

BRIGHTMORE PRECINCT

PART OF NORTH SYDNEY COUNCIL'S COMMUNITY PRECINCT SYSTEM

MINUTES OF MEETING

WEDNESDAY 11 SEPTEMBER 2024

COMMENCING AT 7.00 PM

CHAIR: PE (Co-Chair)

MINUTES: LS (Secretary)

ATTENDANCE: 21 people attended the meeting

APOLOGIES: 3 (SC, RM, RS)



1. CONFIRMATION OF MINUTES 14 AUGUST 2024 MEETING

The Minutes for the previous meeting of 14 August 2024 were adopted.

2. PATHWAYS CREMORNE SENIORS HOUSING – PARRAWEEEN STREET AMENDED SSD APPLICATION

Submissions close Friday 13 September 2024

FG from the Cremorne Conservation Group gave a presentation on the amended proposal.

The following key issues remain:

- Excessive height
- Excessive bulk and scale
- Issues with traffic and parking
- Excessive overshadowing
- Demolition of heritage
- Issues with pedestrian safety

Amended Proposal

- Reduce height of Independent Living Unit (ILU) building on Gerard St from 8 to 7 storeys
- Remove rooftop communal areas
- Partly demolish/adaptive reuse 6 heritage cottages and build Residential Aged Care at the back (previously rebuild/adaptive reuse of 9 cottages on Parraweeen Street)
- Access to 2-level basement for 88 car park spaces via Parraweeen Street (previously 134 car spaces)
- Through-site link between Parraweeen & Gerard Streets – reduced size due to increased footprint of buildings (previously a so-called “public park”)
- Improve accessibility for people with disability
- No timeline provided for demolition/construction works (previously 16 months to complete demolition, excavation and construction)

Excessive Height

Despite the reduction by one storey of one of the ILUs, all four buildings remain in breach of the LEP maximum height of 12 metres. The ILU on Gerard Street is almost double the LEP maximum height.

Excessive Bulk and Scale

The bulk and scale have actually increased. The footprint is now larger due to the need to accommodate the same number of ILUs (58) with one less storey in the development. As a consequence, the former public park has now reduced in size and is a through-site link only.

The Parraweeen Street ILUs now rise 4 storeys on minimum street setbacks.

Overshadowing

Overshadowing is still a concern due to the increased bulk of the buildings.

Loss of Heritage

The partial demolition and adaptive reuse of 6 heritage cottages in Parraween Street contravenes the Seniors Housing Design Guide, as it does not preserve the integrity, character and fine detail of heritage significant buildings, nor will the new buildings complement existing character and add value.

The amended plans still totally ignore the significant impact on the curtilage of the State Heritage-listed Hayden Orpheum Theatre.

The overwhelming bulk and scale of the development and demolition of 11 cottages will do irreparable damage to the character of the street.

Issues with Traffic & Parkings

Even now Parraween Street is the subject of much community concern, as a rat-run to North Cremorne and to avoid Gerard Street to access Winnie Street and Military Road.

With over 115 bedrooms in 58 ILUs and a reduction to 88 car spaces (previously 134), on-street parking spaces will be used as overflow for residents, visitors and staff.

Negative Impacts on Pedestrian Safety

As this is Seniors Living, some residents will have limited mobility, and with the addition of the extra traffic the facility will generate, pedestrian safety will be compromised.

Many will try to cross from the through-site link to the southern side of Parraween Street, where there is no pedestrian crossing. All the facilities for ILU residents, such as the supermarket, chemist, doctors and newsagent, are located on the southern side of Military Road.

The crossing at Spofforth Street has a notoriously short phasing for the Green Walk signal, and vehicles frequently run the red light. Despite repeated requests to Transport for NSW to lengthen the crossing time for pedestrians, their priority is traffic flow along Military Road and not pedestrians.

Other than use the narrow private arcade through to Military Road, residents will need to walk a significant extra distance to either Cremorne Plaza or Langley Plaza to access Military Road.

Many will also attempt to cross 4-lane Gerard Street from the through-site link. Transport for NSW will not allow a pedestrian crossing or traffic lights here.

Other Comments

This is the first time Pathways have included ILUs in a development which meant they were able to lodge a SSD and bypass Council regulations.

Most facilities are in-house (café, hair salon, beauty spa, gymnasium, pool), meaning there is not much value-added to local businesses.

The ILUs are not strata title, they remain in the ownership of Pathways.

The DA to develop the Parraween Street Council Carpark is still active. The plan is for affordable housing in a 4-storey building, with underground public carpark, ground floor retail and a public park.

Co-chair thanked FG for the presentation.

The following Motion was proposed and passed UNANIMOUSLY (21 For, 0 Against):

That Brightmore Precinct Committee:

- *reviews its previous submission of 17 September 2023*
- *lodges objections to the proposed amendments due to the excessive height, bulk and scale, concerns over the loss of heritage, and negative impacts on traffic, parking and pedestrian safety.*

Brightmore Precinct is supportive of Seniors Living Developments and would not be opposed to the development if the above issues were addressed.

3. DRAFT AMENDMENT NSDCP 2013

183-185 MILITARY ROAD, 1-7 RANGERS ROAD, 50 YEO STREET (WOOLWORTHS)

Submissions close Monday 23 September 2024

MTJ gave a presentation, commenting on the proposed DCP amendments.

- **Section 5.1.5.2 Form, massing and scale**

P4 Ensure that 70% of dwellings on the southern side of Yeo Street receive a minimum of 2 hours sunlight at the winter solstice.

Comment

This would be a downgrade in amenity for 30% of residents, and is inconsistent with the solar access provisions for residential development in NSDCP 2013, which requires a *minimum of 3 hours*.

The amended DCP should require a minimum of 3 hours solar access, not 2 hours, between the hours of 9.00am and 3.00pm, in line with the NSDCP 2013.

- **Section 5.1.5.4 Podium Height**

P1 A podium must be:

(b) 4 storeys to Rangers Road, and

(c) 3 storeys to Yeo Street and the north-south alignment of Military Lane.

Comment

The NSDCP 2013 specifies heights, as opposed to “storeys”:

P6 Podium of 13m (four storeys) to Rangers Road, with a setback of 3m above the podium

P7 Podium of 10m (three storeys) to Yeo Street and Military Lane, with a setback of 3m above the podium.

These specific height provisions should be retained, along with additional setbacks to Yeo Street above 16m (five storeys) to prevent additional overshadowing of properties.

- **Section 5.1.5.9 Access**

P5 All service access is to be provided from Military Lane.

Comment

The amended DCP should require that the loading dock access design should enable forward in and forward out movement of articulated delivery vehicles to the premises.

- **Car parking & Traffic**

The first Planning Proposal was refused, partly on the grounds of traffic, and the second Planning Proposal proceeded with the removal of 88 car spaces.

The recently-submitted DA proposes 326 car spaces, approximately 50 more than anticipated due to the presumed inclusion of a medical centre.

An increase in the number of car spaces may require 2 lanes entering and exiting the premises or a separate entry/exit for residents.

- **Heights on Yeo Street and Rangers Road**

With regard to the Woolworths' proposed Site Specific DCP for 1-7 Rangers Road and 50 Yeo Street, the DCP refers to a maximum of six (6) storeys along Yeo Street and eight (8) storeys at the north east corner fronting Rangers Road, and should include that *mezzanines are not permitted*.

Co-chair thanked MTJ for the presentation.

The following Motions were proposed and passed UNANIMOUSLY (21 For, 0 Against):

Re: Draft Amendment NSDCP 2013 - 183-185 Military Road, 1-7 Rangers Road, 50 Yeo Street

That Brightmore Precinct lodges the following objections to the proposed changes, and requests the amendments set out in the Motions:

- that the amendment proposed **Section 5.1.5.2 Form, massing and scale P4** is unacceptable and that a minimum 3 hour solar access be provided on 21 June (Winter Solstice) to the windows of main internal living areas, principal open space areas and communal open space areas on any adjoining residential properties, including dwellings on the southern side of Yeo Street, in line with NSC DCP 2013. Allowing a reduction in the requirement to provide all neighbouring properties with 3 hour solar access sets a bad precedent as some neighbours will miss out on solar access.

- that the amendment proposed **Section 5.1.5.4 Podium Height P1 (c)** is unacceptable and that the podium on Yeo Street be of 3 levels with a maximum height of 10 metres, and with a further setback above 16 metres to prevent any overshadowing of properties on south side of Yeo Street.
- that the following addition be made to **Section 5.1.5.9 Access P5**
All service access is to be provided from Military Lane, and that the loading dock access design should enable forward in and forward out movement of articulated delivery vehicles to the premises.
- that total number of car spaces should be limited to 267 as per the original DA.
- **Heights on Yeo Street and Rangers Road**
With regard to the Woolworths' proposed Site Specific DCP for 1-7 Rangers Road and 50 Yeo Street, the DCP should refer to a maximum of six (6) storeys along Yeo Street and eight (8) storeys at the north east corner fronting Rangers Road, and should include that *mezzanines are not permitted*.

4. SUMMARY OF ACTIONS

Month	Item	Actions	Council's Reply	Status
August		<p>Pedestrian safety & e-bikes</p> <p>Does Council have statistics for bike accidents (if so, by type e.g. e-bike, e-scooter)? Is there a way to report accidents? Notify North Shore Police that Brightmore Precinct is not happy with the level of enforcement. Request Police to regularly patrol high-pedestrian-use areas to both educate riders and enforce the existing laws.</p>	<p>Council's Sustainable Transport Project Co-ordinator informed us that Council does not collect statistics on road crashes. This is under the remit of the NSW Police, who record all reported incidents, which can then be viewed on the NSW Centre for Road Safety, here.</p> <p>Any illegal activity or incidents should be reported to the North Sydney Area Command so they can be recorded, and if necessary, addressed. Council acknowledge and appreciate the good work that the North Sydney Area Command provide our community.</p> <p>Council's role in road safety is to deliver education campaigns and deliver infrastructure to improve safety. The Road Safety Coordinator at Council conducts</p>	Closed for Council
			education campaigns encouraging all road users to obey the road rules, and we have recently secured two grants to improve road safety infrastructure around two North Sydney schools.	
		Could Council please put the regulations and reporting procedures on their website where they can be easily found, rather than having to search through the whole Trailer Parking Policy ?	Council's Service Unit Manager of Traffic & Transport Operations have noted your request for the website. Council is currently reviewing the website with updates to occur towards the end of the year.	Closed for Council
		<p>Belgrave Street and Waters Road</p> <p>Could Council investigate the possibility of an extra pedestrian crossing at Belgrave Street, Neutral Bay, to the western side of Waters Road? This would speed up the traffic flow from vehicles exiting Waters Road, and reduce the number of times pedestrians had to cross roads to get to the centre of Neutral Bay. The necessary traffic light infrastructure is already in place.</p>	<p>Council's Service Unit Manager of Traffic & Transport Operations advised that Transport for NSW (TfNSW) manages all traffic signals across NSW, so Council cannot make decisions about this type of infrastructure. Council values the walkability of our urban centres and would support the implementation of any missing pedestrian signal crossing at traffic lights. Community members can assist in our advocacy by asking TfNSW to create more pedestrian crossings at intersections that need them. Submissions to TfNSW can be made by the following link: https://www.service.nsw.gov.au/contact-us</p>	Closed for Council
		18 Illiliwa Street, Cremorne Could Council investigate whether the skip on the road and blocking parking spaces is illegal and take appropriate action?	Council Rangers have been notified and will provide an update..	Open/ongoing

5. DEVELOPMENT APPLICATIONS

(i) 36 Benelong Road, Cremorne - Submission date closes 27/09/2024

Alterations and additions for the construction of a deck and stairs, as well as the enclosure of an existing patio area.
DA 177/2024

(ii) 14 Reynolds Street, Cremorne NSW 2090 (LOT: B DP: 436054

Proposed Car Space and Vehicular Crossover and Associated Landscape Works

Submitted Date:06/09/2024

DA 210/2024

6. GENERAL BUSINESS

(i) **Update on Coles Neutral Bay**

Woolworths will be open until February.

Coles is re-designing its proposal, as the independent Council consultant has said it won't approve the current height.

(ii) **Announcement by State Government of Location of "Town Centres"**

No timeline as yet, and not sure if all areas will be announced at the same time.

Request that Council organise a community information evening when the "Town Centres" are announced, as it did in February for the State Government's proposed Housing Reforms.

(iii) **New Council Parking Meters**

What security does Council (or the service provider) have on the data collected?

7. CORRESPONDENCE

Pedestrian Safety and the increasing illegal use of footpaths by electric bicycles & scooters, and bicycles by people over 15 in pedestrian areas

Response from North Shore Police Area Command following Brightmore's August meeting.

"I would direct the public to the following links for information relative to E-scooters in NSW

<https://www.transport.nsw.gov.au/roadsafety/road-users/e-scooters> and
<https://www.transport.nsw.gov.au/roadsafety/bicycle-riders> for bicycles.

NSPAC and Northern Sydney Highway Patrol continue to patrol our area and enforce traffic legislation relative to e-scooter riders, bicycles, power-assisted pedal cycles and electronically power-assisted cycles.

There is a mixture of confusion and wilful blindness in the community to the rules and responsibilities of riders of these vehicles.

It's important that the rider educates themselves on the rules so they can use the vehicles legally and safely."

Comments by Attendees

Could Council introduce and monitor a trial "no-go zone" for e-bikes, possibly in Cremorne around Cremorne Plaza and Langley Place?

8. SUMMARY OF ACTIONS FOR COUNCIL

6 (ii) **Announcement by State Government of Location of "Town Centres"**

Request that Council organise a community information evening when the "Town Centres" are announced, as it did in February for the State Government's proposed Housing Reforms.

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Could Council introduce and monitor a trial "no-go zone" for e-bikes, possibly in Cremorne around Cremorne Plaza and Langley Place?

NEXT MEETING – 9 OCTOBER 2024

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