

# **BRIGHTMORE PRECINCT**

## **PART OF NORTH SYDNEY COUNCIL'S COMMUNITY PRECINCT SYSTEM**

### **MINUTES OF MEETING**

**WEDNESDAY 14 MAY 2025**

**COMMENCING AT 7.00 PM**

**CHAIR:** PE (Co-Chair)

**MINUTES:** LS (Secretary)

**ATTENDANCE:** 24 people attended the meeting

**APOLOGIES:** 4 (CDB, GS, PT, JT)



## **1. ANNUAL GENERAL MEETING**

The following office bearers were elected:

Co-Chair - Peter Ellis

Co-Chair - Rob McKay

Secretary - Lesley Sommerville

Deputy Secretary - Ciaran de Bhaldraithe

## **2. CONFIRMATION OF MINUTES APRIL 2025 MEETING**

The Minutes for the previous meeting of 9 April 2025 were adopted.

## **3. COLES - 41-53 GROSVENOR STREET, NEUTRAL BAY PUBLIC MEETING OF SYDNEY NORTH PLANNING PANEL 14 MAY 2025 TO DETERMINE DEVELOPMENT APPLICATION DA258/2023**

MTJ gave a summary of the meeting, at which Co-Chair PE spoke on behalf of the Precinct.

The report presented by Council's external consultant planner recommended approval subject to conditions.

There were very few questions from the panel, and a decision is expected by Friday 16 May.

## **4. COLES - 41-53 GROSVENOR STREET, NEUTRAL BAY PLANNING PROPOSAL 9.2025.00000001.001**

Coles lodged a Planning Proposal on 9 May to amend the height to 31 metres, accompanied by a Voluntary Planning Agreement.

The height proposed under the DA is 20.4m or 4 storeys (1 level supermarket, 3 levels of apartments). A height increase by 10m to 31m would equate to another 3 storeys.

The Committee has not had an opportunity to assess the proposal at this stage.

It was noted that:

- Council's Neutral Bay Village Planning Study endorsed an increase in height from 16m to 21m in this part of Neutral Bay, but Council has not yet commenced the process to formalise this.
- The NSW Government's Low and Mid-Rise Housing Policy will bring a general uplift in the area.
- The timeline re Coles will depend on Council and the Expressions of Interest from nearby landowners for the delivery of a plaza.
- A Planning Proposal typically takes about 18 months.

## **5. VALE NICK KRIKIS**

MTJ told attendees the sad news that her husband Nick Krikis, a well-regarded commercial architect who she met whilst studying architecture at Sydney University, had passed away suddenly

Nick was an active member of Brightmore Precinct, and she recognized his significant contributions - not only during meetings but also behind the scenes on various precinct-related matters. He was a strong advocate for a pedestrian plaza on Grosvenor Lane, while firmly opposing high-rise developments along the Military Road Corridor. In his view to prevent such developments, actions independent of the Precinct System were required .

The Precinct extends our heartfelt condolences to her and her family.

## **6. PATHWAYS SENIORS HOUSING, PARRAWEEEN STREET**

FG from the Cremorne Conservation Group gave an update following the decision on 8 April by the Independent Planning Commission to grant development consent to the Pathways Cremorne Seniors Housing application subject to conditions.

These conditions resulted from concerns by community members relating to heritage, built form and traffic and transport, and include:

- incorporating community consultation into the Project's construction and environmental management plan; and
- protecting significant building fabric of local heritage items.

All cottages except the 6 heritage-listed will be demolished, and work is expected to start sooner rather than later.

FG will meet with the Mayor to discuss the formation of a community working group to monitor the project for matters such as compliance. Brightmore Precinct members would be welcome and a valuable addition.

Once complete, there will still be issues to be addressed such as traffic volume and movements, and e-bikes and e-scooters outside an aged-care facility.

Various suggestions proposed were:

- a lower load limit to lessen road surface damage and reduce truck movements;
- making Parraween Street 1-way;
- blocking it off at Paling Street.

PE stated that the precinct objection contained requests to limit the impact of construction traffic and parking on the community. This included limiting the construction trucks to one-way to reduce safety concerns along Parraween St.

The upgrades of Cremorne Plaza and Langley Place are scheduled for the next financial year, so a timetable for construction will have to be worked out in relation to the Pathways' development.

## **7. HAYDEN ORPHEUM PICTURE PALACE**

The Cremorne Conservation Group has been shortlisted in the Advocacy Category of the 2025 National Trust (NSW) Heritage Awards.

This recognises the work of not only the Cremorne Conservation Group but the local community in gaining State Heritage Listing for The Orpheum. Congratulations to all who contributed.

The winners will be announced on Friday 16 May.

## 8. YOUNG STREET CYCLEWAY - GROSVENOR TO SUTHERLAND STREETS POINTS OF CONCERN FOLLOWING RE-CONFIGURATION & INSTALLATION OF CYCLEWAY

LS gave a presentation (see attachment) on the above, identifying the following issues:

### i. Loss of more parking spaces than Council estimated.

Council documentation indicated a **total loss of 7 car parking spaces** (4 from Grosvenor to Belgrave Street and 3 from Belgrave to Sutherland Street), and that parking would be *"retained at other locations along cycleway"*.

It is calculated that the **actual loss** has been **13 car spaces and 5 motorbike spaces**.

<b>Grosvenor to Sutherland</b>	<b>Council Estimated Loss</b>	<b>Actual Loss</b>
Grosvenor to Belgrave	4 car spaces	9 car spaces + 5 motorbike spaces
Belgrave to Sutherland	3 car spaces	4 car spaces
<b>Total loss</b>	<b>7 car spaces</b>	<b>13 car spaces + 5 motorbike spaces</b>

<b>Grosvenor to Belgrave</b>	<b>Council Estimated Loss</b>	<b>Actual Loss</b>
Eastern side	3 car spaces	7 car spaces
Western side	1 car space	2 car spaces + 5 motorbike spaces
<b>Total loss</b>	<b>4 car spaces</b>	<b>9 car spaces + 5 motorbike spaces</b>

<b>Belgrave to Sutherland</b>	<b>Council Estimated Loss</b>	<b>Actual Loss</b>
Eastern side	1 car space	1 car space
Western side	2 car spaces	3 car spaces
<b>Total loss</b>	<b>3 car spaces</b>	<b>4 car spaces</b>

With such detailed construction designs, could Council explain how this significant underestimation of the loss of parking by so much occurred, especially on the eastern side of Young Street between Grosvenor and Belgrave Streets?

### ii. Dedicated right-hand turn lanes from Young Street into Belgrave Street blocking through-traffic, both north-bound & south-bound

The installation of the dedicated right-hand turn lanes and red arrows from Young Street into Belgrave Street has blocked through-traffic to/from Neutral Bay Village.

It is especially bad south-bound. If 3 or 4 vehicles are stopped in the dedicated right-hand turn lane due to the red arrow, through-traffic gets banked up behind them because of cars parked in the left lane. If vehicles do manage to get into the left lane, they can be blocked by vehicles wanting to turn left stopped at the red left-turn arrow.

These dedicated right-hand turn lanes seem to have been installed solely to accommodate the narrowing of the road from 4 to 3 lanes because of the cycleway, without regard to through-traffic movement.

### iii. Traffic & parking lanes too narrow

This was anticipated in Council's documentation - *"Narrowed lanes on Young St will reduce the space available to exit parked cars"*, but this is a real safety issue, which has previously been identified in Park Avenue and Sutherland Street.

However, the section of Young Street between **Grosvenor and Belgrave Streets is much busier, with large delivery trucks and construction vehicles**.

Driver-side doors open directly onto the traffic lane, which is extremely dangerous.

Trucks are too large to park within the parking lane – all overhang into the traffic lane, making it dangerous for two-way traffic to pass.

### iv. Confusion of right-of-way at intersection of Young Street & Grosvenor Street & poor signage

The intersection of Young Street & Grosvenor Street is now like a game of chicken.

There are too many signs and confusing lines on the road.

### Give Way & Give Way To Cyclists Signs

*Give Way To Cyclists* signs are more prominent, directly in the driver's line-of-vision, whereas *Give Way* signs in Grosvenor Street are badly located. East-bound, the *Give Way* sign is nearly around the corner in Young Street, while west-bound, the *Give Way* sign is partially obscured by a jacaranda tree outside Belle Property and can only be seen closer to the intersection.

#### **v. Poor sight lines**

Poor sight lines from Sutherland Street when approaching Young Street:

- east-bound looking south & north due to cars parked beyond the cycleway. Vehicles have to edge forward into the traffic lane for a clear line of sight.
- west-bound looking north - shrubs in garden beds obscure vision  
(Note: Request to Council from Brightmore Precinct via email 7 May 2025 to prune shrubs to improve sight lines).

The following MOTION was moved by JC, seconded by SC, and passed unanimously:

*Brightmore Precinct authorises the Office Bearers to write to Council to:*

1. Request a safety audit of the cycleway and intersections;
2. Seek clarification of Council's planning for the cycleway;
3. Respond to points i-v above.

## **9. COMBINED PRECINCTS COMMITTEE MEETING REPORT**

Co-Chair PE gave a brief summary.

### **i. Low and Mid-Rise Housing Reform – Council Response**

Council is working with the NSW Government. There is some ambiguity in the definition of what is 400m or 800m from a town centre. e.g. if a property falls partly in and partly out of 400m, will it be in or out?

### **ii. 2025-2035 Community Strategic Plan**

An updated plan is being prepared by Council. One Precinct opposed the plan, however Brightmore supported it.

## **10. SUMMARY OF ACTIONS**

None.

## **11. DEVELOPMENT APPLICATIONS**

Development Application 10.2025.00000100.001	30/04/2025	18 Illiliwa Street, Cremorne NSW 2090 Strata Subdivision of Approved Residential Flat Building
Complying Development Applct'n 19.2025.00000081.001	29/04/2025	22 Reynolds Street, Cremorne NSW 2090 Demolition of existing timber deck and construction of new window, g glazed door, timber deck and timber framed planter boxes to rear of property.
Development Application 10.2025.00000087.001	22/04/2025	52 Reynolds Street, Cremorne NSW 2090 Alterations and additions to existing dwelling for infill of roof space to facilitate a study

## **12. CORRESPONDENCE**

### **i. Request for installation of street furniture (chairs/benches) at the eastern end of Parraween Street / Langley Place**

A Precinct member has requested the above as there is no public seating. A lot of elderly people shop at the Cremorne town centre and a good few of them come from the area on the northern side of Gerard Street. There are no seats on Parraween Street or Langley Place which would be very useful if added to the area.

*Note by Brightmore Precinct:*

An upgrade of Langley Place (and Cremorne Plaza) is scheduled by Council, which will include public seating.

### **Action for Council**

- Could Council please give an update on the status and timeline for the upgrade of both Langley Place and Cremorne Plaza.

### 13. GENERAL BUSINESS

#### i. State of Military Road at Cremorne Junction – safety issue

Many attendees raised concerns about the state of Military Road in 2 locations at Cremorne Junction.

- **Southern side of Military Road at the bus stop outside IGA**

In parts the road surface has deteriorated to rubble and potholes. When it rains water and bitumen are splashed over people and shops, sometimes deliberately by bus drivers. Contractors have resurfaced up to the Orpheum and near Murdoch Street, but this section has not been done. This flying debris could seriously injure someone.

- **Northern side of Military Road at the pedestrian crossing opposite Minskys.**

Due to the low kerb and lack of drainage, this floods when it rains. The road surface is also deteriorating. It could possibly be fixed by raising the kerb.

#### **Action for Council**

Could Council's Traffic Committee or Open Space and Infrastructure Division please urgently take this matter up with NSW Roads and Maritime Services to remedy the problems before someone is injured.

#### ii. NSW Government's Low and Mid-Rise Housing Policy – Council Contact

One attendee mentioned that they had been to a presentation on the above put on by Mosman Council. Is there someone in North Sydney Council who could be contacted if residents have queries on this subject? If not, could someone be appointed?

#### **Action for Council**

Does Council have a contact if residents have queries on this subject? If not, could someone be appointed?

### 14. NEXT MEETING –11 June 2025

Apologies from Co-Chair PE who will be unable to attend the June & July meetings.

### SUMMARY OF ACTIONS FOR COUNCIL

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