

Minutes of the Mill Hill Bondi Junction Precinct Meeting held at Waverley Library on Monday 5 March 2018



Chaired by Howard Parry-Husbands (Paula Gallagher for the first 10 minutes) with Stephen B. Cohen taking minutes

The meeting opened at 6.30 pm

Present

Mayor John Wakefield; Councillor Paula Masselos; Councillor Angela Burrill and 34 others were in attendance.

Apologies

Danielle Ecuyer and Frank Cahill.

Matters arising from the minutes of the last meeting on 13 November 2017

There was a response to a motion from the 13 November 2017 meeting:

Motion

Howard Parry-Husbands's motion:

The Mill Hill Bondi Junction Precinct opposes any development that falls outside the LEP. Any heritage aspects are to be preserved.

Response

Executive Manager, Shaping Waverley has received and noted the motion.

The minutes of the previous meeting were accepted by Ilana Cohen and seconded by Charles Agius.

DA 548/2017. Hotel in Oxford Street Mall at 139 Oxford Street

Troy Filson addressed the meeting. He has formed the Bondi Junction Community Action Group, opposed to this development on the site of Arthur's Pizza at 139 Oxford Street Bondi Junction. The group has a Facebook page. So far there have been 72 responses to the DA. The main objections include the narrow building which doesn't incorporate the adjacent corner bank building; overshadowing; traffic; noise (from a tiny rooftop garden); an "ugly lego-like" building which is out of character for the area; it will add to the "wind tunnel effect" and extra rubbish

bins will be added to Spring Street. There is no opposition to a development that would retain heritage features and enhance the area.

The hotel may be for backpackers and is within the existing LEP in terms of height (however it could go higher), so it will be a difficult fight when it goes before the Joint Regional Planning Panel.

DA 533/2017. Bondi Junction RSL club (and railway station access)

The RSL club is no longer viable and is therefore offering its site for redevelopment with the proviso that they occupy two floors in the new building.

The proposed development involves the partial demolition of the existing building and construction of a 13 storey mixed use building containing a registered club, retail shops, 124 residential units and basement car park.

The main objections to this development are: the development does not comply with the requirements of the Waverly LEP & DCP, particularly in relation to height which is 42% over the maximum height limit for the site of 32m and 10 stories; Over-development of Bondi Junction; Increased traffic and congestion causing safety hazards for motorists and pedestrians, and increased pressure on public transport.

There is already overcrowding in Bondi Junction Railway Station which wasn't helped when the Bronte and North Bondi buses began to terminate there in November 2017. During peak periods, passengers are often still exiting the platforms when another train arrives. This is actually a fire hazard as it would take a lot of time to evacuate everyone from the platforms. It would be good if Transport for NSW added a third escalator in each shaft.

Council is still trying to get direct escalator access to the railway station via a new building on Rowe Street (bypassing Tiffany Plaza).

The proliferation of residential developments in Bondi Junction was compared to Chatswood, however it was pointed out that in Chatswood, the towers are spread out and are not so tall near their mall.

DA 482/2017. 59-75 Grafton Street

A development application has been lodged for the demolition of the existing commercial building and construction of a 19 storey mixed use building.

This development will erode office space in Bondi Junction. We are trying to increase the amount of office space (not reduce it) as it has less impact on the area than residential buildings.

Other concerns with this development include the inability to dig downwards due to the railway running below. Basement parking will not be possible so a car stacker is proposed above ground.

There are concerns about the safety of pedestrians; traffic flow (access via Nelson Street and Leswell Street); aesthetics and bulk.

There is a lot of concern that many developments are already underway and more are likely. We don't know how many are still to come. The infrastructure is not in place to handle all these extra residents.

Motion 1

Karen Ackermann moved the following motion:

What is currently under construction and what is in the pipeline. How will the infrastructure cope?

The motion was seconded by Antoine Corbiau.

The motion was carried unanimously.

Motion 2

Tom Ackermann moved the following motion:

How are all the developments in Waverley going to be integrated?

The motion was seconded by Troy Filson.

The motion was carried unanimously.

Motion 3

Ron Haywood moved the following motion:

The Precinct would like to invite Bruce Notley-Smith along with Lucy Turnbull (in her capacity as Chief Commissioner of the Greater Sydney Commission) to our next Precinct meeting.

The motion was seconded by Tom Ackermann.

The motion was carried unanimously.

Update on parking

Since the Area 22 permit was expanded, parking in Lawson Street has become diabolical. Danielle Ecuyer advocates for Area 22 to be shrunk again.

Campervans have been parking in Denison Street overnight. Council could move them on and erect signage, however this would be costly and it was determined that no trouble is being caused to residents.

Mayor John Wakefield's address

Both Council and the Greater Sydney Commission are in favour of integrated planning. For instance, more office space is needed in our commercial district rather than residential developments. It is therefore alarming that developers are looking at converting existing office space into residential buildings. Bondi Junction needs to retain a mix of residential and commercial buildings. Residential developments need to be limited in areas around Westfield.

What can Bondi Junction cope with? Sewerage; fresh water; storm water; emergency services. None of the Councils do an integrated study of all infrastructure. It would be far too costly. Waverley Council has done a number of local traffic studies.

Council measures floorspace, not units within buildings, so it is difficult to determine how many people actually live in the area.

There was a discussion on the collection of data by Council, but in most cases this data would cost a lot to gather or is collected by private companies.

Council has started to take a hard line on dockless bikes. There are currently four operators and they don't need a permit or licence to dump their bikes around the area. Some bikes are being vandalised and left on our streets. Council has started impounding stray bikes and on the first day, 60 were collected (all inoperative). One of the operators has started cooperating with Council.

The \$1.00 parking fee is going to be removed from Eastgate's carpark.

Update on other issues / other business

How many trees are there in Waverley? The canopy cover is poor, around 15-20% at the moment. Tree cover should be increased significantly.

The strategic plan is open for submissions and is due in June 2018.

Progress is being made on Complete Streets. Sydney Buses will now allow bikes on Bronte Road between Spring Street and Oxford Street which will enable the cycleway to go ahead. The cycleway will take four years to complete and will include additional trees and seating in Spring Street. Government funding along with payments from developers will go towards Complete Streets.

The meeting closed at 8.40 pm.

The next meeting will be held at Waverley Library at 6.30 pm on Monday 7 May 2018 (AGM)