

Pathways Cremorne Seniors Housing

Application No: SSD-49472213

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

Brightmore Precinct **STRONGLY OPPOSES** the Pathways Cremorne Seniors Housing Development, which falls within our precinct in North Sydney LGA.

The North Sydney Precinct System, which has been in operation for 50 years, is run by residents and reports to Council. Their comments and feedback are considered by Council as part of its decision-making process.

Brightmore Precinct's monthly in-person meetings are well attended, with over 130 residents and business on our email list, many joining over the last year due to their opposition to the Pathways' development.

Our Precinct has been working closely with Council to further its vision to improve the amenity of the area bounded by Parraween St, Cremorne Plaza and Langley Place, with upgrades planned for the latter two, making it the "*heart*" of Cremorne Village and more family-friendly. Council also has plans to redevelop Parraween Street carpark to provide affordable housing, an early childcare centre, green space parkland with underground public parking for 161 cars.

This massive overdevelopment of the site will destroy the amenity that residents and local small businesses currently enjoy and, in collaboration with Council, are trying to improve.

The Pathways' proposal has been opposed by Brightmore Precinct members since its inception for all of the following reasons:

- **Excessive Height, Bulk and Scale**

The 8-storey building proposed for Gerard St is 28.66 metres, which is more than double the zoning of up to 12 metres.

The cumulative effect of the 4 buildings - 1 x 8-storeys, 1 x 5-storeys and 2 x 4-storeys, will dominate Parraween St. This is a massive overdevelopment of the site, and not within the planning controls.

The trade-off for this overdevelopment is the so-called public benefit of a small "*park*", which is actually a walkway for the benefit of the residents of the 8-storey building on Gerard St, enabling them to walk through to Parraween St rather than via Paling St 100 metres west or the pathway 100 metres to the east.

- **Loss of Heritage**

The Department of Planning and Environment has recently given 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 are also within the curtilage of the Hayden Orpheum Picture Palace, for which State Heritage Listing is being sought by North Sydney Council and the community.

These late 1800s workers' cottages form a significant part of our local history and heritage. Pathways' proposal to reconstruct 3 cottages and reconstruct the frontages of 2 cottages will destroy what the community and Council are striving to protect.

- **Negative Impacts on Traffic and Parking**

Parraween St is classified as a *40km High Pedestrian Activity Area*, with 2 child-care centres, the Cremorne Child and Family Health Centre, medical centres, restaurants, cafes, shops and a school.

Despite this classification, many vehicles speed along what is a narrow, local street. The street has become a rat-run between Mosman and the Northern Beaches to Neutral Bay. For residents of North Cremorne, Parraween St is their only access from the west in peak hours due to restrictions on Gerard St.

- **Traffic**

Of the **east-west road corridors**, **Military Rd** is in perpetual gridlock, and in May this year was given the dubious honour by the NRMA of being rated No. 2 Most Congested Road in NSW, and No. 4 overall as Worst Road.

Gerard St has a similar poor performance, being the alternative route to Military Rd.

With the cancellation of the Northern Beaches Tunnel only 1 week ago (8 September), the congestion on both these roads and surrounding feeder roads will worsen.

Of the **north-south road corridors**, **Winnie St** suffers similar congestion due to the traffic light phasing at Military Rd and *No Right Turn* restrictions. It is the only road where vehicles can cross Military Rd between Cowles Rd at Spit Junction and Ben Boyd Rd at Neutral Bay. Redlands' school also generates significant traffic along Winnie St, which is often gridlocked between Military Rd and Gerard St, blocking the only eastbound access to Parraween St.

Macpherson St northbound takes traffic coming off Military Rd, and southbound from the rat-run from Mosman into Parraween St.

Extra traffic will be generated by vehicles not only from the facility's carpark (134 car spaces, 56 bicycles and 9 motor bikes), but also from daily service vehicles for waste collection, goods & food delivery, ambulances etc.).

All vehicles have to use a single driveway to enter and exit the underground carpark, which will lead to congestion at this point.

All of the above factors will lead to increased traffic and congestion on Parraween St and the surrounding roads.

A *Cumulative Traffic Impact Assessment (CTIA)* should have been done for this development, and should be conducted before any approval is considered.

- Parking

The underground carpark for 134 cars, 56 bicycles and 9 motor bikes will be serviced by a single driveway (entry & exit) on Parraween St. Are any of these carspaces reserved for visitors or staff? 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, as do the restaurants in Cremorne Plaza.

Since the introduction of the B-Line bus service, there is *No Parking* on Military Rd between Winnie and Macpherson Streets and during peak hours on Gerard St, which has further exacerbated the parking problem in this area.

- **Negative Impacts on Pedestrian Safety**

No pedestrian crossings are planned where the walkway from Gerard St joins Parraween St, or on Gerard St.

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

- **Tree Loss**

This proposal will see the removal of 60% of mature trees on the site. North Sydney LGA has been heavily impacted by the removal of an estimated 1,000-3,000 trees for the Warringah Freeway Upgrade and Western Harbour Tunnel.

This has an adverse impact on the amenity and liveability of the area. It is developments such as this proposal that contribute to that "*creeping*" loss.

- **Disrespect of Community Opinion**

Pathways has conducted no community engagement or consultation with Brightmore Precinct or North Sydney Council's Cremorne Streetscape Committee, which consists of residents, business owners and the Cremorne Chamber of Commerce.

There was only 1 workshop and 1 online engagement session held by the developer, which were only scheduled after strong community opposition to their first proposal. The representatives of Pathways at these sessions were unable or unwilling to answer many of issues raised.

Summary

Brightmore Precinct **STRONGLY OBJECTS** to the Pathways Cremorne Seniors Housing Development for the following reasons:

- Excessive Height, Bulk and Scale
- Loss of Heritage
- Negative Impacts on Traffic and Parking
- Negative Impacts on Pedestrian Safety
- Tree Loss
- Lack of Community Consultation

While Brightmore Precinct is supportive of Seniors Living Developments, this proposal is not in the community interest, in fact it is detrimental.

Brightmore Precinct strongly objects to the Pathways Cremorne Seniors Housing Development, as it has neither site specific nor strategic merit.

Precinct (of North Sydney Council) - Brightmore

Brightmore Precinct Committee on behalf of Brightmore Precinct Members

Peter Ellis - Co-Chair

Peter Young - Co-Chair

Lesley Sommerville - Secretary

Ciaran de Bhaldraithe - Deputy Secretary