and Surrounds	<ul style="list-style-type: none"> • Moving 40m south of the current location. • Can the lookout be enlarged - the grass verge, land on top, as is a low-cost option to expand/double the size? The current lookout is highly used. Shame to waste this opportunity to increase the size, when can easily make a small bit bigger. Offered to pursue/prime real estate. • Will there be any shoulders and what are the widths of the lanes, and if enter via High St will you be able to get off Willoughby Rd. Currently have that flexibility via Berry St. Local residents forced to back streets • Shoulders on the road are designated for broken-down vehicles etc, space for emergency vehicles. Is desired and is a road safety measure. • Net loss of cycle paths for our community was also noted. JC (Milson) asked if under this plan/delivery of the WHT, can the old "Harbourlink" be re-explored; this is the opportune time to get the north-south connection.

Category/Theme	Notes
	<ul style="list-style-type: none"> • The perforated metal includes Aboriginal art/storytelling art, in the canopy/respice shading over the walkway. Part of the connection to country. • Final design of panels needs to consider children’s fingers. Also consider light coming through impact of the filtered light on people sensitive with epilepsy etc. • Tension netting/anti-throw screen - transparent and functional. Height is in accordance with TfNSW standards based on assessment of the risk. • Design is a good example of addressing multiple of competing interests. Includes lighting, two types - around handrails and at the high level. • The temporary ATL near Cammeray Park does not have lighting, isn't this to be permanent? It was also noted that the temporary bridge can't be used both ways. • Wider than the current bridge. Approx. 5m wide. Existing bridge gradient not DA-compliant.
Landscaping/Vegetation	<ul style="list-style-type: none"> • JB (Bay) noted that E157 (in the EIS) is not included in the PDL; what's being done about E157 re loss of approx. 16,000m2 in Cammeray Park. Answer: Matter for the proponent/TfNSW to deal with • CPBD confirmed that the return and restoration of lost park land in Cammeray Park was not in the project scope. E157 was satisfied by new park land at Berry’s Bay. • Question re Cammeray Noise Wall, all vegetation taken out Fig. 187? Encouraged as a comment via the Portal. In terms of overall landscape, aims to minimise removal and maximise replanting. Chapter 8 includes offset plants outside the corridor. If within the projects CPBD have direct control over replanting. Looks like similar could be brought back - ACTION: CPBD will take the feedback back. • SM (CPC Co-Convenor/Parks) noted that CPBD are not replacing existing species (loss of habitat). ACTION: CPDP requested feedback on species • Guiding landscape principles on where to plant participation species. Intent to develop an understory. Need to maintain site lines, setbacks per the design guidelines that need to be complied with. • New tree cover. Existing landscaping removed was once award winning. Makes people extremely angry; made 10 times worse for locals. Impact/horror for people who live here • What is consultation? It's information, as so little opportunity to raise feedback
Notifications	<ul style="list-style-type: none"> • 43,000 people get the communications within the catchment area.

ATTACHMENT B - response to questions taken on notice

SM (CPC Co-Convenor/Parks) Thanked the guest speakers for their attendance.

PE (Brightmore) left the meeting at the conclusion of Item 2; finished 7.06pm.

3. Previous Minutes of 2 May 2023

**MOTION: That the minutes of the general meeting held on 2 May 2023 were confirmed as read and correct.
MOVED BY: MDS (Registry), SECONDED BY: JB (Bay)
CARRIED UNANIMOUSLY**

Postscript: edit provided by LT (Holtermann) re item 9. Other Items - a) Planning Proposal for Five Ways "Triangle Site", Crows Nest - LT (Holtermann) flagged issue with the proposal to close Falcon Street between Alexander Street and the Pacific Highway, noting that key bus services would be affected and that the list of busses reported is inaccurate. LT (Holtermann) will contact Council directly to discuss.

4. Council's Reply to Previous Minutes (Summary of Actions)

Noted. Note: response to item 5ii, May 2023 was updated following distribution of the agenda².

5. Co-convenors Report

SM (CPC Co-Convenor/Parks) advised as follow-up to the WFU presentation, that if you are unable to make contact with the 1800 931 189 hotline, the phone number for the EPA is 131 555.

² EXTRACT FROM SOA: Council's A/Manager Engineering Infrastructure has advised that Council has requested and received several reports since 2007 in relation to advertising opportunities on Council owned infrastructure, including bus shelters, the Greenwood Plaza Bridge over the Highway, free-standing advertising panels, multi-purpose panels (MPP) banners and other possible sites.

At its meeting of 24 September 2018, the Council considered Item [EPS03 Advertising Opportunities on North Sydney Council Infrastructure](#). Council resolved:

1. THAT Council endorses the installation of large-format digital advertising on one or both sides of the pedestrian footbridge that spans across the Pacific Highway in the North Sydney CBD.
2. THAT Council endorses the installation of digital advertising panels in all its Bus Shelters that currently have large scrolling format advertising panels installed similar to the digital advertising panels that are currently installed in the Miller Street Bus Shelters (Victoria 1 and 2).
3. THAT the requirement for future digital advertising panels in bus shelters be included in the next tender for this service when the current JC Decaux bus shelter advertising contract expires in August 2020.
4. THAT Council endorses the installation of freestanding digital advertising panels in the CBD and other Village Centres in North Sydney.
5. THAT Council monitor the outcome obtained by City of Sydney under their current Expression of Interest (EOI) process and, subject to their results, consider following a similar model for the rollout of a combined advertising and "Smart City" initiatives contract on its entire portfolio of streetscape infrastructure.

Council at its meeting on 28 March 2023 adopted to move forward with advertising on Selected Council Infrastructure - Part A: Small Format (bus shelters and comms panels) [this is resolution 4 of the Council decision of 24 September 2018]. The appointed contractor recently submitted development applications to install communication panels across the LGA at 13 of the 19 nominated sites. The 13 sites include:

- 63 Willoughby Road, Crows Nest
- 385-389 Pacific Highway, Crows Nest
- 100 Mount Street, North Sydney
- Alfred Street, Milsons Point
- Broughton Street, Milsons Point
- 476 Miller Street, Cammeray
- 599 Pacific Highway, St Leonards
- 425 Pacific Highway, Crows Nest
- 79-81 Berry Street, North Sydney
- Mount Street, North Sydney
- 116 Military Road, Neutral Bay
- 306 Military Road, Cremorne
- Brett Whitely Place, North Sydney

UPDATE (20 May 2023): Council's Executive Assessment Planner has advised that Council has engaged external independent planning consultants to undertake an assessment of the proposed advertising panel in accordance with State Environmental Planning Policies. The signage proposals have been prepared following a Council tender process for Advertising on Selected Council Infrastructure, which concluded in February 2022. The assessment of advertising structures against planning controls, including consideration of submissions, will be addressed at a later date by the North Sydney Local Planning Panel, who operates independent of North Sydney Council. The concerns expressed in the submissions received in response to the formal public consultation process will be considered both by the independent planning consultant and the Planning Panel at that time. Those submitters to the proposal(s) will also be able to address the Local Planning Panel before they are determined.

IG (CPC Co-Convenor/Waverton) advised that:

- The NSW Government recently confirmed that a new parklands will be created at the bottom of Balls Head Road. The local community has long campaigned for access to this land; and the community has refused this as an offset to the loss of open space as part of the WHT project. It is currently unclear whether TfNSW is to retain ownership of the land or transfer to the Council. Works are expected to be completed mid-2024.

6. Council Update (JG, NSC)

ATTACHMENT C - slides

a. Design Excellence Panel (DEP) membership - EOI closes 14 July

JG (NSC) advised that Council is currently calling for expressions of interest for panel members, including the community representative. The DEP Panel and Charter has recently been updated to include specific reference to sustainability. For more information visit <https://applynow.net.au/jobs/NSYD284>. JC (Milson) asked for more information about the criteria requirements for the community representative role. ***ACTION: question taken on notice³.***

b. Planning Advisors as Guest Speakers offer

JG (NSC) advised the Council's Planning Advisors (x2) have previously offered to address Precinct meetings to detail how the planning/DA process works. There has been some interest for this to occur as a joint event, and it is therefore suggested that an online session be held, open to all Precinct Committees and their members, and that following a short summary/wrap-up presentation be given to CPC, similar format to the Planning Proposals online session held in late 2022. There was support for this event. ***ACTION: Council staff to schedule Planning Advisors online session and promote to all Precinct Committees.***

c. New Precincts System Logo

JG (NSC) advised the summary of the words, describing Precinct Committees, submitted by Precinct Committees was presented to the previous CPC. Council's Communications Team has prepared some initial concept options for a new Precinct System logo for initial feedback from Precinct Committees - time did not permit to discuss the options in detail - refer to ATTACHMENT C. ***ACTION: Council staff to send related memo to all Precinct Committees seeking feedback.***

d. Precinct System Review - implementation of recommendations

JG (NSC) advised that:

- work on the implementation of the recommendations arising from the Precinct System will resume in 2023/24, at which time the Working Groups will recommence. More information will be provided to all Precinct Committees in due course.
- Waverley Council has recently introduced three hybrid meeting kits for Precinct use. Initial feedback has been that the equipment is easy to use and works well. ***ACTION: Council has requested the specifications of the equipment so we can cost for same/similar.***
- the review of the amount of operational funding per Precinct Committee is on hold pending the finalisation of Precinct mergers.

³ POSTSCRIPT: Council's Manager Development Services has advised that the DEP Charter says the community representative required "demonstrated understanding and experience in architecture, urban design, landscape architecture or a related field". Council is bound by the NSW Government Architects review panel guide which is clear that panellist should be qualified.

- Precinct-led boundary changes continue to progress - Council staff are currently assisting the following Precinct Committees with their proposals (in line with the Council resolution of 25 July 2022):
 - Harrison/Bennett Precincts are formally merging after a trial that has been in place since August 2020; awaiting the determination of the new name
 - Minor boundary adjustments proposed - a small portion of Harrison is transferring to Brightmore Precinct; and small portions of Parks, Brightmore, Harrison and Bennett Precincts are transferring to Neutral Precinct (along Military Road and Wycombe Road), subject to resolution by the respective Precinct Committees. If approved, Council will send letters to the affected properties to advise of their change in Precinct area, then update the Precinct area maps.
 - Neutral Precinct is proposing a merger with their inactive adjacent Precinct areas of Hayes and Kurraba. Council will facilitate consultation by way of a flyer to be letterboxed to all properties within the Precinct areas; this cannot occur until the minor boundary adjustments have been finalised.
 - The Department of Veterans Affairs has approved Registry Precinct's application to use Anzac Park Committees as its new name; subject to resolution by the Precinct Committee.

Refer to ATTACHMENT C for a summary of the respective step-by-step procedures developed to assist Precinct Committee considering amalgamation with an active or inactive adjacent Precinct area.

e. Current/upcoming consultations (taken as read)

JG (NSC) noted the unprecedented high number of consultations running concurrently and that due to this high volume, and the Corporate Planning Coordinator vacancy within the team that response times to Precinct minutes/Summaries of Action may be impacted in the short term.

- [Planning Proposal & Associated Draft DCP for 52 Alfred Street South, Milsons Point](#) - closes 21 June
- [2023 Liveability Census](#) - closes 30 June
- [East Crescent Street Share Space Trial \(extended\)](#) - closes 30 June
- [Draft Regional Bushfire Management Plan](#) - closes 30 June
- [WHT & WFU Improving Walking and Cycling in North Sydney and beyond](#) - closes 11 July
- [Draft Memorial Plaques in Open Spaces Policy](#) - closes 16 July
- [Blues Point Reserve Lighting Upgrade](#) - closes 19 July
- [Parraween Street Free 30 minutes parking trial](#) - 20 September
- [Neutral Bay Town Centre Planning Study](#)
- Commencing soon:
 - [Willoughby Road Streetscape Upgrade - consultation with businesses re shade structure](#) (per Council resolution Feb 2023)
 - [Young Street and Grosvenor Street Walking and Cycling Upgrades](#)
 - [Draft Foreshore Parks & Reserves Plan of Management](#)
 - Draft Youth Strategic Plan (reported to Council meeting 26 June 2023)

All engagements are promoted via the Precinct eNews weekly or available from Council's Your Say North Sydney site at <https://yoursay.northsydney.nsw.gov.au/>

7. General Business

a. Proposed Motions - Nil

b. Discussion Items (pre-submitted items)

i. Installation of freestanding digital advertising structures by JCDecaux in public spaces within North Sydney LGA (Harrison) - All Precincts have received DA notifications about these digital signs that a company called JCDecaux proposes to install all over the North Sydney LGA. Harrison Precinct members have expressed concern about these signs for a number of reasons. Lavender Bay Precinct has also expressed similar concerns as has Brightmore Precinct.

The following reply was included in the agenda: Refer to Council’s response to the related action arising from the 2 May 2023 CPC meeting.

GC (Neutral) as what is the net benefit to the community/Will the screens with be interactive (with wayfinding). It was noted that is disturbing that such information was not forthcoming with the advertised DAs.

MOTION: That the CPC opposes the small format freestanding advertising panels because they increase visual pollution, increase congestion on footpaths for pedestrians and will negatively impact driver safety. The risk of vandalism was also noted.

MOVED BY: CC (Harrison), SECONDED BY: GM (Euroka)

CARRIED UNANIMOUSLY

In favour	Opposed	Abstained
Bay x 1 Brightmore x 1 Euroka x 2 Harrison x 1 Holtermann x 2 Lavender Bay x 1 Milson x 1 Neutral x 2 Parks x 2 Registry x 2 Waverton x 1 Willoughby Bay x 2		
Total: 17	Total: 0	Total: 0

ACTION: Council to advise the business case and amount of revenue to be raised by the introduction of the new advertising panels.

ii. Dealing with media interest in Precinct meetings (Brightmore) - Brightmore Precinct invited the proponent to address its May 2023 meeting. At their June 2023 meeting, they invited local businesses to address the meeting regarding their views on the proposal. Prior to the meeting, they received a voice message from a journalist in regard to "our latest precinct meeting" (presumably wanting to attend the meeting) - ultimately, they didn't hear back from and the journalist didn't attend the meeting. Prior to returning the call, they contacted Council for advice as to whether the journalist was eligible to attend the Precinct meeting - this is the first instance in recent times of Precinct meeting guest speakers attracting media attention/requests to attend. Whilst the journalist did not attend that meeting, it is timely to flag this matter with Precinct Committees.

The following reply was included in the agenda: Council’s Manager Corporate Planning & Engagement has provided the following information to inform discussion of this item:

Summary of discussion with Brightmore Precinct Committee:

- a disclaimer should be made at the start of the meeting (as no way to inform all possible attendees ahead of the meeting) that the media would like to be in attendance and seek agreement from the attendees for the media to remain present (or leave) and read out section 8 of the Code of Conduct - to avoid complaints/loss of attendees who are not happy with the meeting ran/media attendance etc.
- media to be informed of the Code of Conduct and advised that any comments made/quotes are not on behalf of the Precinct Committee or Council.

Extract from [Precinct System Policy](#):

- Section 4.9 Development Applications - ... *Applicants will be notified of and may attend the meeting(s) at which their proposal will be discussed. Council notices to owners affected by applications will include information on the referral to the Precinct Committee.*

Extracts from [Code of Conduct - Precinct Office Bearers & Members](#):

- Section 8. Public Comment - *Precinct Committees are not established as separate legal entities. Any comments made are therefore to be made in the personal capacity with reference to the individual making the comments, Office Bearers and members should be cognisant that they are personally responsible for comments they make.*

From time to time, the media may contact Precinct members for information or comment. If the Precinct Committee has determined a matter, Office Bearers can speak on behalf of the Precinct Committee, if authorised to do so. If the matter has only been discussed, but no determination made, you can express your personal views but not the views of the Precinct Committee.

While you may speak as a member of the public, or as a representative of the Precinct Committee, we ask that you do not make any public statement to the media or at public events that would lead someone to believe that you are speaking on behalf of Council or expressing its views or policies. Instead refer such inquiries to Council's Manager Communication & Events on Ph 9936 8100.

- Section 12. Disorder - *In accordance with Council's Code of Meeting Principles and Practices the following step should be taken if disorder arises:*

a) the Convenor may adjourn the meeting for a period of 15 minutes.

b) if after the meeting has resumed, disorder by the Precinct member continues they may be expelled by resolution of the Committee (i.e. majority decision).

c) if order is not re-established the Convenor should bring the meeting to a close.

d) once expelled, a Precinct member cannot go back into that meeting, regardless of whether he or she withdraws and apologises. They may attend the next and subsequent meetings if no further resolutions are carried.

e) Council should be informed immediately after the event, preferably in writing.

Call the Police and request assistance if you believe there is any threat or fear of violence, or if you believe that someone could be injured because you have refused entry or requested they leave. Also inform Council's Community Engagement Coordinator on 9936 8285 or Council's After Hours Service Ph 9936 8100 of all incidents within 24 hours. Debriefing services can also be arranged on request.

ACTION: include guidance re media attendance at Precinct Committees in the revised Precinct System Guidelines.

9. OTHER ITEMS - tabled at the meeting

a. [PP1/23 - 1-7 Rangers Road & 50 Yeo Street, Neutral Bay](#)

MTJ (Willoughby Bay) noted that this Planning Proposal is subject to a Rezoning Review. **ACTION: MTJ (Willoughby Bay) will send an update to all Precinct Committees via the CPC Co-Convenors.**

ATTACHMENT D - Planning Proposals update from MTJ (Willoughby Bay)

10. NEXT MEETING - Tuesday 15 August (agenda items due 9am, 24 July)

GM (Euroka) suggested that an idea for a guest speaker for the next meeting relates to the push by the new NSW Government to increase density. **ACTION: Council staff to source speaker options for the 15 August 2023 meeting.**

Remaining 2023 meeting dates:

- i. Tuesday 17 October (agenda items due 9am, 25 September)
- ii. Tuesday 28 November (agenda items due 9am, 6 November)

Meeting closed at 7.59pm



Dowmer

WARRINGAH FREEWAY UPGRADE

Warringah Freeway Upgrade Place, Design and Landscape Plan

NSC Combined Precincts Committee



Scope and Approvals

The Warringah Freeway Upgrade (WFU) Project is being designed and constructed by the CPB Downer Joint Venture (CPBD).

The Place, Design and Landscape Plan (PDLP) has been prepared by Hassell for CPBD to satisfy the Ministers Conditions of Approval (MCoA) (SSI8863). The WFU shares the MCoA with the Western Harbour Tunnel project but this PDLP is only related to WFU.

The Urban Design Objectives include:

- enhancing identity and user experience
- integrating design into existing elements
- connection and legibility
- ensuring urban renewal and liveability
- creating living environments
- encouraging sustainable outcomes



How to make a submission

<https://caportal.com.au/rms/wfu/place-design-and-landscape-plan>

Post questions on the chat throughout

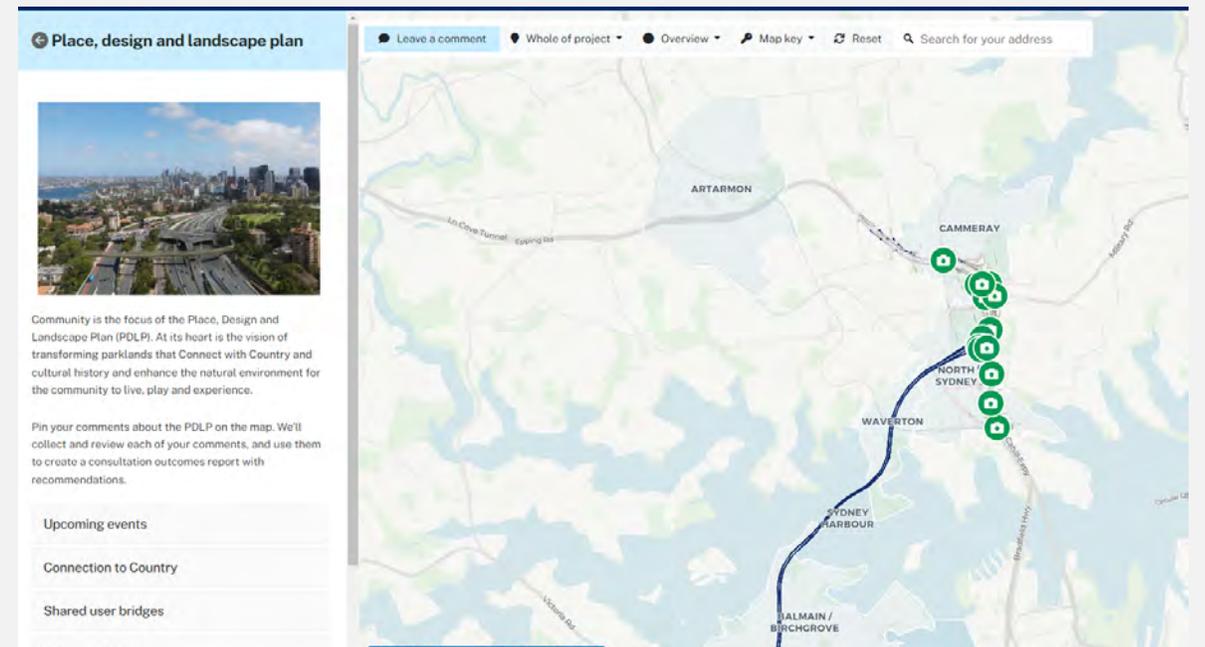


PDLP public exhibition period is now open

The Warringah Freeway Upgrade project will transform the way people move across the area. Our vision is to improve the amenity for local communities, with a focus on vibrant and connected experiences linked to the surrounding landscape. As part of our design process, we are asking for feedback from the community on the Place, Design and Landscape Plan (PDLP).

Download the Place Design and Landscape Plan

Full place design and landscape plan

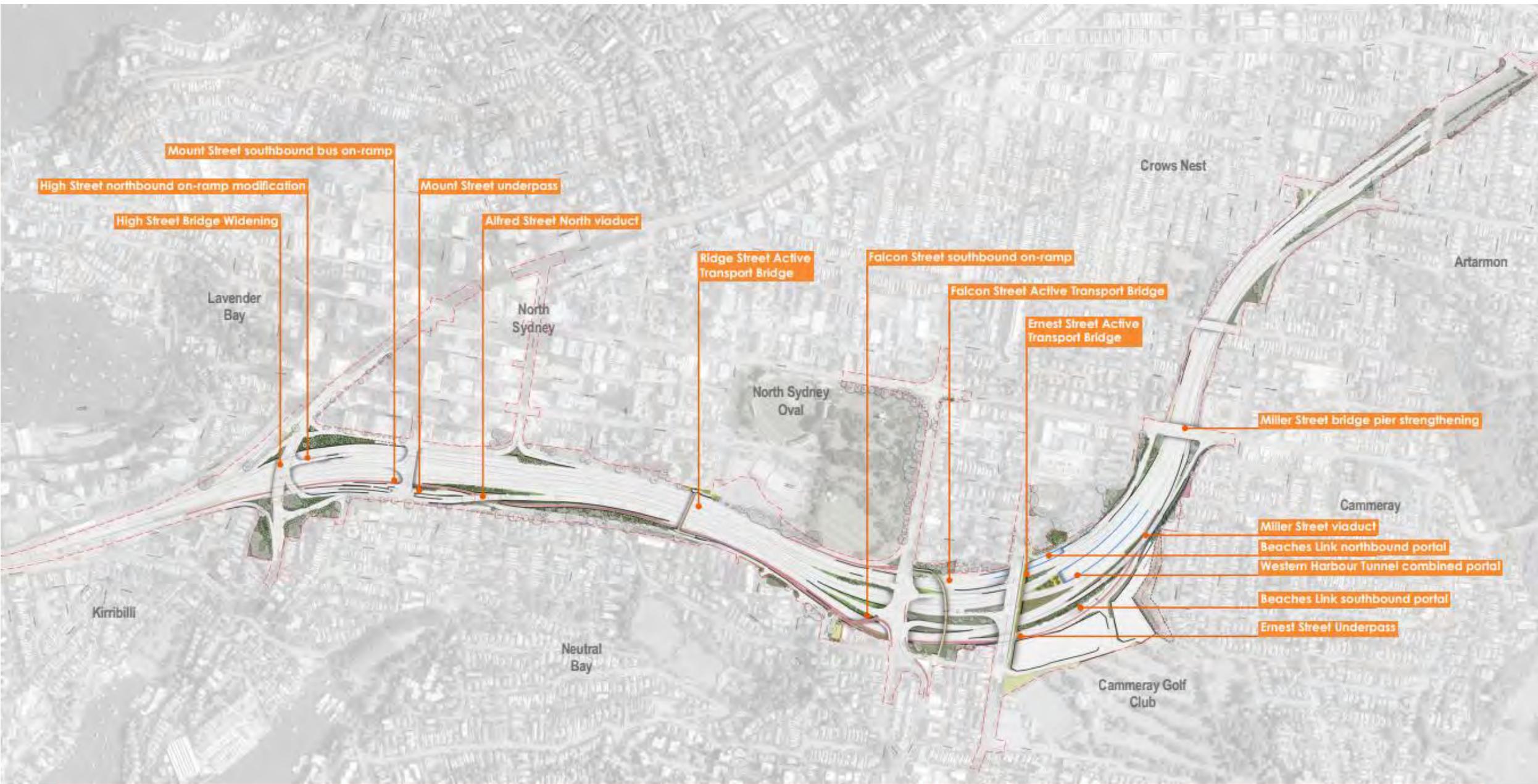


Consultation timeline

Community engagement timeline

- 29 January to 30 March 2020**
EIS on public display.
1454 submissions received.
- January 2021**
Minister's Conditions of Approval granted.
- September 2021**
CPB Downer Joint Venture awarded contract to design and construct Warringah Freeway Upgrade. Hassell architectural firm engaged by CPBD JV to prepare the PDLP.
- February 2023**
CPBD JV Design Partnership presents the draft PDLP to the State Design Review Panel on 23 February.
- June - July 2023**
Public exhibition of the draft PDLP.
- 2024**
Approval of the final PDLP by DPE incorporating feedback from the public exhibition.





Pre-posted Q & A



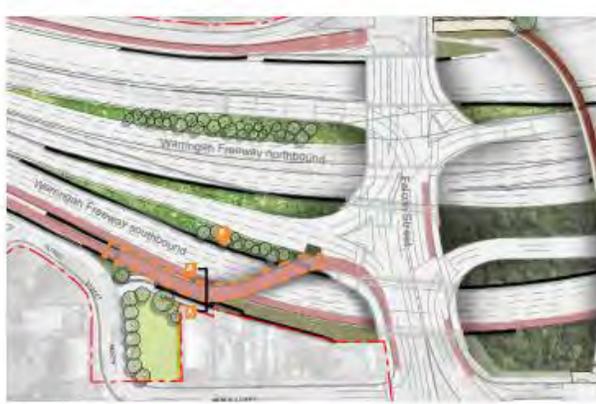
Freeway bridges

Falcon Street southbound bus on ramp

The new dedicated bus on ramp will have a headlight glare screen installed to prevent headlight glare from buses shining into nearby residents.

Community consultation on the glare screen and nearby landscaping options was undertaken in August 2022.





Key plan

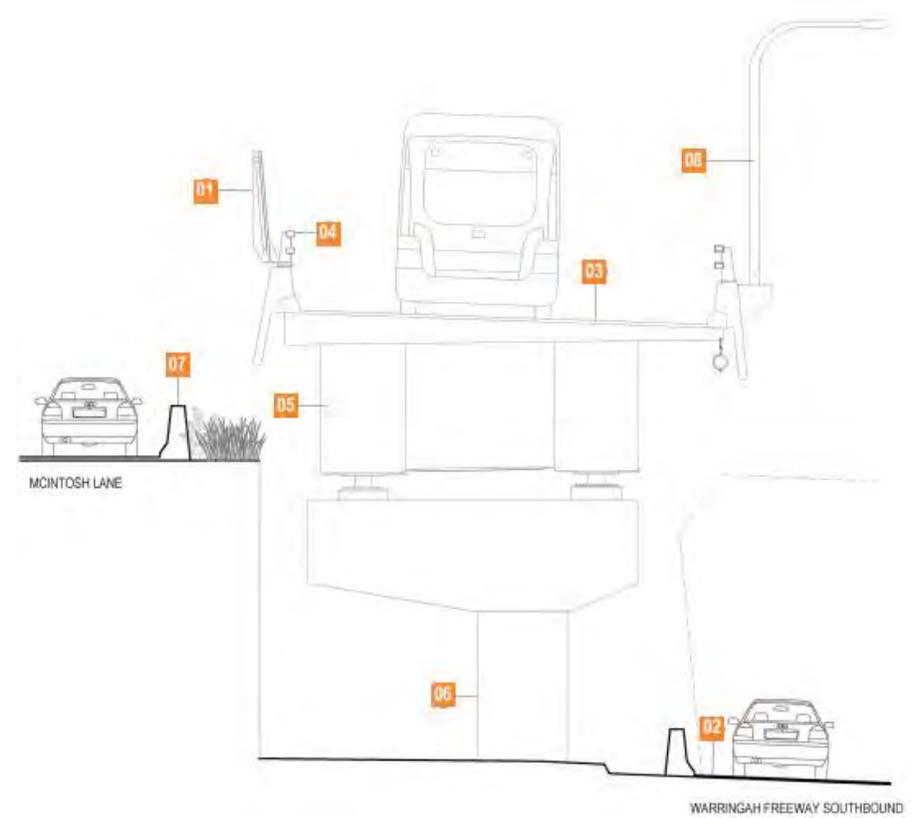


Figure 132: Bridge on Falcon Street bus lane ramp over Warringah Freeway - Section A 1:100

Item	Description
01	Powdercoated steel posts in Dulux 'shale grey'. Opaque acrylic panel to engineers specifications, grey colour to match posts
02	Road level
03	Bridge deck
04	Twin rail barrier
05	Steel box girders
06	Pier with headstock
07	F type barrier
08	Light pole

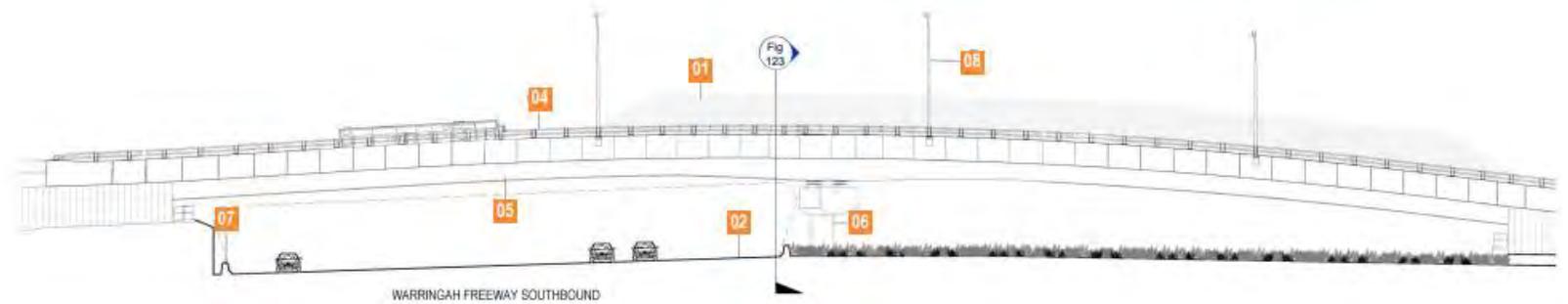


Figure 131: Bridge on Falcon Street bus lane ramp over Warringah Freeway - Elevation B 1:400

Warringah Freeway Upgrade

Falcon Street southbound bus on ramp

FAQs | June 2023



Why do we need the Falcon Street southbound bus on ramp?

We are building a dedicated southbound bus on ramp along the Warringah Freeway from Falcon Street, Neutral Bay to the Sydney CBD. The future dedicated bus on ramp will be a separated, raised bridge structure, replacing the existing on ramp that currently serves both buses and general traffic. Unlike the existing on ramp, which has a dedicated bus lane with a raised median kerb separating it from general traffic, the new on ramp will be used exclusively as a bus lane.

The new bus on ramp will land on the easternmost side of the freeway, eliminating conflicts with merging general traffic and improving overall safety by removing the need for buses to weave across lanes when travelling toward the Sydney CBD.

Construction will begin in mid June 2023 and will take around 18 months to complete.

Where is the bus on ramp being built?

The Falcon Street bus on ramp will be built to the southeast of the Falcon Street bridge next to McIntosh Lane and Alfred Street North.

What will the Falcon Street bus on ramp look like?

The bus on ramp will be an elevated one lane concrete bridge structure roughly 100 metres long. It will curve out from the Falcon Street bridge descending to the southbound bus lane. A 3.6 metre-high headlight glare screen will be installed along the edge of the ramp above road level.



Artist's impression of the Falcon Street southbound bus on ramp, south-east view of the Warringah Freeway and Falcon Street bridge

Warringah Freeway Upgrade

Impact from street lights



Street lights will have shields so light is directed to the road and away from properties.



Impact on parking in Alfred Street North

Feedback is noted and this will be further reviewed and discussed during the parking strategy community consultation.



Visual impact

The ramp structure has been redesigned to be less bulky.

Neutral Bay



Impact on traffic flow in Neutral Bay

Traffic modelling shows volume of traffic on the bus ramp is low as it streamlines bus movements onto the freeway.

Location of the bus ramp



The location of the ramp was approved in the EIS following careful consideration and assessment.

Noise from operational traffic

The new bus ramp is not predicted to result in a noticeable increase in noise levels at properties nearby. The structure itself also provides additional noise screening of the main carriageways.



Construction impacts



Construction methodology has been reviewed so that noise and out of hours work is minimised and adheres to the Project's Environment Protection Licence and Ministers Conditions of Approval. Some trees will need to be removed for the construction.



Impact on sunlight

Our studies show neither the bus ramp or headlight glare screen will increase shade.

Light impact from headlights



The addition of a headlight glare screen eliminates bus headlight glare.

Privacy



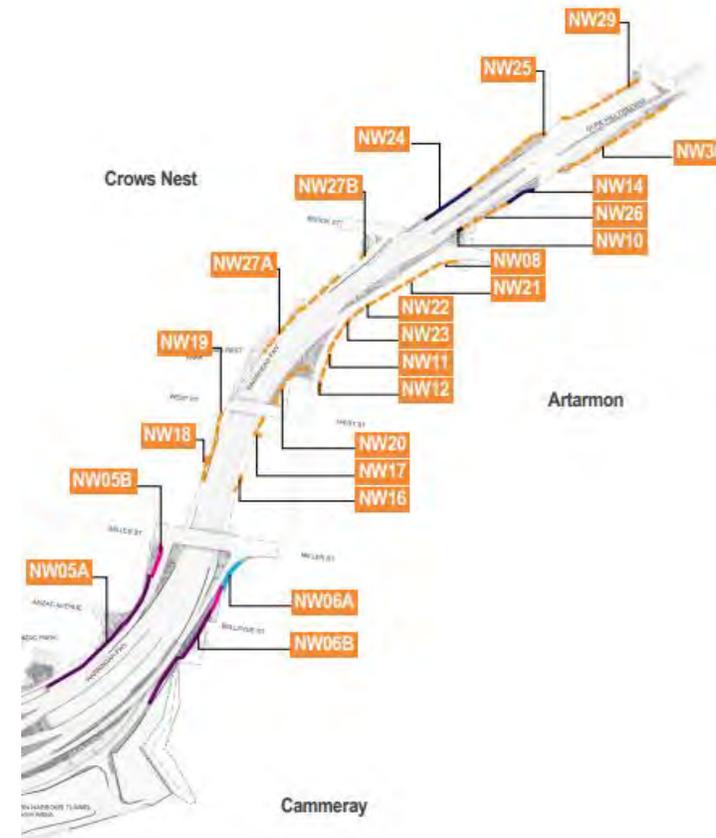
The installation of the headlight glare screen would prevent bus passengers from seeing into properties. Buses will not be stationary on the ramp.

Noise walls

Item	Description
	Transparent noise wall
	Standard noise wall
	Vertical rebate noise wall
	Feature noise wall
	Existing noise wall

Noise walls throughout the Project are finished in a carefully considered palette of urban design finishes designed to integrate the structures into the surrounding landscape.

- Existing walls will be painted to colour match the new walls within the construction site
- Where walls are located in a visually prominent location within the public parklands or have the opportunity for public interaction, the walls have a textured pattern finish to add depth and provide a light and shadow aesthetic to the surface
- Where sufficient width is available, a planted zone with a minimum width of 2m will be provided on both sides of headlight screens
- Integrate walls with landscape plantings to mitigate the visual impacts associated with large extents of visible walls
- Wall tops are to form continuous smooth flowing lines with no irregular stepping. If stepping is unavoidable, it will be in a continuous, rhythmic and smooth overall alignment
- Wall plan layouts are simple, with straight or large radius curved alignments, without sharp changes of direction

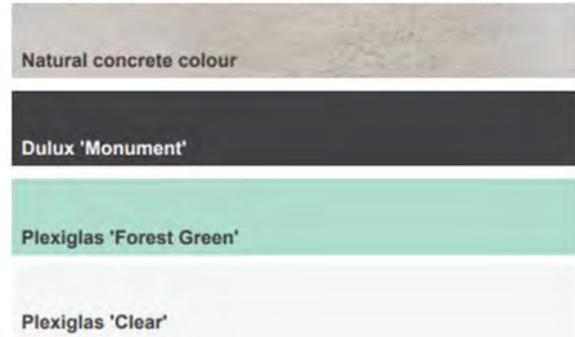


Noise wall colours and finishes

The materials finishes schedule has been selected in accordance with technical requirements and Australian and Local Government standards.

A recessive palette of wall colours is provided below. Walls will match any adjacent existing wall types.

The appearance of both sides of the noise walls and headlight screens will be equivalent in design quality and benefits to road users and residents.







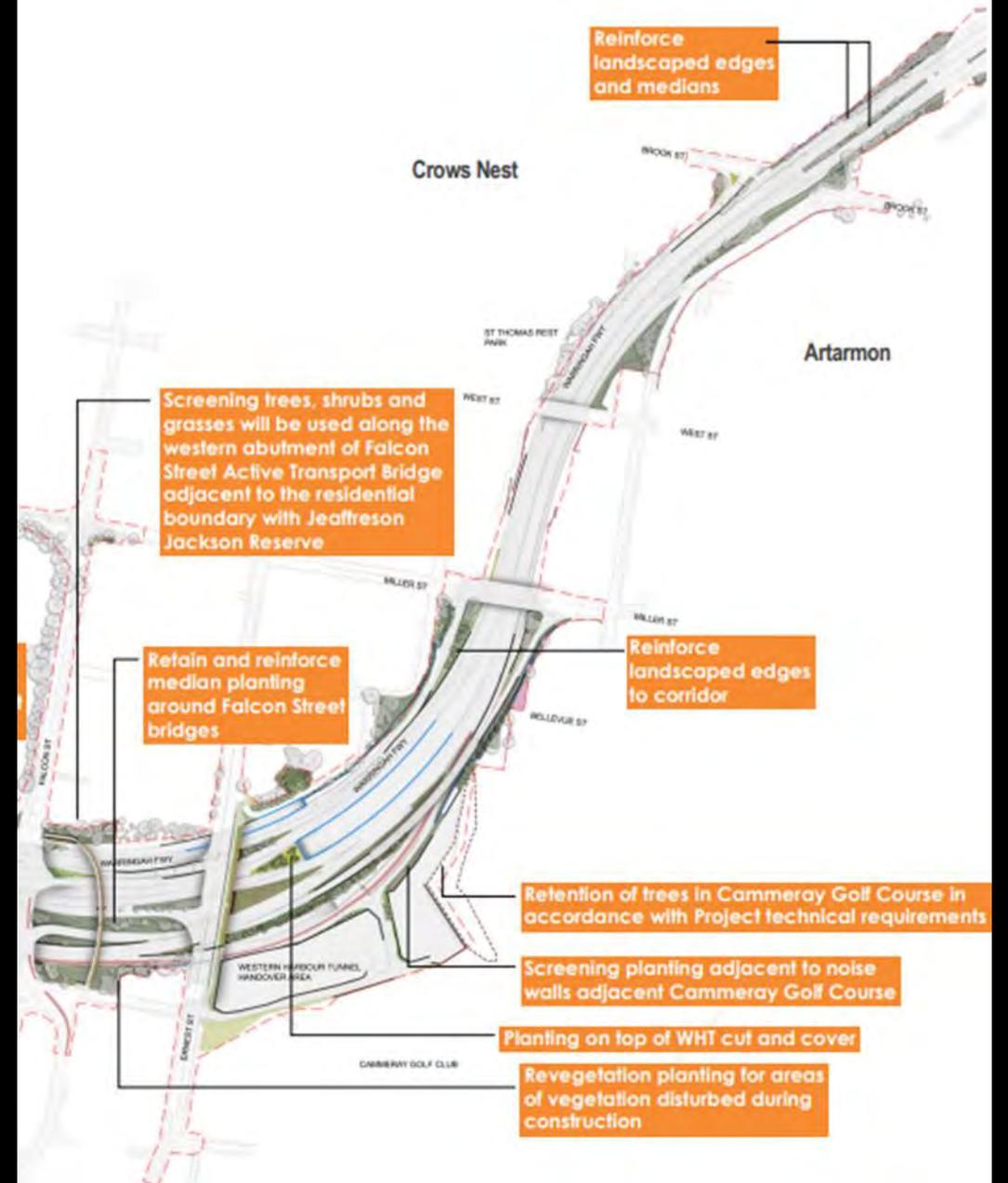




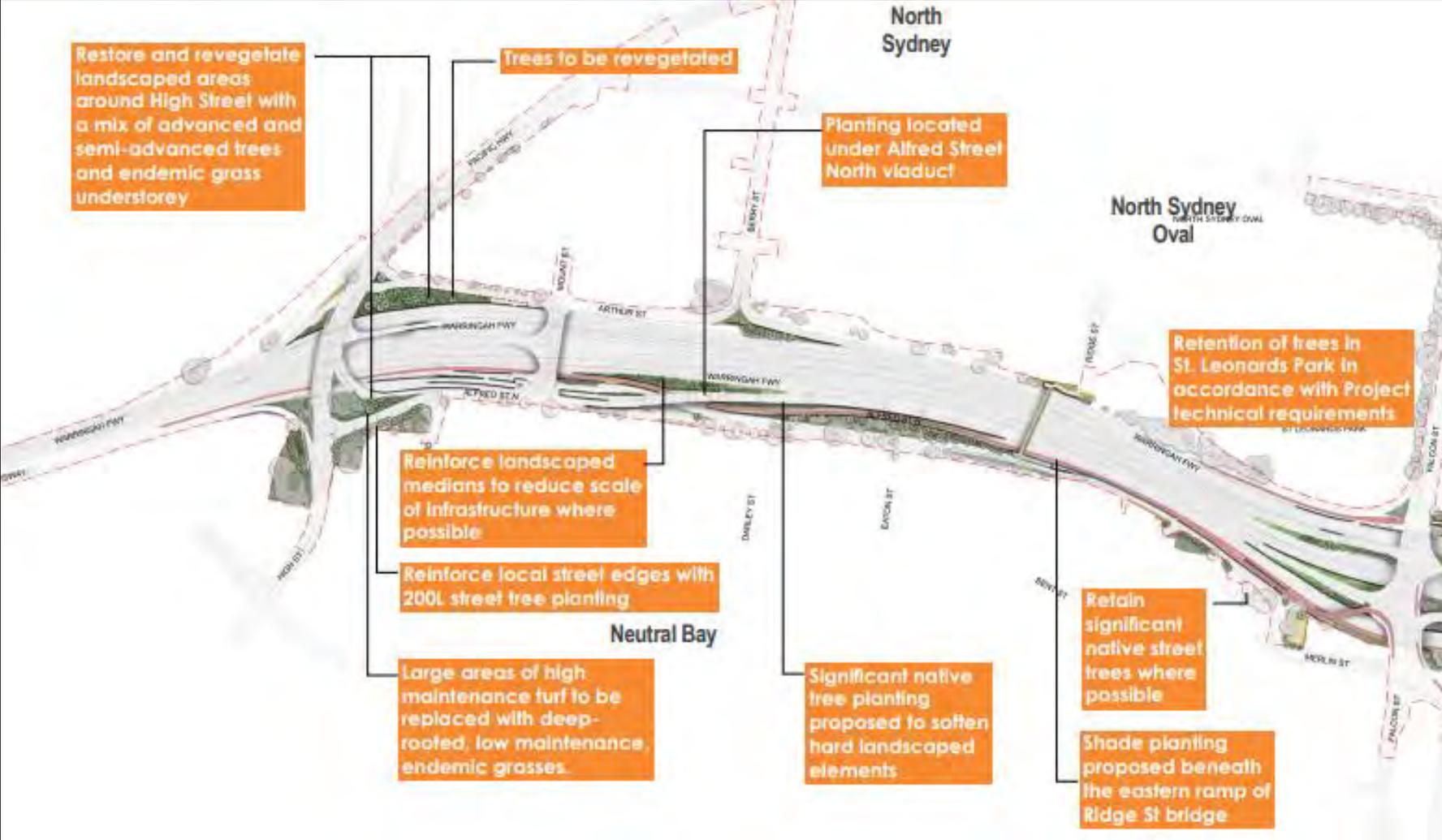
Landscape design



Landscape diagram for Project north alignment from Falcon Street



Landscape diagram for Project south alignment from Falcon Street



Question 6 (Neutral Precinct) Marooned is the term many residents have used after the current changes. With the vehicle changes at Merlin/Falcon St intersection, no ability to walk west unless you take a 700 metre detour to the east first or a substandard ramp to Ridge St, or lack of parking when you arrive home, many are feeling as if we are marooned here for the course of these works. • Do you have any unannounced plans to change this?

CPBD answer: We are building the new southbound dedicated bus on ramp from Falcon Street, Neutral Bay to the Sydney CBD. This work is expected to take around 18 months to complete. To safely enable this work, including partial demolition of the existing Falcon Street bridge, freeway widening and bus on ramp construction, we are establishing temporary work areas on Falcon Street and on the eastern side of the Warringah Freeway, south of Falcon Street. Temporary traffic changes as well as a temporary closure of the footpath on the southern side of Falcon Street bridge between Merlin Street and St Leonards Park, are in place to safely allow temporary work areas to be established and carry out work. These changes are expected to be in place for around 18 months. Our temporary traffic changes and footpath closures are in place to ensure the safety of all road users and our workers. Please follow all traffic changes, the direction of signage and traffic controllers. Access for residents will always be maintained.

On-street parking removal is required during construction and will be in place around temporary work areas to provide access for construction work and to allow us to relocate underground utility services. The requirement for on-street parking removal was identified in the project's Environmental Impact Statement (EIS) in 2020. Following detailed design and construction planning, up to 208 on-street parking spaces will be temporarily removed during construction. When our work is completed, at least 123 on-street parking spaces will be returned, which includes 99 existing spaces being reinstated and at least 24 new on-street parking spaces being built south of Ridge Street shared user bridge.

We will continue to keep the community updated of any changes via notifications, fortnightly DL slips, weekly portal updates, and weekly email blasts.

Question 7 (Neutral Precinct) The changes made on Friday 16.06.23 to close the bus lane and reduce Falcon St from three lanes to two lanes between Merlin and the Bridge on ramp for 18 months will substantially affect egress from Merlin St, especially west. Alfred St North, Rose Avenue, Wyagdon St and Merlin St all have no other vehicular exit but the Merlin St/ Falcon St intersection. Presently at busy times, if the Falcon St interchange is full, even if you are one of the two front cars at the intersection, you cannot turn west without blocking the intersection. With only two lanes heading west from Merlin we expect this problem to increase. • Will the lights be timed so that residents leaving Merlin Street be entering a clearing interchange or one with space for them? • Have you done any calculations on how many vehicles should be able to exit Merlin St in peak times each light change?

CPBD answer: Our traffic and engineering teams go through an extensive process of planning and implementing traffic changes. Alternative traffic changes were investigated as part of CPB Downer JV's Traffic Management Plan development. The traffic changes planned have been chosen to minimise impacts on the road traffic network and is the safest for motorists, cyclists and pedestrians while we are building. Traffic modelling carried out informed that general traffic using Falcon Street may be delayed up to two minutes and buses may experience delays of up to 20 seconds, particularly in the PM peak. There would be no impact on vehicles accessing or exiting Merlin Street as a result of this change.

In the event that queue lengths and/or travel times are substantially greater than those reflected in the traffic modelling carried out, CPBD JV will work with Network Operations to manage traffic signals timings to clear out excessive queues on Falcon Street.

Question 8 (Neutral Precinct) On 16.06.23 the change made to block pedestrian access along the southern side of Falcon St from Merlin Street to St Leonards Park. An alternative route was suggested which is 700 metres rather than the 220 metre direct route. Another option was to take the Ridge St overpass. Almost as if the Ridge St contractors were not aware this closure was coming, they have demolished both the access steps and ramp, leaving just a temporary ramp supported by scaffolding. This ramp is 1450mm wide and only 1250mm wide between the handrails. It is not fit for purpose. Two prams cannot pass on the ramps, neither can two bikes, or two of anything bar two pedestrians. Despite the don't ride signs, may do especially the delivery riders on electric bikes which take most of the room (see attached picture). The use of this ramp by delivery riders appears to have increased this weekend, one would assume due to the above closure. Weeks ago a delivery rider was observed rounding a corner into a mother and child, luckily no one was injured. • Was any survey made of the mobility of users before these changes were made? • Will you install traffic wardens top and bottom of the Ridge St ramp to stop the problem of riders riding up? • Will you build a second ramp (maybe where the old ramp was) so we can have an up and down ramp, 1250mm really isn't wide enough for two way traffic?

CPBD answer: We are upgrading the Ridge Street shared user bridge. The new bridge will be wider and relocated approx 40m south of the existing location. The former access stairs and ramp on Alfred Street North were removed and replaced with a temporary DDA compliant access ramp to maintain access for all bridge users during construction. The temporary access ramp to the Ridge Street shared user bridge on Alfred Street North was built to an approved, DDA compliant design and satisfies all the standard legislative requirements. There will not be a second ramp built by the project due to spatial constraints on Alfred Street North and the work we are required to carry out like utility relocation, retaining wall demolition, building the southbound bus ramp and freeway widening. We currently have cyclist dismount signage in place at the top and bottom of the temporary access ramp. The project team has taken feedback on board and will install additional dismount signage at the temporary access ramp. We will also reiterate the safety requirements/community concerns for cyclists to dismount with Bike Groups we are in regular contact with. Traffic controllers will be in place when we have works occurring on Alfred Street North to manage construction vehicles, general traffic, pedestrian and cyclist movements.

Question 12 (Neutral Precinct) On 7 June 2023 a work notification advised of removal of parking and the opening of Merlin Reserve for resident parking on the 14 June 2023. This still has not happened. • When will the reserve be open for resident parking? • Will it remain open at the end of the project for residents?

CPBD answer: The temporary Merlin Street community carpark is now open. Final signage was installed this week and the remainder of fencing removed. The carpark is now available for use by Council permit holders in Area 30 and Area 1.

Question 13 (Neutral Precinct) The left turn from the North Sydney Exit Ramp on to Alfred Street North was removed. An alternative route going through the High St Roundabout and through North Sydney the doubling back to North Alfred Street was suggested for residents. This adds 1km and around 5 to 6 minutes, a lot to the 3km trip from Cammeray. It is also has poor viewing angles for low vehicles when entering the High St Roundabout due to the concrete bollards on the corner. When the left hand turn existed traffic controllers would put a sign on the North Sydney Exit Ramp if North Alfred was closed. It usually said 'Side Road Closed'. Now the left hand turn doesn't exist,

traffic controllers do not put a sign. This forces residents to take the 1km detour, then drive in to Alfred St North to be asked to do a U-turn back up to High St Roundabout and through Neutral Bay. A frustration and waste of time for residents and causing unnecessary congestion within North Sydney. • Could the traffic controllers start using the signs again so residents don't waste time, petrol and cause congestion? • Better still, as this is a big project, could a dedicated sign be installed "Alfred St North - Open/Closed"

CPBD answer: This permanent traffic change was approved as part of the Environmental Impact Statement (EIS) to upgrade the off ramp connection from the freeway including constructing a new southbound dedicated bus lane. Feedback has been taken on board and the project will look into additional signage at the off ramp.

Question 14 (Neutral Precinct) The residents of Merlin St, Wyagdon St, Rose Ave and Alfred St North are suffering through 24 hour working hours, rude and intrusive workers, lack of parking, workers taking their parking, lack of access, dust, noise levels higher than under the flight path. These are their homes and with 24 hour approvals and working there is no respite at all from this, especially for those who work from home. When the B1 project was happening residents were offered nights in hotels. • Is there any plan to offer similar as respite for highly affected residents?

CPBD answer: The project is operating under an Environmental Protection Licence (EPL). In accordance with our EPL, our standard daytime work hours are from 7am to 6pm Monday to Saturday. Our standard night work hours are from 8pm to 8am, no more than 3 nights per week and up to 10 days per month. Two of these nights can be consecutive with respite nights in between. All at source environmental mitigation measures are in place in accordance with our EPL. For more information about how construction noise is managed for the Warringah Freeway, visit the [Warringah Freeway Managing Noise portal](#).

The project requirement to offer alternative accommodation is triggered by the numbers of consecutive nights we work. We will always attempt to carry out the noisiest work during the day and as early as possible during our night shifts, however this is not always possible.

The offer of alternative accommodation is required when we work on a third (or more) consecutive night and you are considered highly noise affected on two or more of these nights based off noise modelling. Our noise modelling is conservative and considers worst case scenarios. Our project attempts wherever possible to limit our works to two consecutive nights to provide respite for residents.

The project takes all complaints and enquiries seriously including issues regarding our workers. We reiterate community concerns to our workforce during daily pre construction meetings. We encourage residents to contact the project should they have any questions, concerns or any specific circumstances they would like to discuss on 1800 931 189.

PRECINCT RELATED COUNCIL UPDATES

**Combined Precincts Committee
20 June 2023**

progressive *vibrant* diverse



DESIGN EXCELLENCE PANEL - EOI CLOSES 14 JULY

- expressions of interest (EOI) are sought for membership on Council's DEP, for a two-year period commencing August 2023.
- attendance is remunerated (estimated 10 meetings per year).
- advisory panel providing independent expert advice on significant urban design, architecture and landscape architecture projects undertaken by both Council and the private sector
- we are looking for individuals who are highly recognised in their profession and who have demonstrated experience and knowledge of architecture, urban design, sustainability and planning.
- community representative position also requiring similar understanding and/or experience.
- submit EOI outlining your skills and experience; advise if want to be considered for the community representative position.
- <https://applynow.net.au/jobs/NSYD284>

NEW PRECINCT LOGO DEVELOPMENT - WORD CLOUD

Information
Assist local Listen
Help a voice or Village
Community
first Local Share
Conduit Connect
Neighbours

Current Logo



progressive *vibrant* diverse



NEW PRECINCT LOGO - DRAFT OPTIONS

1



2



3



4



5



6



PRECINCT-LED BOUNDARY OR NAME CHANGES (STATUS)

Precinct Committee/s	Changes
Harrison/Bennett	Resolved to formerly merge (trial in place since Aug 2020) New name options currently under consideration Proposed boundary adjustments affecting: a) Harrison/Brightmore b) Harrison + Bennett/Neutral
Brightmore	Proposed boundary adjustments affecting: a) Brightmore/Harrison b) Brightmore/Neutral
Neutral	Proposed boundary adjustments affecting: a) Parks/Neutral Exploring possible merger with the inactive Hayes and Kurraba Precincts or reactivation of inactive Precincts
Registry	DVA has approved proposed name change to Anzac Park Precinct. Motion to be put to next Committee meeting to determine if the name change is to proceed

PRECINCT-LED MERGERS (PROCEDURE)

A guide to considering amalgamation with an adjacent inactive Precinct area

1. Initial discussion with Council staff.
2. List proposal for discussion on next Precinct meeting agenda.
3. Cr Bulletin item (for information).
4. Consult with the inactive Precinct area to gauge community interest/support for the proposed change (min. 42 days)
5. Discuss new name options with Council's Historian (allow 2 to 4 weeks for research)
6. If there IS community interest for the amalgamation - list proposal on the active Precinct Committee's next meeting agenda with a proposed motion to proceed (and the suggested new name). Prepare Statement of Income and Expenditure (to be resolved within a motion to proceed with the merger, if carried). Interim office bearers appointed.
7. Flyers distributed in both Precinct areas advising of the first meeting of the new Precinct, at which office bearers will be elected.
8. Council report advising of the merger (or other change).
9. Administrative tasks undertaken by Council.

PRECINCT-LED BOUNDARY CHANGES (PROCEDURE)

A guide to considering Precinct area boundary alterations

1. Initial discussion with Council staff and the adjacent affected Precinct Committee.
2. Staff prepare map/s showing proposed new Precinct area (to aid consultation)
3. List proposal for discussion on next Precinct meeting agenda for each Committee.
4. Where the adjacent Precinct area is inactive, consult to gauge community interest/support for the proposed change (min. 42 days)
5. Resolve the position of each affected Precinct Committee (send to Council via minutes)
6. Staff to finalise new Precinct area maps
7. Councillor Bulletin item prepared to advise of proposal (for information)
8. Council report to advise of the Council change
9. Council administration - Precinct area map/s updated on website and Council's record keeping system
10. New boundaries apply



CONSULTATION ON IMPLEMENTATION PLAN

Working Group 1:
Policy, Code and
Guidelines

Working Group 2:
Marketing and
Promotion

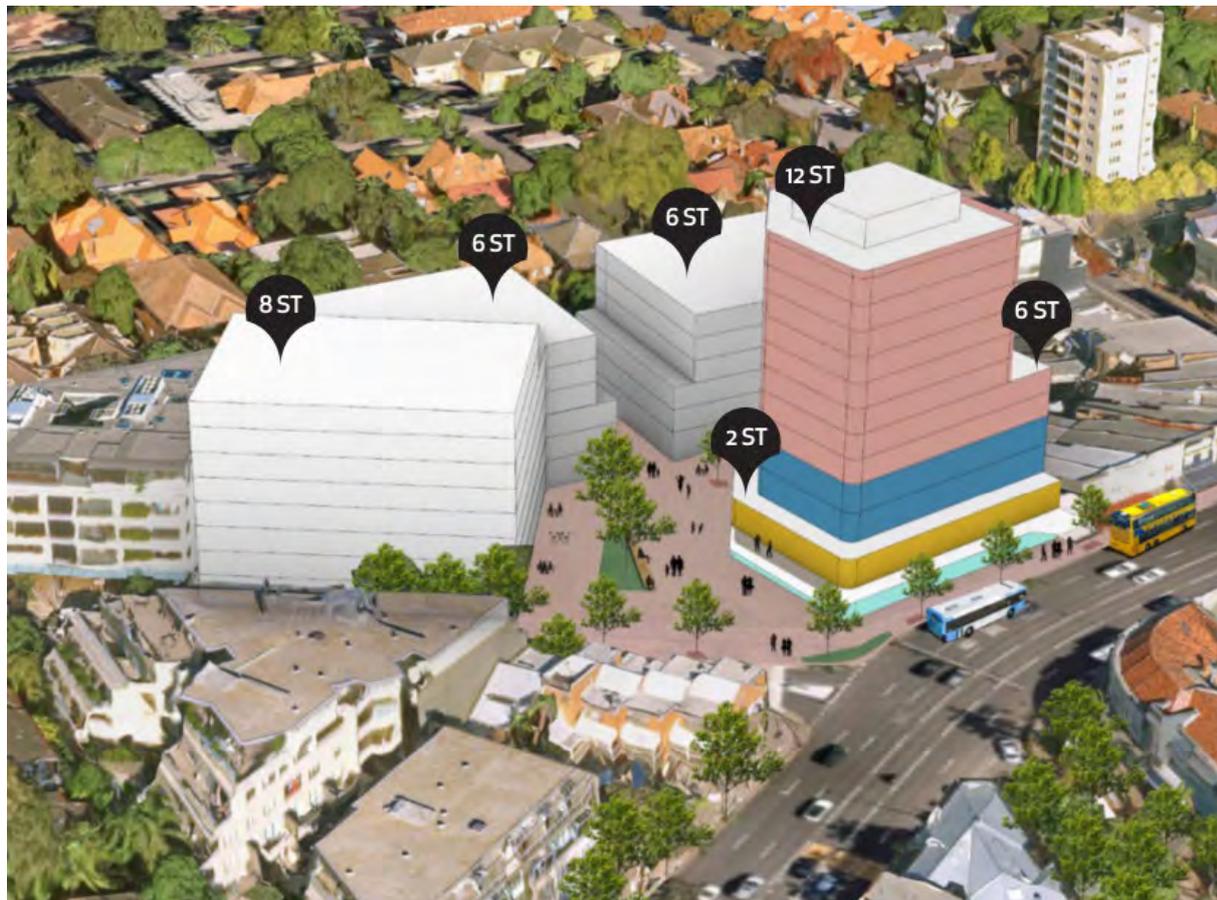
Working Group 3:
Office Bearer
Training

Working Group 4:
Remote
Meetings

- Max 6 representatives per Group
- Can't sit on multiple Groups and one representative per Committee per Group
- Meeting format to be agreed by Working Group members (online, in person, or hybrid)
- Each Group to meet up to 3 times - 1) current state, 2) discuss ideas, 3) review final recommendations
- Final recommendations to be reported to CPC before reporting to Council

The Combined Precincts Committee meeting held on 20 June endorsed Willoughby Bay Precinct passing on to the Combined Precinct Committee and individual Precincts information regarding:

- (1) PP 1/23 Woolworth's revised planning proposal for 1-7 Rangers Road Neutral Bay **Woolworths have asked the Department of Planning for a Rezoning Review.**
- (2) PP 4/23 Planning Proposal for 183-185 Military Road, Neutral Bay (adjacent to Woolworths site at 1-7 Rangers Road). **Now being assessed by North Sydney Council.**



ABOVE: The two planning proposals. 183-185 Military Road in pink and blue.

The Woolworths planning proposal is shown in white **with suggested improvements:** reduced maximum building heights, an open-to-sky through site link to Yeo Street; removal of the 2-storey structure proposed by Woolworths on the boundary with 183-185 Military Road to allow a larger integrated a public plaza.

If the current Woolworths proposal proceeds, the 6 storey building will be 6 metres (about 2 storeys) higher than shown above, and the 8 storey building will be 5 metres (nearly 2 storeys) higher than shown above. For context, the existing 5 storey building at 9-11 Rangers Road can be seen just to the left of the 8 storey building on the Woolworths site.

The image shows a maximum building height of 43 metres for a 12 storey building at 183-185 Military Road as sought by the developers.

Local Precincts have concerns about each of the proposal (outlined below) and are encouraging residents and Precincts with concerns to make submissions:

- in the case of the Woolworths proposal, to the Department of Planning, and

- in the case of 183-185 Military Road, to North Sydney Council.

WOOLWORTHS PP 1/23 1-7 RANGERS ROAD NEUTRAL BAY

Please email a submission to: information@planning.nsw.gov.au

Subject: **No Gateway Approval for Woolworths 1-7 Rangers Road**

Give your name and address and state you are writing to request that the Department of Planning **not proceed** to **Gateway Determination** for Woolworths Planning Proposal at 1-7 Rangers Road, Neutral Bay due to excessive height, traffic congestion and a poorly designed public plaza. If the proposal proceeds you would like to see:

Reduced maximum building heights

- > 21 metres on Yeo Street & not 27 metres. This reduced height is enough for the 6 storeys which Woolworths say they want. They don't need an extra 6 metres.
- > 28 metres on Rangers Road & not 33 metres. This reduced height is enough for the 8 storeys which Woolworths say they want. They don't need an extra 5 metres.
- > Zero metres on the public plaza & not 27 metres. Woolworths say this is to be public open space. The height limit should reflect this.

Better public benefits

- > Deletion of the extra 88 car parking spaces sought by Woolworths. These spaces are shown as part of the Woolworths supermarket parking and will draw traffic from a wide area causing traffic congestion on local roads. Woolworths should provide a significant contribution for community infrastructure instead of unwanted extra car spaces.
- > A better designed public open space which allows for integration with a future development of the adjacent site at 183-185 Military Road. The proposal for the adjacent site lodged with North Sydney Council should be taken into consideration.

PLANNING PROPOSAL 4/23 183-185 MILITARY ROAD, NEUTRAL BAY

Please email a submission to: council@northsydney.nsw.gov.au

Subject: **Planning Proposal 4/23 183-185 Military Road, Neutral Bay**

Give your name and address and set out your concerns.

Too much height and too much traffic

- > The proposed building height of 43 metres is excessive and will destroy the village atmosphere of Neutral Bay. A 12 storey building in this location will overshadow the proposed public plaza on the adjacent Woolworths site throughout the afternoon.
- > The increased density will result in unacceptable traffic congestion on local roads.

Poor public benefits

- > The proposed relocation of the Neutral Bay Community Centre from its current site to the first floor of the proposed building is a grossly insufficient public benefit and should be subject to community consultation and not a developer's decision.
- > The public plaza should be designed to minimise noise from Military Road and with an open-to-sky through site link to Military Road near the bus stops.