

BRIGHTMORE PRECINCT

PART OF NORTH SYDNEY COUNCIL'S COMMUNITY PRECINCT SYSTEM

MINUTES OF MEETING

WEDNESDAY 13 SEPTEMBER 2023

COMMENCING AT 7.00 PM

CHAIR: PE (Co-Chair)

MINUTES: LS (Secretary)

ATTENDANCE: 21 people attended the meeting

APOLOGIES: 3 (PT, JT, PY)



1. CONFIRMATION OF MINUTES 9 AUGUST 2023 MEETING

The Minutes for the previous meeting of 9 August 2023 were adopted.

2. PRESENTATION BY ARKADIA ON DRAFT PLANS FOR NEUTRAL BAY DEVELOPMENT, INCLUDING GROSVENOR LANE CARPARK

Adam Dillon - Head of Asset Management, Arkadia Investment Group

Ric O'Connell - Chief Executive Officer, Arkadia Investment Group

At the Council Meeting of 11 September 2023, Arkadia was granted *Land Owner's Consent* to lodge a Development Application for the Grosvenor Lane public carpark site in Neutral Bay, which was built after Council purchased part of a number of Military Road properties in 1967.

Link to Report for Council Meeting 11 September 2022

10.11.Owner's consent request - Grosvenor Lane Carpark - Arkadia - Further Report

<https://www.northsydney.nsw.gov.au/ecm/download/document-10767650>

STATEMENTS BY ARKADIA FROM THE PRESENTATION

i. Keys to the proposal:

- the viability of the small businesses
- keep the village feel
- to be able to grow into the future

ii. Framework

- Shop fronts and street levels maintained
- Public car parking in the plaza - this is the key to success of small business, especially "Grab & Go". Some form of parking and vehicular movement needed so it doesn't become a "dead zone".
- Service access points (for waste removal etc.)
- Grosvenor Lane will continue to have through access
- Staged Development - equity for all and ensuring viability of small businesses

iii. Plaza Design

- Linked green rooms. Equal access throughout.
- An ability to provide a space to cater for village events such as weekend markets.
- Active retail frontages to activate the plaza.
- Village green acts as the central community focus to Neutral Bay Village.
- Direct connection to Military Road from plaza achieved at grade.
- Direct connection for pedestrians from Cooper Lane and Waters Lane through the plaza to Military Road.

PUBLIC CAR PARKING

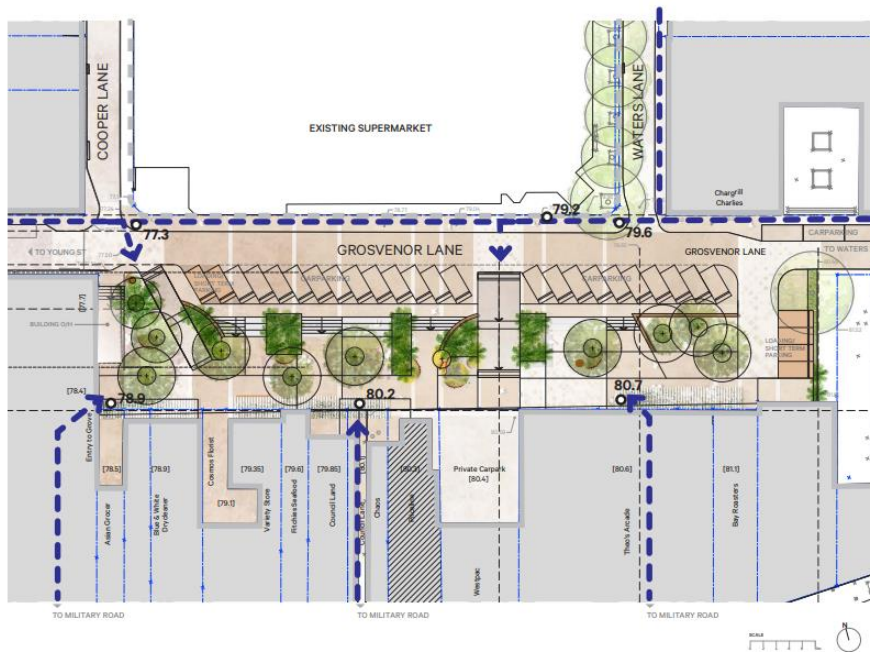
27 on-grade car spaces are proposed, a reduction from the existing 68 spaces, and 6 loading/short term bays, a reduction from the existing 8 spaces.

Plaza Concept Plan

1. COMPLIANT RAMPS
2. LOADING / SHORT TERM PARKING
3. FOOTPATH AT GROSVENOR LANE LEVEL (LOWER PLAZA)
4. ACCESS BETWEEN PARKING AND UPPER PLAZA
5. FOOTPATH ALONGSIDE GROSVENOR LANE AND SUPERMARKET
6. UPPER PLAZA OUTDOOR ROOMS WITH FURNITURE, GARDENS, NEW TREE PLANTING AND OUTDOOR DINING
7. ARBOUR
8. PUBLIC ART AND PLAY WITHIN PLAZA



**Plaza Concept Plan
Technical Overlay**



The proposed design achieves:

- Grosvenor Lane remains open as a slow vehicle-speed street
- 27 surface carparks, including disabled carparks, are retained
- Achieves pedestrian permeability from Military Road to the Neutral Bay Village Plaza and then to Waters Lane, Waters Road and Young Street.
- Realises a significant plaza from Day 1. The Plaza is free of vehicles with restricted times for servicing businesses fronting onto the Plaza and Military Road over a small proportion of the Plaza.
- The Plaza has active frontages to businesses facing onto it.
- For larger community events, Grosvenor Lane can be closed to vehicles and the area available doubled in size.
- The arrangement allows for reconstruction of the current Woolworths supermarket by Coles and the continued functioning of the Plaza, and possible future uplift of land uses adjacent to Military Road.

COMMENTS FROM ARKADIA DURING Q&A

- Arkadia scheme is independent of other developments
- Arkadia can deliver a plaza now, independent of other developments
- Local retailers including the Chamber of Commerce are in favour of Arkadia's proposal
- Arkadia stated they have no current development plans, as they were asked by council to wait on the outcome of the of *Neutral Bay Town Centre Planning Study*.
- Arkadia wants the carpark boundary of other developments under the plaza to the line of development (the "Red Line") stated to have been agreed on in discussions with Council at the time of the *Military Road Corridor Planning Study*. That would provide an equitable sharing of the opportunity to redevelop the underground carpark.
- There should be no sale or transfer of public land, including the carpark under the plaza.
- Arkadia needs to retain access for deliveries and removal of waste including from grease traps
- Expressed concern that relocation of a major sewer would close access to sections of the plaza and their properties for 2 years.
- Access by travellers should be provided equitably across the site to any basement parking.

Co-Chair PE thanked the Arkadia representatives for attending the meeting to present their proposal.

3. PATHWAYS CREMORNE SENIORS HOUSING - PARRAWEEN STREET, CREMORNE

State Significant Development SSD-49472213 - Submissions close 17 September 2023

Demolition and construction of a seniors living development including 60 independent living units contained within 2 x 4 storey buildings facing Parraween Street, a 6-8 storey building facing Gerard Street, and a 5-storey residential aged care facility.

FG from the *Cremorne Conservation Group* gave an update.

It has been submitted as a *State Significant Development* because it meets 2 of the requirements - Aged Care Facility and over \$30m.

Height, Bulk and Size

- 8-storey ILU for seniors with disabilities on Gerard Street at 28.66 metres is 16.7 metres above the LEP, and is equivalent to a 9-storey building with the lift over-run.
- The rules for Aged Care Providers to build are not being met.

Heritage

- The development will totally dwarf the cottages currently being processed for heritage listing. The proposal to dismantle and reconstruct 3 cottages and the facades of a few others doesn't respect recognised heritage value of cottages, nor character/atmosphere of the street.

Increased Traffic & Demand for On-Street Parking

- Parraween Street is "*40km High Pedestrian Activity Area*", with 2 child-care centres, medical centres, the Cremorne Child and Family Health Centre, a school and shops.
- Parraween Street is a rat-run from Mosman to Neutral Bay
- The underground carpark for 134 cars, 56 bicycles and 9 motor bikes will be serviced by a single driveway (entry & exit) on Parraween Street, causing congestion at this point.
- It is unknown if there is any underground visitor parking

Pedestrian Safety

- Cremorne Plaza, with its restaurants, attracts many families with children who can play safely in the plaza. The increased traffic compromises pedestrian safety.
- There are no pedestrian crossings planned where the walk-through "*public park*" meets Parraween and Gerard Streets.

Treescape & Through-site Park

- 60% of mature trees will be cut down for the development, replaced with shrubs and immature trees.
- The public park between Parraween and Gerard Streets does not meet the definition of a "*Park*", and is a benefit for the residents of the building on Gerard Street to enable them to walk through to Parraween Street.

Submissions close Sunday 17 September

- Attendees are urged to lodge objections. Council is lodging a submission objecting to the proposal.
- If 50 submissions are received, the proposal automatically goes to the Independent Planning Commission, taking the decision out of the plans of the Department of Planning and Environment.

4. 50-56, 70-72 & 78-88 PARRAWEEN STREET, CREMORNE

Planning Proposal 3/23 - Parraween Street, Cremorne Heritage Listing - Submissions close 22 September 2023

The Planning Proposal intends to list 50-56, 70-72 & 78-88 Parraween Street, Cremorne as local heritage items

See **Item 3. Pathways Cremorne Seniors Housing** for comment

Council usually has proposals open for public comment for 40 days, but has reduced this to 20 days.

Submissions close Sunday 22 September

Attendees are urged to lodge submissions supporting the proposal..

5. DEVELOPMENT APPLICATIONS

5i. DA 258/23 - 41-53 GROSVENOR STREET, NEUTRAL BAY - COLES

1. Concept plan for the whole site for shop top housing, basement public and private car parking and a public plaza over the existing Grosvenor Lane car park.

2. Stage 1 DA to Demolition of existing structures, and construction of a 7 storey mixed use shop top housing development with retail/community uses with fitout, basement car parking, signage and strata subdivision

Comments from attendees

- The potential sale of the public underground carpark, possibly for the private apartments, will be an issue. Coles' proposal will be assessed by an independent planner.
- Coles could possibly lose about 30 car spaces by moving the underground carpark boundary to the line of development (the "Red Line") stated to have been agreed on in discussions with Council and Coles at the time of the *Military Road Corridor Planning Study*.

5ii. DA 323/21 / AP 323/21 - 124 BENELONG ROAD, CREMORNE

Changes include:

- a reduction in height from **4 stories to 3**
- alteration to the proposed **landscape areas**
- changes to the **facade of the building**
- internal changes resulting in a **reduction of boarding rooms from 20 to 15**.

Positives:

- The number of levels reduced from 4 to 3
- The number of units reduced so less people coming and going
- Façade is now brickwork however not sure about the colour

Negatives:

- The building still exceeds the DCP height control
- Parking for the single car close to the corner and traffic lights, will be hard to reverse in or out on the hill
- Bland faced to Gerard Street
- Ground floor units facing Gerard St will have a wall about 2.9 m above their floor level only 1.5 m from their window
- The neighbours will have a wall 9 metres high about 2.5 metres from their south east windows

Suggested changes

- Increase the setback of the L3 roof from the north west boundary. The external corridor could be exposed
- Investigate reduction of the floor to floor height by say 100 mm per level
- Articulation of the Gerard St façade brickwork

In some respects the building is not much higher than other buildings further west along the same side of Gerard Street.

Key Dates

- 14 September 2023: Information Webinar run by the Council and its legal team,
- 21 September 2023: Any written objections are to be submitted to the Council,
- 5 & 6 March 2024: Hearing, commencing on site on 3 March 2024.

The following Motion was proposed, and passed UNANIMOUSLY:

- *That Brightmore Precinct Committee write and lodge an objection to the proposed changes.*

5iii. DA 244/23 - 110 BENELONG ROAD CREMORNE NSW 2090

Demolition of existing dwelling house and construction of a new dwelling house and associated works.

Lodged: 09/08/2023

Advertising Period - 5/08/2023 - 08/09/2023

6 bedrooms, 2 en-suite / Common Bathroom and WC / Powder room / Living area and Dining / Open Kitchen / Media room / Study room / Mud Room / Laundry / Walk in Linen / Closed garage

LS noted that many neighbours had lodged objections to the DA on the basis of height, bulk and scale, non-compliance with the LEP, and in particular the overshadowing of No. 112 Benelong Rd.

5iv. DA 250/23 - 108 Benelong Road CREMORNE NSW 2090

Alterations and additions to an existing dwelling house including first floor extension.

6. SUMMARY OF ACTIONS

6i. YOUNG STREET CYCLEWAY - GROSVENOR ST & YOUNG ST INTERSECTION

EC, Manager, Traffic & Transport Operations, & MW, Sustainable Transport Project Co-ordinator
From August 2023 Brightmore Precinct meeting

Brightmore Precinct

• *objects to the removal of the roundabout at Young Street and Grosvenor Street*

Response

Noted

and

• *requests that Council investigate a pedestrian crossing on the eastern side of Young Street and Grosvenor Street*

Response

Noted. As previously discussed with the Brightmore Precinct, there are issues with flooding if a raised crossing is installed.

• *Could Council please provide the pedestrian Warrant Counts for both sides of Grosvenor Street?*

Response

There are two points to be made in regard to Warrant Counts.

1. TfNSW have clarified that the requirement for pedestrians warrants to install crossings only applies to State roads. Excessive requirements for a pedestrian and vehicle traffic made it difficult to install crossings on local streets. This clarification enables councils to build walkable neighbourhoods rather than waiting for traffic to overwhelm a local street. For more information about where warrants apply please see Supplement to Australian Standard AS 1742.10-2009, Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection Version 3.1
2. Although not required, Council undertook traffic and pedestrian surveys as part of the investigation for the site and these counts will be included in the report to council.

• *The position of the proposed Stop/Give Way/Yieldline west-bound from Grosvenor at Young Street means that the first stopped vehicle will obstruct the crossing for pedestrians, making it less safe than currently. How can this be resolved?*

Response

As outlined at the Precinct meeting, the pedestrian crossing treatment has been designed to prioritise pedestrian and cyclist movement/desire lines. Setting back the crossing, tends to result in pedestrians crossing the road to the side of the crossing. This treatment type is outlined in the Cycleway Design Toolbox. These concerns will be considered and addressed in the post-consultation report to council.

• *Has the swept-path analysis shown that large 17-metre semi-trailers are able to turn from Young Street into Grosvenor Street, given that all roads at the intersection have been narrowed by kerb-buildouts? Especially with the vehicles stopped at the Stop/Give Way/Yield line west-bound from Grosvenor at Young?*

Response

A swept path analysis has been undertaken and the proposed design allow for truck turning movements.

• *Ar the sight lines adequate for east-bound vehicles from Grosvenor at Young Street?*

Response

The proposed designs meet current standards for road design, which considers appropriate sight lines at intersections. The proposal reduces the size of the intersection and provides a give-way line in a position that allows adequate sightlines at the intersection.

6. SUMMARY OF ACTIONS (CONT.)

| Month | Item | Actions | Council's Reply | Status |
|--------|------|--|--|--------------------|
| August | 6i | <p>DA 224/23 - 246-254 Military Road Neutral Bay NSW 2089 - Demolition of existing structures and construction of a six-storey mixed-use development comprising a retail/commercial use at basement/ground floor and boarding house accommodation, with roof-top communal living spaces, and associated works. The Site is zoned MU1 Mixed Use and Boarding Houses are a permitted use in the zone.</p> <p>Construction of a 6-storey mixed-use development comprising:</p> <ul style="list-style-type: none"> • 'Short Stay' boarding house with 78 self-contained boarding rooms which include kitchenette and bathroom facilities (the size of these rooms varies between 15m² - 49m²), and some with | This applications has been withdrawn. | Closed for Council |
| | | <p>balconies/terraces; and</p> <ul style="list-style-type: none"> • Basement with parking, plant and services and functions/event area linked to the ground floor commercial tenancies; • Ground floor commercial space/food and drink premises with frontage to Military Road and lobby to upper floor accommodation, carparking, services and loading; • Roof top communal outdoor space (105m²) and multiple internal communal common areas and communal laundries • 3 car spaces which includes 1 disabled parking bay; 48 bicycle spaces; 11 motorbike spaces <p>Brightmore Precinct has not yet received notification for this DA from Council and at the time of the meeting it had only been briefly assessed.</p> <p>The following Motion was proposed, and passed unanimously: <i>That Brightmore Precinct Committee assess the DA and put in a submission if the closing date is before Brightmore's next meeting on 13 September.</i></p> | | |
| | 8 | <p>Draft Options for New Precinct Logo: preliminary feedback/discussion - For use on all promotional materials including individual Precinct meeting flyers, to build brand awareness. The 6 Logo Concepts and 3 Versions were discussed. None of the logo concepts were overwhelmingly supported, and those who voted did so really just to choose something.</p> <p>i. (a) <i>"North Sydney Precincts"</i> as the preferred Version - simpler, <i>"System"</i> seemed superfluous</p> | Council's Manager Corporate Planning & Engagement has advised that the Precinct Committee's feedback was included in the collated feedback presented to the Combined Precincts Committee held on 15 August 2023. | Closed for Council |
| | | <p>ii. The most preferred Concept Option was Option 2 (10 out of 20 votes) because it was simpler, followed by Option 4 with only 1 vote. 9 attendees abstained, not liking any of the options.</p> <p>iii. The least preferred Options were Option 5 (a squid), and Option 6 (Coronavirus).</p> <p>iv. Everyone concurred with the following points from other Precinct meetings</p> <ul style="list-style-type: none"> - A monochrome version of the logo options needs to be provided - All proposed logos need to be considered in their smallest representation. - Design features/text when featured in small formats (eg A5 Precinct flyer) may not be distinct enough or legible enough in a reduced size format. - Need to consider if colours will "bleed" when printed. - Some text may be superfluous eg 'system' <p>v. Additionally, the need to consider a logo to be "reversed out".</p> | | |

7. CORRESPONDENCE

i. BEACHES LINK PROJECT UPDATE

Fri, 8 Sept

From: Beaches Link and Gore Hill Freeway Connection project team <whtbl@transport.nsw.gov.au>



Good evening,

Thank you for your ongoing interest in the Beaches Link project, linking Sydney's northern beaches to the city's north.

Today the NSW Government has confirmed the decision to cancel this project. Transport for NSW will write to the Department of Planning and Environment to withdraw its State Significant Infrastructure Application for the Beaches Link and Gore Hill Freeway Connection project.

Work will continue on the Western Harbour Tunnel and Warringah Freeway Upgrade.

CONTACT US

If you would like more information, please contact our team on 1800 139 389 or via whtbl@transport.nsw.gov.au

Kind regards,

Beaches Link Project Team
Transport for NSW

ii. CREMORNE STREETSCAPE COMMITTEE MEETING

Tuesday 26 September 2023

Ros Crichton Pavilion or remotely via Teams

- Projects Update
- Cremorne Plaza and Langley Place upgrade
- Parraween Street free 30-minute parking trial update
- Streetscape Committee Update

iii. A.M. PEAK CITY BOUND BUS STOP CREMORNE

Fri, 8 Sept, 09:37 (5 days ago)

to: Tim James, MP for Willoughby

from: GS

Dear Tim

The above remains a schemozzle.

Passengers unaware of change e.g. guests from hotel accommodation still wait outside IGA.

Some (bus) drivers stop others drive past.

Please have signs installed by relevant authority that are conspicuous and explain the situation.

8. GENERAL BUSINESS

i. PARRAWEEEN STREET 30MIN FREE PARKING TRIAL - CLOSES 20 SEPTEMBER

In 2020/21 Council trialled 15-minutes free parking on Parraweeen Street. Feedback was positive and Council resolved to apply the free 15-minute parking. After customer feedback in July 2022, Council undertook a 12-month further trial for free 30-minute parking throughout the day

Feedback closes 20 September 2023

ii. DIFFICULTY OF PARKING ON LOCAL STREETS

BC raised the above issue, which has been an ongoing and ever-increasing for Brightmore residents, much of it due to Redlands' students and staff parking.

Visiting delivery vehicles and trades people, often with heavy equipment and tools, are forced to park across or in residents' driveways.

Council has no say in any development of Redlands, because it is an educational facility and as such falls into the State Government's *State Significant Development* category.

It was queried whether this was illegal, or of it could be permitted by Council during school holidays.

It was suggested Brightmore Precinct contact Council enquiring if this would be possible.

Following the meeting, BC contacted Council, who confirmed that parking across or in a driveway was illegal.

BC suggested that MR, Council's Manager Ranger and Parking Services, be invited to the October Brightmore meeting.

iii. RIDING BICYCLES ON FOOTPATHS

This is becoming more of a problem, especially in busy built-up areas and the proliferation of electric bikes used for food delivery.

Permissible to children up to 12 years of age, and for an adult supervising a child.

NEXT MEETING: 11 October 2023

EMAIL: brightmore.precinct@gmail.com