



**Minutes of the General Meeting held on Tuesday 22 May 2024 at 6.30 pm
Northbridge Golf Club**

Present	X people attended as per the attendance sheet
Chair:	HM declared the meeting open at 6.35pm BE Acknowledgement of first peoples and welcome
Guest Speaker: MT	<p>New State Government Planning Laws</p> <ul style="list-style-type: none"> • The great lie – Greater density leads to more affordable housing. • Nth Sydney LGA would be affected by both TOD - Under the Transport Oriented Development (TOD) program, land within a 400-metre radius of 31 stations will be rezoned in to permit 6 to 7-storey apartment buildings <p>AND</p> <p>Land located less than an 800-metre walk from "town centres", as well as heavy, metro and light rail stations, is set to be rezoned for increased density 4-5 storeys.</p> <ul style="list-style-type: none"> • Nth Sydney LGA is already pulling its weight with high density in Nth Sydney and Crows Nest. • A one size fits all policy is wrong and penalises councils already pulling their weight. • New rules take precedence over heritage and 6 storey unit buildings could be built adjacent to residential properties. • TOD needs to be wound back. <p>Comment: TJ- Won't generate housing, a terrible policy. Too much push back for it to work.</p>
Address by PW:	<p>WFU and WHT</p> <ul style="list-style-type: none"> • A Mayoral Minute in December calls on the state government to undertake new traffic modelling to address the predicted traffic impacts on the Nth Sydney LGA. • Cammeray Park and other Parks were compulsorily acquired for \$1 per park. Compensation has not occurred. 5.5 Hectares of Cammeray Park are still a construction site. • Transfer and care of Cammeray and control of Cammeray Park must be undertaken including land set aside for the cancelled Beaches Link project. There must be no net loss of greenspace which was a condition of consent for the WHT. Where will the new park land be? • The recent parliamentary inquiry into Westconnex Interchange has revealed that traffic congestion problems will be moved up the system onto the Warringah freeway in the Nth Sydney and Cammeray area. Residents will lose multiple connections to the freeway including the Merlin St underpass.



	<ul style="list-style-type: none"> • there have been secret negotiations between the Golf club and TFNSW and we don't know who made the decisions. • Business Case for tunnel done before covid and Zoom and included BL. Will federal government ask for it to be redone?
Address by Godfry Santor Deputy Mayor	<ul style="list-style-type: none"> • The problems arising from the WFU and WHT require co-operation between the 3 levels of government. The freeway should be covered in some sections to return greenspace. • The Nth Sydney area will end up at least as bad as Rozelle in relation to traffic impacts. • The Earnest St ramp will be lost and incredible delivery of traffic into the Nth Sydney CBD which is unfathomable. • Nth Sydney has more schools than any other LGA and they will be impacted by the predicted traffic chaos. • Transport Orientated Transport - one size does not fit all LGA's. Nth Sydney has already delivered. • Concerns about the impact of higher density on heritage buildings.
Address by Tim James MP	<ul style="list-style-type: none"> • Sydney is a global city and we must grow and invest. • The previous state government invested in schools, RNS Hospital and transport and the current state government will not. • The Warringah Freeway is the widest busiest road in Australia. The Westconnex Interchange and the WF are very different and I do not expect the same traffic issues. The Harbour Tunnel and Gore Hill did not cause traffic problems. • The third harbour crossing is an important and essential piece of infrastructure. • The WFU is important and will provide bus and bike lanes. • I will continue to fight for return of green space, filtration of stacks, remodelling of traffic and undergrounding of facilities.
Address by Kylea Tink MP	<ul style="list-style-type: none"> • The Nth Shore was conceived as 3 green corridors allowing species to navigate. • The past 20 years have seen the significant loss of green space and trees on the LNS. • Between 2000 and 2017, 7.7 million hectares of potential habitat for terrestrial threatened species was lost. Australia is the only developed country on the deforestation hot list. • Australia's housing problems have been decades in the making. A one size fits all housing policy is not fair. • Nth Sydney Council has a long term vision on where density could occur. • The lack of social housing needs to be addressed.



	<ul style="list-style-type: none"> •Our housing crisis is not the result of immigration. •The tax system in relation to housing needs to be reformed. •Regional communities are being ignored and stripped of services. •WHT has no federal funding and does not believe in the business case. The cost is \$7 billion per km. federal government limited to act. •Active Transport is important but existing corridors don't always connect and needs to be addressed. •Should be a federal inquiry into State Significant Infrastructure legislation.
<p>Panel Discussion with Questions and Answers –</p> <p>Paul Walter, Godfrey Santor Deputy Mayor, Tim James MP, Kylea Tink MP</p>	<p>HM: Introduction:</p> <p>Q: JM - In the ACT land around the light rail was rezoned and land value increased. What is being done at the state level?</p> <p>A: TJ – more can be done with value capture. Developer contributions have been part of the system for a longtime. Developers find it hard to make it work and taxation is part of the problem.</p> <p>Q: NO – I emailed the state local member several times regarding lost pedestrian access through the golf course via the Cammeray Rd end of the course but haven't had a response.</p> <p>A: TJ- there are safety concerns and there is another access path. I will follow up.</p> <p>Q: Is heritage under threat with new planning laws?</p> <p>A: GS – there is a chance with heritage protection and we are hopeful that there will be some flexibility.</p> <p>A:TJ – there are many heritage conservation areas and this needs to be addressed.</p> <p>Q: JB –Two former NSW traffic chiefs testified at the parliamentary inquiry that Warringah Freeway will suffer traffic congestion problems as a result of WHT. What is your strategy and what plan do you have in place to mitigate the terrible traffic congestion and new rat runs awaiting your constituents as a result of the WHT?</p> <p>A: TJ - I am not a traffic expert but the WF is very different to Rozelle. I want a review of local road impacts and have written to the minister.</p> <p>It is not just about local roads but a network which must accommodate millions of people over Sydney. WHT and WFU will make it safer with better access.</p> <p>Comment: PW – the old EIS shows up to an 80% increase in wait times at some intersections, lost connections and more traffic on local streets.</p> <p>The tradeoff for increasing toll road traffic is worse local traffic.</p>



	<p>A: TJ – It is challenging and complex. Written to minister seeking commitments for remodeling of traffic. Some concerns are very localised. There are already 4 access points to the freeway locally. Smoother access results in loss of some connections.</p> <p>Q: Human safety being ignored in relation to traffic. Cars running red lights, the volume of traffic are changing the culture of our villages. There is no certainty that we will get a better outcome. 2028 is too long to wait for change and we need action now.</p> <p>Also, when will the pool open?</p> <p>A: KT: We are here to find solutions, let your local members know we can take it up.</p> <p>A: TJ – feedback important. Safety comes first and that applies to freeway. There are other big picture developments e.g. Metro active Transport. I am fighting for pedestrian safety.</p> <p>A: GS – Nth Sydney has a traffic committee. Write to me with your concerns. Hopefully the pool will open by the end of the year.</p> <p>Q: I'm in Cremorne. Beaches Link was supposed to reduce traffic. The Earnest St ramp onto bridge should be retained.</p> <p>A: GS – the problem is not so much the cancellation of BL but the removal of the Earnest St ramp.</p> <p>A: TJ – Earnest St ramp critical entry point needs to be retained. BL would have reduced traffic.</p> <p>Comment: JB – EIS for BL says that there would have been a 15% reduction in traffic on Military Rd for about 3 years as a result of BL. Then traffic levels would have started to rise as a result of induced demand. A poor investment for \$10 billion BL.</p> <p>Q: JM – The new metro is going to have enormous capacity. BL was an atrocious project which never considered public transport. Rapid public transport needed between northern beaches and Chatswood.</p> <p>A: TJ – The EIS said public transport not viable but with new tunnelling technology that may no longer be the case. Property acquisitions would be needed. A metro between Chatswood and Dee Why would be a better path.</p> <p>Comment: LP – original EIS says local intersections would suffer. Local roads will get worse regardless of Beaches Link. Reorganisation of WF needed because of intense traffic and new rat runs.</p> <p>Q: LP – Impact of WFU, WHT and TOD concerning. TOD affects Cammeray. Willoughby council have entered into a confidential agreement with the state government without community input. Has Nth Sydney Council entered into an agreement with the state government?</p>
--	--



	<p>A: GS – No not yet. We have pulled our weight. We have concerns about huge developments over shadowing heritage areas. We need to do more about social housing – only 1.4% in Nth Sydney LGA.</p> <p>Q: LP- TOD inquiry on at the moment. Sewerage infrastructure is a huge issue with increased density. Sydney Water says all is ok. Can Nth Sydney Council make a submission.</p> <p>A: GS – taken question on board.</p> <p>Comment: I was involved in the planning of WestConnex. The project was originally going to provide access to the CBD and airport but was changed to the WHT to increase the sale price. The traffic impacts will be like Rozelle. BL has been deleted so the WHT should be revised including productivity.</p> <p>HM: Vote of thanks for panel members and summing up:</p> <p>WHT and WFU will change the nature of our village forever including turning Miller St into a no parking zone. We are seeking solutions from our elected representatives.</p>
Apologies	
Election of Committee Members	<p>PM: Returning Officer</p> <p>BE: announced that he will be stepping down as Convenor.</p> <p>PM: thanked BE for his years of service which was unanimously endorsed.</p> <p>HM: nominated for position of Convenor and unanimously voted in.</p> <p>No nominations for Secretary's position – position remains open.</p>
Minutes	Minutes of the GM March 2024 meeting were adopted
Correspondence Sent and Received	<p>CORRESPONDENCE SENT</p> <ul style="list-style-type: none"> <p>CORRESPONDENCE RECEIVED</p> <ul style="list-style-type: none">
General Business	None
Next meeting	Meeting closed at 8pm. Next meeting date to be announced.