

Draft Minutes - To be endorsed at the next Bronte Precinct Meeting

Bronte Precinct Meeting Monday 04.11.24

Commenced 7.01pm (via Zoom)

Attendees

Alma Douglas	Donna
Alex Ellis	Melinda T
Grant Beard	Michael F
Cr Fabiano	Karen R
Cr Keri Spooner	Antoinette
Cr Josh Spicer	Martin F

- 1. 7.03pm Alma welcomes everyone, Apologies** – New Mayor Will Nemesh, Katherine Westwood, Lauren Townsend. Michael D.
- 2. Minutes Accepted from last meeting.** Moved Michael F, Seconded Alex.

Alma briefly runs through the summary of council responses and mentions The Boot Factory is now open and the site of the new Council Chambers.

3. NSW Planning Laws

The NSW Planning laws are changing, building codes are changing. Cr Keri Spooner has requested a meeting with State Minister Scully as a first step, to better understand the changes. Following that, information will flow to the community. The State minister has been asking councils where they would allow additional housing to deal with the housing crisis. It's a wicked problem as Cr Spooner puts it but best to front foot the solution. We are advised that the Mayor Will Nemesh and Cr Spooner are attempting to get an agreement around the rail station and protect the beaches as expected. Best to concentrate on the facts and planning laws rather than base any community activity or information on fear.

(Alma politely welcomes new Councillors)

- **Sculptures By The Sea**

Quick summary of how it's going, almost complete. Beautiful display as always however people mention the clear congestion and disruption it causes to residents. As usual, Thompson St etc are redirected and one way flowing. Reported by Grant to be working quite well this year. No restrictions in Belgrave, Read and Alfred streets so people are parking anywhere they can and it is difficult for residents to park. In addition to this, the Belgrave st Turo man has been moving the cars from the usual spot. Tradies and large trucks still an issue on Belgrave St.

Michael Frankel is concerned with the Environmental effects of the Sculptures. The degradation of the grass in several area, Marks Park, Grassed hill at the end of Kenneth St leading to workout area on path, Tama Park and Tama Gully just to name a few. Foliage and shrubs also. He suggests it could be an every 2 year event.

How much do council spend each year on the regeneration of the area? Are they reviewing that every year to check if costs are increasing? What consultations are being done?

Motion:

That Bronte Precinct request Council to provide a review of the costs of SBTS. This includes the all the costs and benefits associated with the event and itemising the environmental costs.

Moved: Alma

Seconded: Alex

Motion carried.

- Traffic – The residential Parking Scheme is not anticipated for discussion until mid 2025 we are told. Early 2025 would obviously be better. Mindy adds some colour to the growing parking issues in the residential area. Trucks and tradies constantly blocking Read St and the lanes. Mindy has conducted her own survey of residents and they all have a problem with the mentioned issues. Mindy has used council's suggested survey format.

Cr Ludovico advises there is a review of all parking schemes coming up.

Cr Josh Spicer remarks that Mindy is a 'super citizen' for taking matters into her own hands and conducting a survey and then campaigning for change and assistance with the council through the Precinct. He also remarks that the residential parking application process takes too long and needs to be more accessible. Wonders about the heights of the boats being left for extended periods as height can become a danger.

Cases mentioned where residents can't get parking in the area and then are booked for parking over or in their own driveways and then getting fined. Its causing major frustration.

Grant reminds everyone that trucks up to 5 tonne can legally park in the area. It's a State Govt rule and council would need to petition the State Govt to change this rule.

- DA and Safety Update – nothing of note to report.

General Business

Karen speaks on the Electrical Vehicle Charging Station proposal. It is apparent that stations are planned for Brown, Blandford and Belgrave Streets. In particular the Brown St charging station is to be on Marlborough Reserve. Not well thought through. Very narrow street, 2

blind corners, cars need to pull over for another to pass, limited parking as is and this is likely to take another 2 spaces at least. Children and dogs, popular and beautiful park. Concern is raised for the infrastructure required for the charging station, built poles, markings, potential grass removal. Other residents question the location choice, but also point out that the car would be parked locally anyway so what's the difference?

Cr Josh mentions this will be on the agenda at the next council meeting, it's a top down decision and there will be more EV charging stations.

As Martin says, we all see the need for them and to provide them to encourage EV cars, just better think out the locations please. What are the criteria for a selected site?

Karen's submission and motion, see Appendix

4. Finally

Reminder Remembrance Day is 11/11
Council Chambers on Bondi Rd closed.

Meeting closed 8.35pm.

Appendix

1. Karen's submission and motion on the EV Charging stations

Bronte Precinct
4 November 2024

The proposal for the introduction of EV charging stations is difficult as it is complex infrastructure being overlaid onto already congested roads and neighbourhood.

The proposal for two, side by side charging stations on Brown Street raises some issues.

Problems with the council notice

1. The notice posted by Waverley Council is misleading, and thus confusing because it does not show in the photograph or disclose on the notice or otherwise in an easily accessible form, the style, nature, size or other dimensions of the two charging devices.
2. It is deceptive because it does not say which charging rate and thus indicate bulk is proposed to be placed there
3. It does not show how they are to be installed except possibly on two separate steel poles?

Problems in management of the charging stations

4. There is no means of policing or managing the amount of time somebody stays at the spot except one assumes the minor risk of a parking fine. This is not an adequate remedy for an overstay. As most of charging arrangements are already electronically managed one should be able to make a booking and then be charged penalties for overstaying the booking. How will this be managed?
5. Equally, there is no remedy for cars using the parking space and not using the charging infrastructure.
6. What happens after 10 PM? What happens before 7 AM?

Problems specific to Brown Street and Marlborough Park

7. Marlborough Park is a very special suburban park, playground and green space, with large trees where families enjoy the space for their children and dogs. The proposal for two additional parking poles and signs, two charging stations, associated groundwork and road markings, will significantly change the landscape.
8. Brown Street is a narrow street and is basically a single lane road. Visibility is low. Cars can only pass another when one car moves into a vacant parking space or driveway. The traffic is often at a standstill when two cars come face to face and there is a negotiation as to who can move back and to where, to allow for passage
9. Brown Street is extremely busy and is a traffic jam school run between the hours of 7:30 AM and 9:15 AM and then again, the school run at the end of school.
10. It is a traffic run for trades people, 6:45 am onwards, and 3:30 onwards.
11. Trades people resident in the area also leave their vehicles on the street, and garages converted into private Gyms.
12. Many people who already have off street parking fail to use their garages for parking, which leaves the street more chocked than necessary
13. It is often a dumping ground for unregistered cars.
14. It is often also a sales yard for itinerant travellers wishing to sell cars

The motion asks

- Council to review the responses received in Have your Say
- Present to the Bronte precinct the strategy for EV charging stations across the precinct, outlining the basis for site selection and management including alongside and in consideration of parking spaces for disability, share car spaces, residential parking permits, and how it applies to main and minor roads and clearways.

Also, the merit in providing public EV charging spaces for residents and non-residents with private vs commercial vehicles and those who have their own garages and those that do not.

The potential for the EV charging App to better control over- stays and to provide feedback to the precinct on usage data.

Monitoring by Council of overstays and non-charging stays.

DRAFT