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State Significant Acceleration
NSW Planning
Department of Planning and Environment
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Pathways Cremorne Seniors Housing
Feedback to public exhibition of Amended SSD-49472213
Location: 50-88 Parraween Street, 59-67 Gerard Street, Cremorne 2090

We write as the Convenors of the Harrison-Bennett Precinct, a local community group operating under the auspices of North Sydney Council that plays an active role in providing input into matters of importance for the North Sydney community.

The Pathways' Amended Cremorne State Significant Development (**SSD**) project was discussed at our monthly meeting held on 5 September 2024. The Precinct had previously made a submission in response to the original proposal on 14 September 2023.

Meeting attendees reviewed the Amended SSD and voted to continue to **OBJECT** to the Pathways proposal. The Precinct does not believe that there has been any material changes to the issues raised in the original submission which remain as follows:

LOSS OF AMENITY FOR NEARBY RESIDENTS AND OTHERS THAT USE PARRAWEEN STREET

Traffic and safety

The Precinct understands that Transport for NSW refused to allow access to and from the proposed facility via Gerard Street because of predicted traffic congestion. This will result in Parraween Street becoming the access point for all Pathways vehicles i.e. deliveries, ambulances, staff and visitors.

In determining whether this is appropriate the following points need to be taken into account:

- Parraween Street is a narrow street with a high volume of vehicle movements from residents and visitors to the existing businesses and the Cremorne Orpheum theatre. Access is confined to two feeder streets - MacPhearson and Winnie Streets. Both feeder streets are already at capacity.
- During Redlands School drop off and pick up hours, and commuter peak hours, Parraween Street and the feeder streets become particularly congested. In particular the two key intersections in Winnie St (Military Road and Gerard Street) are "at capacity". During peak periods, it can take motorists more than 3 sets of lights to move a few metres along Winnie Street. This is especially so now that left and right turn red arrows have been installed at the Military Road crossing allowing pedestrians to cross Military Road in some safety. Using the other exit from Parraween Street, the left hand turn onto Military Road via McPherson Street can be a dangerous intersection as it is difficult to see traffic coming along Military Road.
- The intersection of Macpherson Street and Gerard Street is a well-known accident "black spot" with extremely difficult egress for vehicles and difficult/unsafe conditions for pedestrians. This issue is well documented in North Sydney Council's traffic committee meeting Minutes. North Sydney Council has been seeking to install pedestrian signals on Gerard Street at Macpherson Street for many years, but has yet

to receive approval and funding from the NSW Government.

- Further, Parraween Street is a state-designated high pedestrian activity area with a 40km/h speed limit due to the amount of foot traffic.
- It is the Precinct's contention that the increased traffic resulting from the proposed facility will have a significant impact on an already busy street.
- **The cumulative traffic impact assessment of all roads in the immediate vicinity must be considered urgently and this study must be carried out before this proposal is allowed to proceed any further.**

Loss of solar access

Parraween Street is a popular and pleasant street for walking and dining due to its sunny north aspect. During the winter months, Parraween Street receives sunshine until sunset. The Don Adan Cafe is one of the warmest and most pleasant places to sit down at and enjoy a beverage or snack as late as 4pm during mid-winter. The architectural plans show significant overshadowing which is inevitable due to the excess bulk, scale and height of the proposed structures. The negative impacts on solar access to Parraween Street is unacceptable for the Cremorne community.

Parking Amenity

Parking spaces are already in high demand in Parraween Street. Kerb-side parking is no longer permitted along Military Rd in the vicinity of Cremorne Plaza since the B-line bus service commenced operation in 2018. Business owners now rely on Parraween Street for their customer parking and to receive deliveries.

The Council car park is heavily utilised and does not have sufficient capacity to cope with the demand for parking from patrons of the various small businesses as well as the Orpheum Theatre. Parking is also scarce in surrounding streets especially during weekdays.

Pathways have stated that individual driveways outside of the site on Parraween Street will be removed, increasing the number of on-street car parking spaces. However, this will still not be sufficient to accommodate the additional vehicles that such a facility will generate.

NEGATIVE IMPACTS ON HERITAGE ITEMS

On 17 May 2024, six cottages at 78-88 Parraween St, Cremorne were listed as local heritage items on the North Sydney LEP and the Hayden Orpheum Theatre was added to the NSW State Heritage Register on 31 May 2024.

The Pathways development does not sufficiently consider the significance of these heritage items. In particular, the Amended plans fail to recognise or respect curtilage and will result in negative impacts on these heritage items including loss of fabric.

The plan fails to acknowledge the State Government's own heritage Seniors Housing Design Guide which states:

"It is important to identify and conserve these heritage values through a well considered design response that takes into account the heritage significance, character, texture, grain, massing, story and nature of a particular site to ensure the conservation of these values into the future."

The Pathways proposal also fails to respect and retain the existing heritage streetscape and neighbourhood character of Parraween Street which is a significant and unique feature.

EXCESSIVE HEIGHT, BULK AND SCALE

- The height, bulk and scale of the proposed development is excessive for the location.
- The proposed maximum height contravenes the existing local character and North Sydney Council's planning controls (LEP and DCP).
- The multi-storey building proposed for the Gerard Street frontage exceeds the allowable building height at this location by the current North Sydney LEP 2013. A spot zoning variation to height sets a dangerous and unwelcome precedent.
- The existing apartment buildings along Gerard Street were built during past periods before the current LEP height restrictions came into force. It is not appropriate to consider their maximum height as the basis for setting a height for this proposal when the planning controls were purposely amended to prevent such tall buildings being erected in the future.

Conclusion

For the reasons set out in this submission, the Precinct believes Pathways Amended SSD proposal is not in the best interests of the community and lacks site specific and strategic merit. The Precinct continues to OBJECT to this proposal.

We declare that we have not made a reportable political donation in the last two years.

We acknowledge and accept the DPE disclaimer and declaration.

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