

Department of Planning and Environment

Re: Submission (SUB-61923959).

Pathways Cremorne Seniors Housing

Application No: SSD-49472213

Location: 50-88 Parraween Street, 59-67 Gerard Street, Cremorne 2090

I **STRONGLY OBJECT** to the *Pathways Cremorne Seniors Housing Development* application for the following reasons:

1. LOSS OF HERITAGE

The site is currently on Public Exhibition for Gateway Approval of a Planning Proposal for listing as Local Heritage Items

The Department of Planning and Environment recently gave Gateway Approval of Planning proposal PP-2023-987 *"to amend the North Sydney LEP 2013 as it applies to 50-88 Parraween Street, Cremorne by identifying the properties at 50, 52, 54, 56, 70, 72, 78, 80, 82, 84, 86 and 88 Parraween Street as local heritage items"*.

These cottages along Parraween Street and their location opposite the Hayden Orpheum Picture Palace (for which State Heritage Listing is being sought) form the heart of Cremorne village.

The developer's proposal to dismantle and rebuild only 3 of the cottages will probably end up like Willow Grove at Parramatta.

In the interests of transparency and good governance, the Gateway Determination and associated process should be allowed to be finalised before any application to demolish the cottages is even considered.

2. EXCESSIVE HEIGHT, BULK AND SCALE

The proposed 28.66 metres building (supposedly 8 storeys, but would accommodate 9 storeys) is over twice the LEP zoning height of 12 metres, and along with the other 3 buildings proposed, represents a massive overdevelopment of the site and will dominate the frontages on Parraween and Gerard Streets.

Apart from the Council Carpark and the Cremorne Child and Family Health Centre (located in an old cottage), the northern side of Parraween Street is purely residential, small cottages, an older 2-storey block of apartments and a newer 4-storey apartment block. Council has plans to develop their carpark with affordable housing, a new health centre, green space and underground public carpark.

The southern side has a mix of apartments and small businesses, with 2 plazas giving access through to Military Road. Council is also planning upgrades to these plazas to be more *"family friendly"*.

This overdevelopment of the site will have a hugely negative impact on the future uses that Council has planned, with extensive community consultation and engagement, for Parraween Street, the *"heart of Cremorne"*.

I understand that there are strict government regulations regarding Seniors Living, and question whether this development complies?

In a 28.66 metre, 8-/9-storey building, in the case of an emergency (e.g. fire - *"Do Not Use The Lift"*), how are the *"Seniors"*, probably some with limited mobility, to get down 8/9 floors? The higher you go, the worse it is.

3. IMPACTS ON TRAFFIC, PARKING, & PEDESTRIAN SAFETY

I am at a loss to understand how such a large-scale development will have *"no adverse traffic impact on the road network"*, let alone will *"reduce(s) the traffic generation of the site"*.

How can an extra 134 cars, 56 bicycles and 9 motor bikes **NOT** impact on traffic? Of course it will.

- Traffic & Access

Parraween Street is a very busy local street. It is the only access point to all of north Cremorne during the morning and evening peaks due to right-turn restrictions on Gerard Street. It has become a rat-run.

Military Road is a traffic jam at any time of day, as is Gerard / Macpherson Streets in peak hour and on weekends, as it is the alternate route to the Northern Beaches. Both of these roads will become even more congested, due to the recent cancellation of the Northern Beaches Tunnel.

Winnie Street is the only access point to Parraween Street from Gerard Street as there is *"No Right Turn"* (too dangerous) at the intersection of Gerard / Macpherson Streets.

Winnie Street is the only road where vehicles can cross Military Road both south- and north-bound between Cowles Road at Spit Junction and Ben Boyd Road at The Oaks at Neutral Bay.

It is often at a standstill, and banked back from Military Road to Gerard Street, due to the short phasing of traffic lights at Military Road, “*No Right Turn*” during peak hours and red arrows for turning onto Military Road for pedestrian safety.

The amount of traffic on Winnie Street is compounded by the “*school pickup*”, as it borders SCEGS Redlands’ senior campus.

With only a single driveway (entry & exit) to the underground carpark, the multiple daily movements of vehicles - cars for residents, trucks for food & goods deliveries, ambulances and patient transport, waste collection etc - will lead to congestion at this point, and along Parraween and the surrounding streets.

Of course there will be an adverse effect on the road network and an increase in traffic generation.

There needs to be a *Cumulative Traffic Impact Assessment (CTIA)*.

- Parking

The underground carpark for 134 cars, 56 bicycles and 9 motor bikes will be serviced by a single driveway (entry & exit) on Parraween Street. Are any of the carspaces for visitors? Or do they park on the street, compounding the parking problem for residents and other users of Cremorne village? The Hayden Orpheum Picture Palace in particular creates a strong demand for parking.

56 bicycles seems an extraordinarily high number of spaces for Seniors riding bikes. Or will some (many?) of these be converted into carspaces after completion?

There is “*No Parking*” along Military Road in Cremorne since the introduction of the B-Line bus, and there is “*No Parking*” on Gerard Street in-bound or out-bound during peak hours, compounding the difficulty of finding on-street parking in this area.

The issue of the parking problems this development will create has not been addressed in the proposal.

- Pedestrian Safety

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. Cremorne Plaza, with its restaurants, is a very popular destination both at lunchtime and the evening, when it is heavily used by families, as their children can play safely in the plaza.

There are no pedestrian crossings planned where the walk-through “*public park*” meets Parraween and Gerard Streets.

This so-called “*public park*” is actually to enable the residents of the building on Gerard Street to walk through to Parraween Street, and in no way could be called a park by definition - it is a landscaped walkway for residents.

Increased traffic leads to an increased risk to pedestrians.

4. TREE LOSS

60% of mature trees will be lost on this site, to be replaced by smaller shrubs and landscaping.

With the destruction of Cammeray Park for the Warringah Freeway Upgrade/Western Harbour Tunnel, too much tree canopy and habitat has already been lost. The number is over 1,000 mature trees, no-one is prepared to give an exact figure!

In conclusion, the proposal lacks both site specific and strategic merit and is not in the public interest.

I STRONGLY OBJECT to this development proceeding and urge you not to support it for the above reasons.

Lesley Sommerville
14 September 2023