

HARRISON-BENNETT PRECINCT

Minutes of General Meeting

held on Thursday, 3 April 2025 at 6 pm

at the Parraween Street Early Childhood Centre, Cremorne.

Attendance	17 attendees 4 apologies: BD, JR, LR, JA
Previous Meeting Minutes and SOA	Minutes of the 6 March 2025 meeting were confirmed by PA and seconded by DY. Council's Statement of Actions (SOA) was shared by email prior to the meeting.
Convenor Actions from previous meeting	Convenors advised that they had lodged a submission to IPART objecting to the 87.05% rate rise as per Minutes.
Development	<p><u>Modified DA</u> 13-15 Allister St - DA291/2022/6: <i>Modification to an approved residential flat building development with various internal and external changes.</i></p> <p>Meeting attendees were advised this modification relates mostly to a change in the size and number of units.</p> <p><u>New DA</u> DA 24/2025/1: 45 and 49-51 Murdoch Street <i>Demolition of existing structures and construction of a residential flat building, including 31 apartments</i></p> <p>This development application currently proposes the demolition of the set of 5 townhouses at no. 45 and the 15 unit apartment block at no.s 49-51, and the construction of a 5-storey residential flat building comprising 31 apartments, including 7 affordable housing units and basement car parking for 45 vehicles accessed via a driveway from Education Lane. The inclusion of affordable housing provides the proposal access to a 30% uplift in height over the NSLEP height limit of 12 metres for the R4 High Density Residential zone.</p> <p>It was noted however, that the DA was lodged prior to the commencement of the LMR Housing Policy that came into effect on 28 February 2025. The site is well within 400m of both the Neutral Bay and Cremorne MU1 zones, otherwise known as "Town Centres". Under the LMR Housing Policy, Neutral Bay and Cremorne MU1 Zones are designated Town Centres, which means the LMR housing reforms apply to the site.</p> <p>In these circumstances the developer may consider omitting the affordable housing component and instead, build 6-storeys of normal ("luxury") units. Or alternatively, if the affordable housing component is included, this may result in up to a 30% uplift in height above 22m - the new height limit under the LMR</p>

Housing Policy (i.e. potentially up to 28.6m or 8-9 storeys). We will have to wait and see.

Tree Canopy: Meeting attendees noted that the existing apartment block has generous set backs with established gardens. The new development will result in further general loss of tree canopy and green space.

Traffic: Meeting attendees also noted that the intersection of Murdoch and Rangers is at capacity especially during the peak school peak periods. It was noted that vehicles turning left into Rangers Road from Murdoch Street at the intersection directly adjacent to this proposed DA site can often be seen impatiently moving whilst pedestrians are still attempting to complete their crossing. This is a dangerous situation as pedestrians often have not finished crossing before motorists begin their left turn. There is currently no left turn arrow at this intersection in the southbound direction of Murdoch Street.

Infrastructure adequacy: Meeting attendees reported that they have experienced declining water pressure, and in some instances, strata plans have been asked to contribute to the cost of electricity infrastructure upgrades. These issues are attributed to an increased strain on existing infrastructure caused by substantial densification in the area that has not been accompanied by proper infrastructure planning.

Traffic: A meeting attendee suggested that a “no parking” zone during weekdays (between say 8am-4 pm) between the proposed DA site and the Rangers Road intersection could be created, to create two lanes of traffic which would allow for a better flow of traffic and less congestion for vehicles turning left at the intersection.

Lack of notification: several meeting attendees who lived in close proximity to this site including directly opposite stated they had not received individual notification of this DA from Council.

Action:

1. That the Precinct lodge a submission with NSC outlining the following issues regarding this DA:
 - outlining concerns related to traffic and safety and requesting appropriate mitigation measures
 - calling for the retention of as many trees as possible
 - requesting an assessment of the adequacy of essential infrastructure, particularly water and electricity. Furthermore, it should recommend that conditions be imposed requiring the applicant to fund and take responsibility for any necessary infrastructure upgrades to ensure that existing service levels for surrounding residents are not negatively affected.
2. That the Convenors write to NSC asking for an extension in the notification area of this DA. This is a problem which residents repeatedly bring to our attention.

Updates on current proposed developments

1-7 Rangers Road and 50 Yeo Street (Woolworths) - waiting for Woolworths to reveal which of the 3 options it will pursue as an approval pathway:

- Department of Planning, Housing and Infrastructure (**DPHI**);
- Fast Track State Significant Pathway (endorsed by Housing Delivery Authority) – subject to Woolworths withdrawing its Land and Environment Court (**L&EC**) appeal; or
- Sydney North Planning Panel - if Council and Woolworths work together

Postscript: On 4 April, the Precinct received the following update:

This project is now able to be “fast-tracked” as a State Significant Development (**SSD**). Details are as follows:

In a Ministerial Order dated 2 April 2025, Planning Minister Paul Scully declared the project as State Significant. This gives the proposal access to an accelerated approval pathway with (DPHI) which will assess the DA and make a recommendation to the Minister on whether to approve the DA. This follows the recommendation made to the Minister on 19 February 2025 by the Housing Delivery Authority (a fast-track panel set up by the State Government that commenced operation in January 2025) to declare the Woolworths DA for SSD status, subject to Woolworths withdrawing its appeal on the DA in the L&EC.

Details of the revised proposal remain scarce. However, what is apparent so far is that:

- The number of units has increased from 70 (as per DA 281/24) to 90.
- The inclusion of "affordable housing" (mentioned in the Ministerial Order) means that Woolworths may be eligible for up to a 30% height bonus—potentially exceeding the newly gazetted 26m and 31m height limits (which came into effect only recently - 21 March 2025). The precise height bonus will depend on how much affordable housing is provided.

What happens next? it is expected that Woolworths will now proceed under the SSD pathway.

Arkadia Planning Proposal -

No news – still with NSC to assess.

Coles Grosvenor Street -

To be approved by the Sydney North Planning Panel, waiting for NSC assessment report – due May 2025.

DA 364/23: 40 Spofforth Street.

The childcare centre proposal at 40 Spofforth Street is in its final stages of proceedings.(North Sydney Council ats Cremorne SP Pty Ltd atf Cremorne SP Investment Trust - Class 1 L&EC Proceedings No. 301346/2024)

The proposal is being progressed through a Conciliation Conference, which is a negotiation between the applicant and NSC, presided over by a Commissioner of the L&EC.

The applicant has made some landscape and architectural design amendments and a draft Conditions of Consent has been issued for comment between the parties. Specific Conditions noted include:

- The installation of a pedestrian refuge on Spofforth Street;
- No windows open during children's session times;
- Specified hours of courtyard use for outdoor breaks;
- 10 Minute drop off zone on Spofforth Street

The community has been invited to provide feedback to the proposed Consent Conditions via NSC's solicitors, Mathews Folbigg. Feedback closes 10 April.

Meeting attendees expressed ongoing concerns about the extra volume of traffic which will be generated from this development by parents dropping off and picking up children during the peak hours. The centre will have a capacity of 89 children.

One of the Conditions of Consent includes a stipulation to obtain approval from both North Sydney and Mosman Councils' Local Traffic Committees to install a pedestrian refuge and 10-minute parking zones on Spofforth Street in the vicinity of this development. However, no reference was made to addressing safety concerns for pedestrians and motorists using the Rangers Road intersection.

Pathways Cremorne Seniors Housing (SSD-49472213) - at the time of the meeting there was no news. However, the day after the Precinct meeting the following update was received:


That the NSW Independent Planning Commission has approved Pathways Cremorne Seniors Housing subject to conditions.

The Commission has published a full Statement of Reasons for Decision which provides a detailed explanation of the determination.

This information and documents related to this project can be viewed via the Commission's website

www.ipcn.nsw.gov.au/cases/2025/02/pathways-cremorne-seniors-housing

Infrastructure	<p>Meeting attendees expressed concern about the impact on residential amenity caused by all the new developments in the area.</p> <p>Increased traffic is a major issue which is only going to get worse.</p> <p>Utility infrastructure - as mentioned above, some meeting attendees reported poor water pressure in their strata buildings. This affects fire safety measures such as fire hydrants and water sprinklers with one attendee reporting that the water pressure in their building was critical and if it drops further they face having to install upgrades (including installing an additional water pump), at a cost of \$100,000s.</p> <p>It was reported by one meeting attendee that he had been told that property developers were having to include additional electricity infrastructure to ensure an adequate supply to their buildings.</p> <p>Meeting attendees were urged to write to the members of NSW and Federal parliament as well as Councillors about this issue.</p>
Special Rate Variation (SRV)	<p>Update on Special Rate Variation: IPART is still processing the submissions it received. It is expected that submissions will be made public by May - June and a determination made by June.</p>
Streetscape	<p>Street Lighting:</p> <p>A resident contacted the Convenors regarding concerns about insufficient street lighting along Wycombe Road following an attack on a resident who was on her way home from work at 3:30am recently.</p> <p>https://mosmancollective.com/crime-watch/crime-watch-teen-charged-with-premeditated-sexual-attack-on-neutral-bay-woman/</p> <p>It was noted that other areas within Harrison-Bennett Precinct and the LGA in general may also benefit from lighting upgrades. A meeting attendee stated that Ausgrid rather than the Council is responsible.</p> <p>Action request: Could NSC please advise on the process.</p>
Traffic	<p>Pedestrian Safety Spofforth Street and Rangers Road</p> <p>During discussion about the 40 Spofforth Street childcare centre DA, it was noted that NSC and Mosman Council need to co-operate to improve pedestrian safety all along Spofforth Street - a pedestrian refuge near the Holt Avenue bus stops would also be of benefit, in addition to the one to be installed as part of the 40 Spofforth Street development consent conditions.</p> <p>74 Spofforth St - danger parking across footpath</p> <p>The residential flat building at 74 Spofforth Street has an open marked resident parking area. At the northern tip of this area, there is a small, triangular area which is unsuitable for vehicles to use as a parking space. However, vehicles have been observed using this spot (see photo). When a vehicle parks in this particular section, it protrudes onto the footpath and creates a danger to pedestrians when the vehicle needs to move out.</p>

	<p>The proximity to the Spofforth Street pedestrian crossing also creates another dangerous situation.</p>  <p>Action request: The Precinct would like NSC to investigate if this particular section of land belongs to Strata Plan or council. Whoever the owner is, it should be blocked off to prevent anyone parking here.</p>
<p>YOUR SAY</p>	<p>Liveability Census</p> <p>It was noted that Council is inviting residents to participate in the 2025 Liveability Census. <i>The insights collected include what matters most to you, how your current neighbourhoods are performing and your ideas for improvements.</i> Our local area can then be compared to others near and far.</p> <p>Subjects to be surveyed include: access to public transportation, quality healthcare, or cultural diversity. The Australian Liveability Census is open from 30 March to 30 June 2025. Council will use the Census data to inform operational and business planning. The link to the Survey is on the NSC website:</p> <p>https://placescore.org/lc25_nsw_northsydney</p> <p>Draft Community Strategic Plan 2025-2035</p> <p>It was noted that Council is inviting residents to provide feedback on the North Sydney's Community Strategic Plan (CSP). This outlines the community's vision, aspirations, and priorities for the future.</p> <p>The plan addresses the following questions:</p> <ul style="list-style-type: none"> • Where are we now? • Where do we want to be in 10 years' time? • How will we get there? • How will we know we have arrived? <p>Full information is provided on the NSC YourSay website</p>
<p>Other business</p>	<p>Heritage Bus Stops - Closure of three bus stops on Miller Street, North Sydney</p> <p>Precinct Committees were informed that Transport for NSW will decommission three bus stops on Miller Street, North Sydney from Sunday,</p>

	<p>30 March 2025:</p> <p><i>“As part of the Sydney Metro Project, new bus stops have been created on Miller Street, North Sydney to provide better connections with Sydney Metro services at Victoria Cross Station. As a result, some bus stops are no longer required. The changes are to enable better connections with Sydney Metro. Bus services will operate from an existing bus stop close by. From Sunday 30 March 2025, the following three bus stops along Miller Street, North Sydney will no longer operate.</i></p> <ul style="list-style-type: none"> <i>• Miller Street at McLaren Street bus stand “MONTE” will not operate, passengers can catch their regular services from the bus stop at Victoria Cross Station, Miller Street, stand B.</i> <i>• Miller Street after McLaren Street bus stand “McLaren” will not operate, passengers can catch their regular services from the bus stop at Victoria Cross Station, Miller Street Stand A.</i> <p><i>The third stop is one for school buses.</i></p> <p>Meeting attendees noted that two of the bus stops are heritage structures. Q: What does the Council propose to do with the two Heritage bus stops? Can they be relocated elsewhere in the LGA or will they be left in situ?</p> <p>Warringah Freeway Upgrade - Falcon Street Bridge Closure Attendees were advised that as part of the WF Upgrade, TfNSW is building a new pedestrian and cyclist bridge at Falcon Street. To complete this work, the current bridge will be closed for up to 14 weeks from Friday, 11 April, 2025. Detours will be implemented for cyclists and pedestrians. The new ramp is expected to open on Monday, 21 July.</p>
Meeting close	The meeting concluded at 8 PM.
Next Meeting	The next meeting will be held on 1 May 2025 at 6 pm at the Early Childhood Centre in Parraween St, Cremorne.