

Summary of Actions Arising (SOA) 2021 - Brightmore Precinct

This document is North Sydney Council's response to actions arising from Precinct Committee Minutes. On receipt of the minutes, actions are numbered and allocated to relevant Council Officers for response.

To effectively manage and provide clarity, all actions are allocated a status when reporting to Precinct Committees in response to their minutes. There are three categories:

- **Awaiting Response** - action allotted to Council Officer - response awaited.
- **Open/Ongoing** - action allocated to Council Officer, initial response provided. Matter ongoing and further response/update to be provided at later date.
- **Closed for Council** - Council either completed related works/tasks or has taken all reasonable steps within its power to resolve issue (for example when matter is beyond its jurisdiction). If the Precinct Committee feels Council can take further steps, they can request Council reopen action.

Questions or concerns re content of this document should be directed precincts@northsydney.nsw.gov.au

Month	Item	Actions	Council's Reply	Status
December	3	Community Strategic Plan Review, Stage 1 - Requests that Council extends the closing date for submissions until 28 February 2022.	Council's Manager Corporate Planning & Engagement has advised that the Community Strategic Plan Review - Stage 1 is a preliminary engagement round calling for feedback to inform the preparation of the Draft Plan, which will be exhibited in early 2022. This was advised in a memo to all Precinct Committees dated 7 October 2021.	Closed for Council
	4.1	Parraween Street Free 15 Minute Parking - The parking meters were introduced years ago as a temporary measure to raise revenue to be used by North Sydney Council for the development of the Parraween Street Carpark/Early Childhood Health Centre site, which has not eventuated. The installation of parking meters was contingent upon this development. When will this development go ahead? Brightmore Precinct requests an	Council's Director Engineering & Property Services has advised that, as reported previously to the Precinct Committee, the Parraween Street Carpark redevelopment is currently unfunded in Council's adopted Delivery Program. The DA is still current.	Closed for Council

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		update on the status of the proposed development of the Parraween Street Carpark/Early Childhood Health Centre.		
	4.2	To restrict delivery vehicles for the paint supply shop at 89 Parraween Street to before 10.00am	Council's Senior Assessment Officer has advised that this will be considered as part of the assessment report. It is understood the traffic report only seeks to allow limited pick up only for tradespersons in the early morning. As far as deliveries are concerned, again it will be considered however it may prove to be difficult to strictly enforce via condition a limitation for no deliveries before 10:00am on the basis the area and premises is approved for a shop.	Closed for Council
	4.3	Minimum of 30 minutes free parking be provided.	Council's Director Engineering & Property Services has advised that a report is being prepared for the March 2022 Council meeting.	Closed for Council
	5	Update: Proposed 4 storey boarding house DA 323/21 - corner Gerard St & Benelong Rd - Over 70 submissions were made as of 27 November. I was told by the Mayor that this is a record. Residents in the top part of Benelong Rd commissioned a town planner who put together a very strong submission containing about 14 points of objection. This can be viewed on the DA page for this property along with all the other submissions (only a few are not public at the request of the submitters). Last week I spoke again to the Mayor and she re-affirmed her commitment to voting against the development and taking it to court if necessary. The DA has not yet been determined. The Mayor suggested that it may not be considered until the new year.	Council's Manager Development Services has advised that a significant number of submissions have been received, but regardless of this the application needs to be determined on merit. Clearly there are significant issues to consider and a number of these may be determinative. The use of the site for a boarding house is permissible and a 12-metre height limit applies. The proposal breaches the building height plane control, has significant bulk and scale issues and has no parking in an area that is critical in this regard. This application will be determined by the North Sydney Planning Panel, most likely at its 2 February 2022 or 2 March 2022 meeting.	Closed for Council

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	6	<p>DA 381/19/3, 2-4 Winnie Street & 3 Monford Place - MOTION was put to the meeting, and passed UNANIMOUSLY. The Precinct requests an update on the current status of the Redlands carpark entry in Winnie Street, and confirm if a barrier is to be installed in the middle of Winnie Street to prevent vehicles turning right across Winnie Street.</p>	<p>Council's Manager Development Services has advised that there is two approval pathways in operation on the SCEGGS site these are:</p> <ul style="list-style-type: none"> • The State Significant Development Process (SSD) which covers most of the major works and is determined by the Department of Planning Industry and Environment (DPIE). • The Local Development pathway (DA). <p>This subject DA number 381/19 relates to "Change of use of the site to an educational establishment, relocation of existing modular classrooms onto the site, associated civil and landscaping works, and use of the classrooms from 8am till 5pm, Monday to Fridays." only and should not be confused for the SSD works approved by the DPIE. These works reuse an existing driveway crossing for maintenance vehicle access only. The application was referred to Council Traffic engineer and no "barrier" was required at that time given the relatively limited access envisaged by the consent. It is foreseeable that the temporary classrooms will be replaced by permanent structures in the future. The SSD works are very significant, utilise a separate driveway to the one described above, and the consent issued DPIE does not appear to contain a requirement for a barrier or other device to be provided in Winnie Street. However, it is open to Council to install such a device should it be considered warranted.</p>	Closed for Council

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		<p>Primrose Park Small Watercraft Storage consultation - The project is part of Council's response to community demand for improved small water craft storage. MOTION: That Brightmore Precinct supports the new storage area, but spaces be allocated to residents first</p>	<p>Council's Landscape Architect/Project Co-ordinator has advised that the <i>Small Water Craft Storage Strategy</i> states:</p> <ul style="list-style-type: none"> 3.3.2 Priority 'It is very important that allocation of storage space is fair and equitable, and a 'first-come-first-served' systems ensures this. <p>While it is proposed to give fee discounts to North Sydney residents and rate payers, it is not proposed to give Council residents and ratepayers priority for storage. However, there may be instances when dinghy owners receive priority over owners of other types of small watercraft.</p> <p>When Council constructs new formal storage facilities that can accommodate dinghies, priority will be given to people who need to access a nearby RMS swing mooring (and who provide proof of this). Similarly, when Council investigates existing Informal Storage Areas and determines they should remain as such, people who need to access a nearby RMS swing mooring and who currently store their dinghy at the site will receive priority' (page 16).</p> <p>Our current allocation procedure, as supported by the SWCSS is as follows: Our new facilities are allocated based on a survey of current users i.e. Council attaches notices to dinghies and kayaks in the proposed location of a new authorised storage site to determine whether the owners of water craft currently stored there wish to continue storing their craft when the new storage area is created (noting that a fee will be charged, and that eventually there will be no free, informal storage on the North Sydney</p>	<p>Closed for Council</p>

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			<p>foreshore). Depending on the number of storage spaces (each site's capacity is different), there may or may not be enough spaces to accommodate all existing water craft. If there aren't, it's first in first served, and others will need to go on a waiting list. Note that the above process does not consider where the water craft owners live. In regard to the allocation of permits for storage of kayaks in the area close to Primrose Park, of the 31 applicants that went into the ballot, there was only one non-resident and they are a mooring-holder. The rest of the applicants have been automatically placed on the waiting list for the storage area which is currently being proposed closer to Folly Point end. Council is in the process of reviewing and amending the Strategy.</p> <p>This Strategy was Council's first attempt at providing a formal strategy to address the issue of significant ad-hoc, storage of dinghies and kayaks on the North Sydney foreshore, to the detriment of general community use. Now we have started to implement some of the actions set out in the Strategy, and to provide new authorised storage sites, it is time to review and revisit the document based on what we have learnt. The revised SWCSS will go on public exhibition for community information and comment when complete.</p>	
		<p>New duplex, 104 Grasmere Rd, corner of Illiliwa St - A query was raised about the street addresses of the dual occupancy dwellings on the corner of Grasmere Rd (formerly 104 Grasmere) and Illiliwa St. The addresses as</p>	<p>Council's GIS Mapping Officer has advised that the development at the corner of Illiliwa St and Grasmere Rd had initially been given the address 2A Illililwa St. This address was subsequently found to be duplicated with an</p>	<p>Closed for Council</p>

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		<p>shown on the letterboxes are '1/2B' and '2/2B', which would suggest the Council has approved the street address of the development as 2B Illiliwa St. Action for Council: The Precinct asks that Council confirm that this is the case.</p>	<p>existing address two doors along the street. The new development address was changed to 2B Illiliwa St due to lack of addressing options. Even though technically the order of addresses is out of order, as long as the signage is clearly visible this should not present confusion. The service authorities and providers that Council notifies of any addition or change of address in our LGA have all been advised.</p>	
		<p>Military Road Corridor Planning Study - Future Directions Report - Given the long-standing opposition of those Precincts most affected (Brightmore, Harrison, Parks, Neutral, Willoughby) by the adoption of the MRCPS and 12-storeys for Neutral Bay Village, when the make-up of the new Council is determined, Brightmore Precinct write to all Councillors to confirm their position and request that they support a Rescission Motion.</p>	<p>Noted by Council's Manager Strategic Planning.</p> <p>UPDATE (14 January 2022): A related rescission motion as proposed at the Council at its meeting of 10 January 2022 as a matter of urgency. The Motion was ruled out of order by the Mayor as a rescission motion cannot be moved without notice.</p> <p>UPDATE (27 January 2022): Council at its meeting on 24 January 2022 resolved:</p> <ol style="list-style-type: none"> 1. THAT Council notes the submissions received and the issues raised during the exhibition. 2. THAT Council notes the strong community feedback on the height and scale of the existing report received during the recent election. 3. THAT Council does not adopt the Future Directions Report (dated 22 February 2021), as amended, as the strategic development framework for the Neutral Bay town centre. 4. THAT That Council conduct a briefing on the rescission of the Future Directions Report prior to proceeding to Point 5 below. 5. THAT Council adds to its program and budget, the creation of an updated strategic development framework for the Military 	<p>Closed for Council</p>

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			<i>Road Corridor including Neutral Bay centre by engaging with the community and stakeholders to prepare a revised recommendation that has a better balance between development height and the provision of additional public open space.</i>	
		Distribution of flyers for Brightmore & Harrison Precincts - One attendee who lives on the northern ("Brightmore") side of Parraween Street noted that he still receives Harrison Precinct flyers and not Brightmore's. Action for Council: Check that flyer delivery follows Precinct boundaries (north side of Parraween - Brightmore, south side of Parraween - Harrison)	Council's Community Engagement Coordinator has liaised with the distributor, who advises they were instructed by the Convenor of Harrison Precinct to deliver to this location. The Harrison Precinct Convenor and distributor have been advised not to continue distributing to this location. Please advise precincts@northsydney.nsw.gov.au if the matter persists.	Closed for Council
November		Discussion and analysis of changes made by Council for residential flat buildings in the R3 zone (medium density housing) - A MOTION was put to seek the new Council's support of a reversal to the R3 Zone Change. The motion was passed UNANIMOUSLY.	Council's Manager Strategic Planning has advised that an amendment to the North Sydney LEP in mid-2021 permitted residential flat buildings (RFB) within the R3 zone but only if they complied with the existing height limit (8.5m), setbacks and other envelope controls that already applied in the area. The outward appearing built form, height, setbacks etc, are the same as previous. The intent of the amendment was to overcome "existing use rights" legislation, which essentially loosened all controls if an older style flat building existed within an R3 zone. The amendment sought to impose all controls that apply to the R3 zone, which under the existing use rights regime, could effectively be ignored and lead to undesirable built form outcomes. The amendment was widely exhibited. This included sending notification letters to all property owners and resident occupiers within the North Sydney LGA	Closed for Council

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			<p>(approximately 55,000) and the placing of a formal notice on Council's website.</p> <p>UPDATE (14 January 2022): Council at its meeting of 10 January 2022 considered a matter of urgency and resolved: <i>THAT Council urgently begins the appropriate process to amend the North Sydney LEP to remove the addition of residential flat buildings as a permissible use in the R3 Medium Density Zone in the land use table which came into force in Amendment 30 to the North Sydney LEP on 30 June 2021 by removing residential flat building from the R3 Land use table and updating the LEP as required to remove the residential flat buildings in the R3 Zone.</i></p> <p>UPDATE (27 January 2022): Council at its meeting of 24 January 2022 resolved: <i>THAT Council seek urgent heritage advice in relation to the heritage significance of the Cremorne Orpheum Cinema and its curtilage, in particular, whether State heritage listing is appropriate to protect this important local heritage item</i> <i>THAT such advice be sought as part of the heritage advice to be obtained in respect of the Parraween Street, Cremorne cottages and surrounds under the resolution of Council at the meeting held on 10 January 2022.</i></p>	
October		<p>Conditions of Consent on DAs on Excavation & Protection of Resident Amenity: In general and in respect of 18 Illiliwa St, Cremorne. Concerns re non-compliance, noise and vibration have been raised with Council by various residents, recently in connection with 18 Illiliwa St.</p>	<p>Council's Executive Assessment Planner has noted the Precinct Committee's comments, and also advises that the NSW Department of Planning, Industry and Environment (DPIE) is introducing standard conditions of development consent under the NSW Planning Reform Action Plan. The <i>Environmental Planning and Assessment Regulation 2000</i></p>	Closed for Council

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			(Regulation) will be amended to prescribe the mandatory conditions. Consent authorities will also be required to prepare development consents (notices of determination) in the standard format. These changes are expected to commence in December 2021, as per the advice from the DPIE. The Construction Management Plan can be obtained by submitting a GIPA request online (no application fee).	
September	<i>No actions arising requiring Council's response</i>			
June		<p>Young Street Walking Cycling and Streetscape Upgrade - Council consultation attendants outlined the main features of the proposed walking and cycling connection on Young St, between Sutherland St and Grosvenor St. Comments by attendees:</p> <ul style="list-style-type: none"> pedestrians and parents pushing strollers and prams are now using the cycleway as the footpaths are so bad. the project has little benefit for pedestrians where do the cyclists go after they reach Grosvenor St? The path stops in the middle of Neutral Bay Village. fewer parking spaces with the narrowing of the road, as in Sutherland St, vehicles drive down the middle of the road to avoid both parked cars overhanging into the traffic lane, and people entering/exiting parked cars. This makes the road less safe. Young St is a much busier road than Sutherland St. 	<p>Council's Sustainable Transport Project Coordinator has advised that Council will include the Precinct Committee's submission (within the submissions summary) as part of reporting of the post exhibition report to Council.</p> <p>Consideration of planning and management strategies for food delivery e-bikes will be included in the forthcoming review and update of Council's cycling strategy documents.</p>	Closed for Council

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		<ul style="list-style-type: none"> • has a survey been done on the number of cyclists using the current Sutherland St/Young St cycle path? • as noted in previous Brightmore Minutes, there has been a proliferation of bikes, especially (silent) electric food delivery bikes, using the footpaths rather than the roads or cycleway. How can Council enforce compliance? This is an accident waiting to happen. 		
		<p>Young Street and Grasmere Road, Intersection Priority Change - Council is proposing to implement a change of priority at the intersection between Young St and Grasmere Rd. Comments by attendees:</p> <ul style="list-style-type: none"> • this could all have been avoided if Council had listened to residents in the first place. • more unnecessary cost to ratepayers. 	Council's Sustainable Transport Project Coordinator has advised that Council will include the Precinct Committee's submission (within the submissions summary) as part of reporting of the post exhibition report to Council.	Closed for Council
May		<p>A Precinct motion was proposed (in support of local resident DS) in objecting to the revised 6 storey DA on the following grounds:</p> <ul style="list-style-type: none"> • That moving vehicle access from Waters Ln to Waters Rd. is not desired and removes public space council paid for and provided in 2004/05. • Retention of the Brushbox Tree and seating. This retains much needed space for outside dining in the existing or any new development. • Maintain building height at the current LEP level which is 5 storeys. 	Council's Senior Assessment Officer has advised that Precinct Committee's motion is noted/will be treated as a submission and will be considered as part of the assessment.	Closed for Council

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		<ul style="list-style-type: none"> • Tighter DA conditions around the significant extra depth of excavation. • Include specific conditions for independent noise and vibration testing throughout excavation and construction phases. • Object to underground retail/supermarket as a marked contrast to street level shopping and “a village atmosphere”. • Traffic management and flow study (continued closure of Young St increases pressure on Waters Rd. and Waters Ln for access to Military Rd and Gerard St.) • For the Council to set and enforce noise limits and work zones (a retirement village “Bougainvillea” is directly opposite the site) <p>The above motion is an adaptation of a submission presented by resident DS and lodged with Council on 7 May 2021.</p>		
April		<p>Young Street Trial Closure and Grosvenor Lane - RS - submitted a response to the Young St Plaza before comments closed last month. The survey, report and conclusions are biased claiming unsupported benefits. The photos of usage were not typical and were taken at one off Council events. The Pavilion, blocks off the Plaza rather than opens it? It is rarely used and does not improve pedestrian safety as claimed as it directs more bikes to the footpaths on Military Rd, where they may have previously used the road? It is ugly and has forced more traffic as shown on the reports traffic studies in</p>	<p>Council's Project Manager has advised that the current plaza is temporary, the final permanent plaza will address these concerns. The issue of look and feel will be resolved with a more permanent solution. The section of Grosvenor Lane, between Young and Woolworths is not part of works. The traffic issue there will have to be address to the traffic area of Council regarding operational issues. The laneway has not been altered as part of the Young Street works.</p> <p>UPDATE (30 June 2021): Council at its meeting of 28 June 2021 resolved:</p>	Closed for Council

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		Grosvenor lanes, and at a speed between Ben Boyd Rd and Young et at more than double the shared zone 10 mph speed limit? How can this and increased traffic caused by the street closure improve pedestrian safety?	<p>1. THAT Council notes the community feedback received during the trial pedestrian plaza and road closure in Young Street, Neutral Bay.</p> <p>2. THAT Council notes the results of the Traffic Study as well as the Human Movement Data Study that was undertaken during the trial pedestrian plaza and road closure in Young Street, Neutral Bay.</p> <p>3. THAT Council proceeds with the detailed design and construction of the permanent road closure and new public plaza in Young Street, Neutral Bay as per the concept design attached to this report.</p> <p>4. THAT the current Young Street Road closure and public plaza remain in place until the commencement of the permanent construction works in late 2021.</p> <p>5. THAT traffic calming measures at the Young Street end of Grosvenor Lane be installed concurrently with the permanent road closure works.</p> <p>6. THAT Council reconsiders the container's use at this location.</p>	
March	No actions arising requiring Council's response			
February	3	<p>Young Street Plaza Trial - The temporary plaza has cost \$475,000. Some comments from the attendees: The timing of the trial was questioned due to:</p> <ul style="list-style-type: none"> over Summer, with fine, warm weather. There would probably be a very different result in mid-winter. over Christmas/New Year/School Holidays when traffic levels are low. This is not a true test of traffic movements in the surrounding streets due to the closure at Military Rd. uninviting 	<p>Council's Project Manager had advised that the Precinct Committee comments are noted and will be treated as a submission.</p> <p>Council's Manager Ranger & Parking Services had advised that the breaching of a "No Entry" sign by cyclists is only enforceable by the Police. At law the rider of a bike is considered the same as a driver of a vehicle and they must comply with the erected signage. "Trucks Prohibited" signage is only enforceable by Council Rangers when there is a limit to the length of the truck. Without such a</p>	Closed for Council

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		<ul style="list-style-type: none"> • windy • don't know if the mounds are skateboard ramps • No-one there on a sunny Saturday afternoon about 2.30pm in school holidays. • Dangerous, with increased traffic coming from the Grosvenor LN shared zone across Young St to the Council carpark. <p>An associated issue raised was the Shared Zone in Grosvenor Lane between Ben Boyd Rd and Young St. Now that the footpath has been removed, it is more dangerous for pedestrians. Garden beds on either side of the street force pedestrians from one side of the street to the other as walkways dead-end. There is a "No Entry" sign on Young St at the Shared Zone exit. The "Bicycles Excepted" sign that was there previously has been removed. However, cyclists continue to travel west from Young St to Ben Boyd Rd in the shared zone, with food delivery bikes proliferating in the area during COVID and using this short-cut. Maybe a "No Entry - Bicycles Included" sign should be erected.</p> <p>Similarly, despite a "Trucks Prohibited" sign at the entrance to Grosvenor LN Shared Zone off Ben Boyd Rd, large trucks continue to use the road. There seems to be very little visible policing of these infringements by Council rangers. How often to Rangers patrol this laneway?.</p>	<p>restriction the sign is only enforceable by the Police. However, if the truck enters via Ben Boyd Lane there is no prohibition. Note that there is in fact a "Truck Zone" within Ben Boyd Lane (which is one-way) where trucks must go through Grosvenor Lane when leaving. As there is no other route that a truck can take then it is permitted to enter the prohibited zone.</p>	
	4	<p>Western Harbour Tunnel & Warringah Freeway Upgrade - WHT has been approved despite all previous concerns, with virtually no concessions granted. CH noted that a very good campaign had been run, with Council, Precincts</p>	<p>Feedback noted by Council's Manager Strategic Planning.</p>	<p>Closed for Council</p>

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		<p>and the CPC heavily involved. Parks Precinct is continuing its campaign to get guarantees and accountability on aspects of the construction e.g. routes of construction vehicles, number of trucks. Council installed air quality equipment in St Leonards Park some time ago, so there is a base level to measure air quality. KF noted from 1 June 2021 part of Cammeray Golf Club will be taken over for parking associated with the construction. CGC will continue to operate during construction, with about 1/3 of the course lost. 25% will be lost permanently to Motorway Facilities Buildings. There was discussion about access to/from SHB & SHT from local roads and in particular Ernest St and Military Rd. The following motion was put and resolved unanimously "FOR". Motion: Concerns remain about local access to roads as a result of construction of WHT, WFU, BL and GHFC.</p>		