

# BRIGHTMORE PRECINCT

PART OF NORTH SYDNEY COUNCIL'S COMMUNITY PRECINCT SYSTEM

## MINUTES OF MEETING

WEDNESDAY 10 APRIL 2024

COMMENCING AT 7.00 PM

**CHAIR:** PE (Co-Chair)

**MINUTES:** CDB (Deputy Secretary)

**ATTENDANCE:** 19 people attended the meeting

**APOLOGIES:**



## 1. GUEST SPEAKER – COUNCILLOR GODFREY SANTER

Councillor Godfrey Santer gave an update of issues on which Council are currently engaged

### 1. North Sydney's next 10 Years Community Consultations

Local and global trends, increasing population and post pandemic shifts are reshaping communities and the way we live and work. Council is about to seek community feedback to identify where we are currently and where we want to be over the next 10 years and how will we get there. How do we retain and enhance our sense of belonging within the community? Council is to prepare a series of Discussion Papers and want the community to contribute online via Have Your Say on a number of topics including

- Arts and Culture
- Economic Development
- Integrated Transport
- Open Space and Recreation
- Social Inclusion

Have Your Say will be launched at the Sunset Series session at St Leonards Park on Sunday 12 May and it will be open until 23 June for the community to give feedback on your preferred direction about these topics and which will guide Council on future strategies and priorities. There will also be discussion panels open to the public in addition to other consultations with demographically selected focus groups.

### 2. Young Street Road Closure Partial Re-opening

Following public feedback on the concept design, the design for the partial re-opening of Young Street to Military Road is being further developed and public consultation on the public domain design will commence mid-May. Traffic will be able to enter Military Road and turn left only. There will be no traffic turning from Military Road into Young Street.

### 3. Cremorne Plaza and Langley Place Upgrades

Following community feedback, the Council had last year endorsed the preference for Option 2 for Cremorne Plaza and Option 1 for Langley Place and Council had then developed amended concept designs to incorporate the community feedback. At the 26 February meeting Council resolved to endorse the amended concept design Option 2A for Cremorne Plaza and the amended concept design option 1A for Langley Place. The Council is currently developing detail design and documentation for construction in future Capital Works projects.

### 4. Pathways Parraween Street Cremorne

The application is still being assessed by Department of Planning (DoP). There appears that there has been no response from the applicant on the Department of Planning's website to public and authority submissions which would have been due on 18 November 2023.

It is noted that DoP issued a Gateway Determination of the Planning Proposal PP2/3 to list the Parraween heritage cottages on 31 July 2023. DoP are to issue a letter confirming heritage listing by the end of April. This will need to be factored into the assessment of the SSD application by DoP. The Department of planning will determine changes required should the cottages be listed.

The Councillor took questions from the attendees

Councillor Santer advised that he will run for re-election at the next Council elections.

#### On achievements & aspirations

He is an advocate for small business and tourism and keen to see small businesses thrive and tourism within North Sydney increase. There is about 6% vacancy rate for small business spaces which is a good sign but more spaces will attract more small businesses to the area.

Would like to see the North Sydney CBD activated at weekends as currently the area is very quiet at weekends. There is a current plan to see the MLC building in Miller St turned into a Build to Rent project which could bring more residents and tourists back to the CBD.

Not in favour of one size fits all for the development of housing. There is a high population density in the North Sydney municipality, around 6000 people per square kilometre. The heritage areas need to be preserved.

The Warringah Freeway Upgrade and the Western Harbour Tunnel will not benefit North Sydney residents with the closure of the Ernest Street access and re-direction of vehicles heading towards the WHT along Berry Street thereby dividing the CBD in two.

Will continue to promote for a roof over the Warringah Freeway for open space to compensate for the loss of parklands and further division of the areas either side of the Freeway.

All schools in North Sydney are increasing the number of pupils with many being driven to school. This unfortunately contributes to congestion.

## **2. CONFIRMATION OF MINUTES 13 March 2024 MEETING**

The Minutes for the previous meeting of 13 March 2024 were adopted.

## **3. UPDATE BY TIM ATKINS (TITANIUM) ON COLES DA 258/2023 23 GROSVENOR STREET**

Tim Atkins gave an update on behalf of Coles on progress of the application.

Coles have received feedback from Council planners and read the over 400 submissions made to Council about the application. There have been changes to the plans to address Council and public submissions concerns. These have not been finalised but will be put to Council. The public will have a chance to respond to the changes before they go to Council.

The original plan was to have 6 residential levels. The upper levels have been stepped back from Grosvenor Street, 3m from Waters Lane and from Cooper Lane above the 9m high podium. The Cooper Lane setback will create a view corridor along Cooper Lane and less overshadowing on the adjoining property. The building height has been reduced for half the length of Grosvenor Street to be more aligned with the building height of Pienza Apartments. Note that the Neutral Bay Town Centre Planning Study (NBTCPS) proposes a building height of 28 metres on this site. Coles are lodging a Section 4.6 submission seeking to vary the height controls.

The Independent Planner has said most weight will be given to existing controls when assessing the application and is not considering the community benefits of the project in the VPA, which among other things offers construction of the underground parking and the Grosvenor Lane plaza and the removal of supermarket delivery trucks from Grosvenor Lane. At issue are protocols around the probity plan relating to the Voluntary Planning Agreement.

The NBTCPS draft proposes an increase in non-residential FSR and would require Coles to include an additional level of Commercial with one level less of residential. Coles have lodged an objection to this as this is not cost effective for Coles. With the reduced height and increased setbacks there will be less area for apartments resulting in the community room and access to the garden being removed from the proposal to maintain provision of the other community benefits identified in the VPA.

There is already a supermarket on the site with many truck movements and noise however the proposal includes location of the loading dock 4 levels underground. The supermarket delivery trucks will access the loading dock from Grosvenor Street entering in forward direction, go to the dock level by truck lift and when leaving will be faced in a forward direction on a turntable on the dock level and exit onto Grosvenor Street in a forward direction with none of the reversing noises or movements which are currently experienced in Grosvenor Lane.

There will be 78 public car spaces provided under the Grosvenor Lane plaza which will be connected to the 180 public car spaces to be provided under the Coles supermarket a total of 260 spaces an increase on the current 78 spaces in the Grosvenor Lane above ground parking and 105 in the current Woolworths. The roof of the underground carpark in Grosvenor Lane will be constructed to support a plaza including deep planting in accordance with an agreed plaza design. Where possible trees are to be preserved and any trees required to be removed will be replaced with mature trees. It is proposed that there will be 2 to 3 hours of free parking provided to all. Coles will agree to provide knock-out panels on the south side of the public carpark levels to enable any future development by adjacent property owners to

access their basements overcoming the need to provide ramps and carpark access lanes through the proposed Grosvenor Lane plaza.

The residential parking is to be relocated to be wholly within the boundary of the Coles site accessed from Cooper Lane and only public parking is to be located within the underground carpark in Grosvenor Lane.

Construction of the supermarket will take approximately 24 months with construction of the apartments continuing after the supermarket is operational. Coles has proposed a staging plan to target maintain 50% of the current Grosvenor Lane parking spaces at all times during construction. This aligns with the target that the Chamber of Commerce are seeking as a minimum.

The Woolworths lease on the site expires in November 2024 at which stage Coles may decide to proceed with a refurbishment only of the existing supermarket under a CDC.

Following questions from attendees about Coles development and NBTCPs

- Public toilet location would be subject to North Sydney Council decision
- The Community Centre facility will be maintained in the future redevelopment of the Community Centre
- The commercial space will increase
- The retail space will increase

## **5.DEVELOPMENT APPLICATIONS**

No significant applications in the Brightmore precinct had been submitted.

## **SUMMARY OF ACTIONS**

See attached

## **GENERAL BUSINESS**

The revised design for the cycleway and intersection of Young Street and Grosvenor Street which includes a 4-way raised threshold intersection and an additional pedestrian crossing in Young Street on the southern side of Grosvenor Street was put to the North Sydney Council Traffic Committee on 15 March and endorsed.

The public domain design for the partial re-opening of the closed section of Young Street should consider a review of the public domain design of Grosvenor Lane between Ben Boyd and Young as there have been many comments on pedestrian safety and speeding vehicles.

**Military Road / Winnie Street Intersection**

Residents raised the problems of negotiating the intersection of Military Road and Winnie Street. At certain times traffic backs up in Winnie Street all the way to Gerard Street. The problem is a combination of cars queueing to enter MacDonalds and also pedestrians crossing Military Road. These do not allow many cars to turn left from Winnie Street at each change of lights.

### **Action for Council**

**Boat and Trailer Parking**

Residents asked that Council look at options to limit the amount of parking spaces being taken by boats and trailers for extended periods without being moved. Residents questioned whether there should be a limit on the size of boats and trailers or should street signs restrict parking to vehicles only.

**NEXT MEETING:** 8 May 2024

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