

BRIGHTMORE PRECINCT

PART OF NORTH SYDNEY COUNCIL'S COMMUNITY PRECINCT SYSTEM

MINUTES OF MEETING

WEDNESDAY 9 AUGUST 2023

COMMENCING AT 7.00 PM

CHAIR: PY (Co-Chair)

MINUTES: LS (Secretary)

ATTENDANCE: 22 people attended the meeting

APOLOGIES: 1 (RM)



1. CONFIRMATION OF MINUTES 12 JULY 2023 MEETING

The Minutes for the previous meeting of 12 July 2023 were adopted.

2. YOUNG STREET CYCLEWAY - GROSVENOR ST & YOUNG ST INTERSECTION

Presentation by North Sydney Council

EC, Manager, Traffic & Transport Operations, & MW, Sustainable Transport Project Co-ordinator

The Project

The design includes new plantings, pavement upgrades, separated pedestrian and cyclist crossing, and the link between Neutral Bay town centre and the Young Street bi-directional cycleway.

A protected cycleway and pedestrian crossing through the Young Street and Grosvenor Street intersection will replace the current roundabout, and will significantly improve cyclist and pedestrian safety, as well as accessibility to the Neutral Bay town centre.

The bi-directional cycleway has already been approved from Sutherland Street up to Grosvenor Street.

Council's Transport Strategy prioritises, in order:

1. Pedestrians & Walking
2. Cycling
3. Public Transport
4. Local Deliveries & Freight
5. Private Vehicles

Problems with the current intersection:

- 60° front-in angle parking in Young Street is dangerous.
- the mail zone does not meet current standards.
- pedestrian refuges are unsafe and do not meet current standards of 2-metre width.

Q & A

- Why is there no pedestrian crossing on the eastern side of Young Street?
Pedestrian counts show that both the eastern & western side counts are of similar numbers, with even numbers on the western side slightly higher on the weekend. The eastern side is also more prone to flooding in a heavy downpour, which makes a raised crossing challenging on this side.
- Why is Council making these changes and proposing to remove the roundabout? There have been years of trouble at Young Street and Grasmere Road following the removal of the roundabout and the construction of the cycleway, which is hardly used.
The current cycleway routes are disconnected, and this aims to connect the route to the Neutral Bay town centre.
- Why does the roundabout have to be removed? It slows vehicles down at the intersection.
Roundabouts are comfortable for motorists but not pedestrians or cyclists.
- How many incidents (car, pedestrian, cyclists) have there been at the intersection?
None, and no deaths. The intention of the upgrades is to bring the infrastructure up to current safety standards and proactively address safety concerns.
- This intersection is used for freight and will be used more so. Is Council planning for the future?
The roundabout is difficult for trucks to negotiate. Rigid trucks will have no problem with the new design.

- With the planned re-opening of Young Street, there will be a lot more traffic. Is there a time constraint on spending the State Government money before all the other planned developments in the vicinity go ahead?
The Neutral Bay Town Centre Planning Study is under way, and the Coles' proposal will have an effect. Plans are drawn up and the aim is to be open and flexible, and to include options in the master plan. If you wait for the outcome of the final study, nothing would be done.
- The section of cycleway south of Grosvenor Street requires cyclists to stop twice in a very short distance, and most cyclists would use the road.
It is meant for locals and not serious cyclists and would make it more comfortable for pedestrians and cyclists.
- Given Council's financial position and debt due to the North Sydney Pool, many much-needed community projects such as the upgrade of Cremorne Plaza are being put on hold. Why can't the money be used for these sorts of projects?
This has funding from the NSW Government as part of the cycleway corridor.
- The cycleway is designed from Sutherland Street to Neutral Bay town centre. What happens when cyclists arrive there, where are the bike racks.
There are some bike racks.
- If the aim is to go from the west via Sutherland Street to Neutral Bay town centre, cyclists approaching from the west won't go down Sutherland to Young Street but will turn right at Ben Boyd Road and then use Belgrave/Young or will go along Ernest Street and not use Park Avenue/Sutherland Street at all.
The aim is to get more general cyclists using the route.
- What is a cyclist?
Anything powered by pedal and not motorised. Includes scooters, electric bikes, wheelchairs for a designated distance.
- Where Park Avenue, Sutherland Street and Young Street have been narrowed due to the cycleway, it is dangerous when opening car doors and loading children into cars.
Vehicles slow down in narrowed streets.
- Concern on the data that was used to support the cycleway. In Sutherland Street, the cyclists use the road. At Amherst Street, Cammeray, the cycleway is painted on the road. That's all we need here.
Painted cycleways are not supported in terms of design standards, and we are trying to connect the cycling network.
- Is this proposed design and the removal of the roundabout set-in stone, or is it still open for discussion.
All options are on the table and all feedback will be considered in informing the final design.

Attendees were urged to lodge submissions, which close Monday 14 August.

Co-Chair PE thanked EC & MW for attending the meeting and their presentation.

3. PARRAWEEN STREET COTTAGES

Gateway Approval for Local Heritage Listing

FG from the Cremorne Conservation Group gave an update.

The NSW Government has given Gateway Approval for Council's Planning Proposal for 12 of the 20 cottages to proceed to local heritage listing after the Land & Environment Court dismissed the developer's appeal to lift the Interim Heritage Orders.

The next stage will be the Public Exhibition of the Planning Proposal, at which time the public can make submissions to support it. The Cremorne Conservation Group will advise when the dates for Public Exhibition are announced.

The developer has the whole site up for sale.

FG thanked the local community for their support, which has brought to fruition this major win for heritage conservation.

Planning Proposal 5/23: 115 - 125 Holt Avenue Cremorne

The Planning Proposal to amend the North Sydney LEP to list the above properties as local heritage items goes before Council next Monday, 14 August.

Attendees were urged to write to all Councillors supporting the proposal.

4. STATUS UPDATES ON:

i. Grosvenor Lane Carpark Redevelopment

No developments since last month's meeting.

Arkadia to present their proposal at Brightmore Precinct's next meeting on 13 September.

ii. 12-14 Waters Road Planning Proposal - Post Exhibition Review

The Planning Proposal to increase the height has Gateway Approval but has not yet been gazetted, which will possibly happen next month.

The DA has been deemed refused by Council. There are concerns about retail parking and privacy. There was a Land & Environment Court Conciliation Conference a couple of weeks ago and no agreement has been reached, so it will go back to the LEC. Gazettal of the Planning Proposal will probably happen first.

iii. PP 1/23 Woolworths Rangers Rd - Rezoning Review

Department of Planning has written to Council, and the Rezoning Review is scheduled for the end of this month or early next month.

iv. PP 4/23 for 12-storey building at 183-185 Military Rd, Neutral Bay (corner Rangers Rd)

Council is seeking further information from the developer before the proposal goes before the Local Planning Panel.

5. 124 BENELONG RD, CREMORNE - PROPOSED 20 ROOM BOARDING HOUSE

Land & Environment Court Appeal AP 323/21

On-site conciliation conference 9.30 am 11 August 2023

Boarding houses are an allowable use in the R4 zoning, but the development is in breach of the DCP in a number of areas. Under the North Sydney LEP, low-cost housing can't be sold off after 10 years.

Attendees were urged to attend the on-site conference on Friday to show their objection to the overdevelopment of the site.

6. DEVELOPMENT APPLICATIONS

i. DA 224/23 - 246-254 Military Road Neutral Bay NSW 2089

Demolition of existing structures and construction of a six-storey mixed-use development comprising a retail/commercial use at basement/ground floor and boarding house accommodation, with roof-top communal living spaces, and associated works.

The Site is zoned MU1 Mixed Use and Boarding Houses are a permitted use in the zone.

Construction of a 6-storey mixed-use development comprising:

- 'Short Stay' boarding house with 78 self-contained boarding rooms which include kitchenette and bathroom facilities (the size of these rooms varies between 15m² - 49m²), and some with balconies/terraces; and
- Basement with parking, plant and services and functions/event area linked to the ground floor commercial tenancies.
- Ground floor commercial space/food and drink premises with frontage to Military Road and lobby to upper floor accommodation, carparking, services and loading.
- Roof top communal outdoor space (105m²) and multiple internal communal common areas and communal laundries
- 3 car spaces which includes 1 disabled parking bay; 48 bicycle spaces; 11 motorbike spaces.

Brightmore Precinct has not yet received notification for this DA from Council and at the time of the meeting it had only been briefly assessed.

The following Motion was proposed, and passed UNANIMOUSLY:

- *That Brightmore Precinct Committee assess the DA and put in a submission if the closing date is before Brightmore's next meeting on 13 September.*

ii. DA 207/23 - 407 / 151 Military Road NEUTRAL BAY NSW 2089

10/07/2023

Construction of a covered pergola to an existing roof top terrace being part of a mixed-use building

7. CORRESPONDENCE

i. SUMMARY OF ACTIONS

Month	Item	Actions	Council's Reply	Status
July	7i	<p>Young Street and Grosvenor Street Intersection: Cycling and Walking Upgrades - Council is consulting on the final concept design for Young Street and Grosvenor Street Cycling & Walking Upgrades and seeking feedback from the community which will inform the final concept design. LS & MTJ attended the on-site walkthrough with Council staff on 12 July. The designs include:</p> <ul style="list-style-type: none"> • cycleway extension along Young Street connecting to the Neutral Bay town centre and bicycle crossing at Grosvenor Street; • replacement of the existing roundabout at Young Street and Grosvenor Street with a four-way intersection; • improved pedestrian amenity with new pedestrian crossing, kerb extensions and pram ramps; • enhancement of existing verges and streetscape with new garden beds. 	<p>Council's Sustainable Transport Project Coordinator notes the Precinct Committee's comments regarding the Walking and Cycling Upgrades and will consider it as a submission.</p> <p>The actions/question regarding the roundabout have been allocated to Council's Manager Traffic & Transport Operations for response.</p>	Open/Ongoing
		<p>The following MOTIONS were proposed, and passed UNANIMOUSLY: <i>Brightmore Precinct objects to the removal of the roundabout at Young Street and Grosvenor Street and requests that Council investigate a pedestrian crossing on the eastern side of Young Street and Grosvenor Street.</i></p> <p>Actions for Council:</p> <ul style="list-style-type: none"> • Could Council please provide the pedestrian Warrant Counts for both sides of Grosvenor Street? • The position of the proposed <i>Stop/Give Way/Yield</i> line west-bound from Grosvenor at Young Street means that the first stopped vehicle will obstruct the crossing for pedestrians, making it less safe than currently. How can this be resolved? • Has the swept-path analysis shown that large 17-metre semi-trailers are able to turn from Young Street into Grosvenor Street, given that all roads at the intersection have been narrowed by kerb-buildouts? Especially with the vehicles stopped at the <i>Stop/Give Way/Yield</i> line west-bound from Grosvenor at Young? • Are the sight lines adequate for east-bound vehicles from Grosvenor at Young Street? 		

ii. Q&A Summary - WFU and WHT Early Works Contractor, CPBD
 from Combined Precincts Meeting 20 June 2023
 Ernest Street ramps and loss of access to the Sydney Harbour Bridge

No.	Question	Response
1 ¹	<p>The issue of the Ernest Street ramps and loss of access to the Sydney Harbour Bridge has never been satisfactorily explained.</p> <p>Why can't access be maintained to/from the Sydney Harbour Bridge from Ernest Street?</p> <p><i>"Based on community feedback, the Ernest Street ramps will be maintained. Southbound movements will change and allow access to the Sydney Harbour Tunnel only. Access to the Sydney Harbour Bridge will be available via Miller Street and Falcon Street". Source: https://caportal.com.au/rms/wht/map#</i></p> <p>There is a lot of community anger about this, as the only access to the Western Suburbs is via the Anzac Bridge which necessitates using the Sydney Harbour Bridge.</p> <p>The alternative routes suggested are totally impractical and will lead to more congestion on feeder roads for Military Road, Falcon Street and Miller Street.</p> <p>There are only 2 west-bound access points to Military Road from the north:</p> <ol style="list-style-type: none"> 1. at Winnie Street, Cremorne, which has <i>No Right Turn</i> during the morning and evening peak hours 2. at Ben Boyd Road, Neutral Bay, which has a red right-hand turn arrow to allow pedestrians to cross, and short phasing for vehicles turning <p>Military Road is already one of the most congested in NSW, and the so-called WFU will only make it worse.</p>	<p>The overall changes to access along the Warringah Freeway as part of the upgrade work are designed to improve efficiency and safety of the freeway. The new access arrangements help streamline journeys along the freeway with designated entry/exit points for given destinations. This will reduce the number of lanes drivers need to cross to get to their destination, making their journey safer and the road network more efficient.</p> <p>As part of this, the Ernest Street interchange will become a dedicated entry and exit point for the Sydney Harbour Tunnel. Drivers who currently use Ernest Street to travel to and from the Sydney Harbour Bridge, will be able to use the Falcon Street or Miller Street interchanges instead to reach the SHB and onward to the Western Suburbs.</p> <p>Drivers using Ernest St (east of Freeway) will also have the option to continue westwards across the freeway to then access Miller or Falcon from the west side of the freeway.</p> <p>TfNSW will continue to carry out an Operational Road Network Performance Review within 12 months and again within 5 years post construction to assess impacts to the road network, in accordance with condition E148 of the MCoA.</p> <p>Further information on how to drive the upgraded Warringah Freeway can be found on videos on the project website: https://caportal.com.au/rms/wfu/gallery</p>

8. GENERAL BUSINESS

Draft Options for New Precinct Logo - preliminary feedback/discussion

For use on all promotional materials including individual Precinct meeting flyers, to build brand awareness.

The 6 Logo Concepts and 3 Versions were discussed. None of the logo concepts were overwhelmingly supported, and those who voted did so really just to choose something.

- i. (a) *“North Sydney Precincts”* as the preferred Version - simpler, *“System”* seemed superfluous
- ii. The most preferred Concept Option was Option 2 (10 out of 20 votes) because it was simpler, followed by Option 4 with only 1 vote. 9 attendees abstained, not liking any of the options.
- iii. The least preferred Options were Option 5 (a squid), and Option 6 (Coronavirus).
- iv. Everyone concurred with the following points from other Precinct meetings
 - A monochrome version of the logo options needs to be provided
 - All proposed logos need to be considered in their smallest representation.
 - Design features/text when featured in small formats (e.g., A5 Precinct flyer) may not be distinct enough or legible enough in a reduced size format.
 - Need to consider if colours will “bleed” when printed.
 - Some text may be superfluous e.g., ‘system’.
- v. Additionally, the need to consider a logo to be “reversed out”.

NEXT MEETING: 13 September 2023

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