

## Department of Planning and Environment

### Pathways Cremorne Seniors Housing

Application No: SSD-49472213

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

ID: SUB-62324227

I **still STRONGLY OBJECT** to the *Pathways Cremorne Seniors Housing Development* as the amendments have not addressed the objections in my original submission of 14 September 2023.

The proposal still lacks both:

- site-specific merit due to:
  - its excessive height, bulk and scale
  - consequent overshadowing of not just surrounding properties but also its own facilities
  - detrimental impacts on traffic, parking and pedestrian safety, due to its location adjacent to one of the busiest and most congested roads in NSW, Military Road, and its feeder roads Gerard, Winnie and Macpherson Streets.

and

- strategic merit due to:
  - the partial (almost total) demolition and adaptive re-use of 6 cottages on the North Sydney Heritage Register
  - the proximity of NSW Heritage-listed Hayden Orpheum Picture Palace

I re-iterate excerpts from my original objections as these have not been addressed with the amended plans.

### 1. LOSS OF HERITAGE

Six of the cottages on Parraween St (Nos. 78-88) are listed on the North Sydney Heritage Register, and the Hayden Orpheum Picture Palace is listed on State Heritage Register.

The amended proposal fails to take into account their heritage significance and partial (almost total) demolition of the cottages fails to comply with the NSW Government's Seniors Housing Design Guide.

### 2. EXCESSIVE HEIGHT, BULK AND SCALE

All building heights still exceed the LEP.

Even though reduced by one storey, the Gerard Street ILU building is still double the LEP height.

With the loss of one storey on the Gerard Street ILU, and retaining the same number of ILUs, the footprint of the development has increased, making this new proposal even bulkier.

The minimum setback and the height of the buildings will cause unacceptable overshadowing of surrounding properties along Parraween St. The Aged Care Facility abuts the heritage-listed cottages on Parraween Street.

The rooftop communal areas, one of the few benefits to residents, has been removed.

Open green space has also been reduced, with what was previously called a so-called "*public park*" now a smaller through-site link to enable access from Gerard Street to Parraween Street.

### 3. IMPACTS ON TRAFFIC, PARKING, & PEDESTRIAN SAFETY

These issues have not been addressed at all and I re-submit here some of my original comments.

#### - 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.

#### **- Parking**

The underground carpark has been reduced from 134 to 88 car spaces. This is supposed to service the whole complex – for deliveries, emergency vehicles, residents (58 ILUS) and visitors. There will be fierce competition for these spaces, with the overflow using surrounding streets, where on-street parking is already at a premium, with the Hayden Orpheum Picture Palace creating a strong demand.

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, and it is a certainty that many will try to cross anyway. All services and facilities required for residents of the ILUs (supermarket, pharmacy) are on the opposite side of busy Military Road.

Increased traffic leads to an increased risk to pedestrians.

**In conclusion**, there have been no significant changes in the amended proposal.

It still lacks both site specific merit due to its excessive height, bulk and scale, overshadowing and detrimental impacts on traffic, parking and pedestrian safety, and strategic merit due to the impact on the heritage-listed cottages and Hayden Orpheum Theatre.

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

Lesley Sommerville  
12 September 2024