

# BRIGHTMORE PRECINCT

PART OF NORTH SYDNEY COUNCIL'S COMMUNITY PRECINCT SYSTEM

## MINUTES OF MEETING

WEDNESDAY 8 JUNE 2022

COMMENCING AT 7.00 PM

**CHAIR:** PE

**MINUTES:** LS (Secretary)

**ATTENDANCE:** 28 people attended the meeting  
including Mayor Zoë Baker

**APOLOGIES:** 5 (PY, JG, AG, NT, RS)

**GUEST SPEAKER:** Mayor Zoë Baker



## 1. WELCOME

PE (Chair) opened the meeting.

## 2. MINUTES FROM 11 MAY 2022 MEETING

The Minutes for the previous meeting 11 May 2022 were adopted.

## 3. GUEST SPEAKER MAYOR ZOË BAKER (ST LEONARDS WARD)

PE (Chair) introduced Mayor Baker, who represents St Leonards Ward as an Independent.

- Originally a Councillor for Wollstonecraft, but with Ward changes is now representing St Leonards
- Is not a politician, but a resident representing the community
- Inspired by her mother, Carole Baker, the first woman Mayor of North Sydney, who campaigned against overdevelopment and its impact on the character of the area and on open space
- Local government is the level where you can make real change
- Is committed to real community engagement, sustainability, fiscal responsibility, and good urban planning

### The Good Stuff

- The transfer of the Quarantine Depot at Berry's Bay back into public hands
- There is a new energy and commitment to the community in Council
- The Military Rd Corridor Planning Study has been rescinded
- Opposed the change to the LEP allowing residential flat buildings in the R3 Medium Density Zone and tried to stop it. Process now before Council to amend the LEP and remove RFBs as a permissible use.
- Interim Heritage Order 15 Allister St, Cremorne, published in the NSW Government Gazette 3 June.
- Interim Heritage Order 115, 117, 119, 131 and 133 Holt Avenue, Cremorne, published in the NSW Government Gazette 11 March.
- Supporting the conservation of the Parraween Street cottages and Heritage Listing for the Cremorne Orpheum Picture Palace
- Beaches Link has been deferred, but the worst impacts on North Sydney will be from the Western Harbour Tunnel and Warringah Freeway Upgrade, with a continued battle to underground the facilities sheds

### **The Bad Stuff**

- Since 2011, there has been an erosion of the power of local planning authorities which is being felt most of all by the local community. The previous Council seemed to put the interests of the State Government and developers before residents.

Council will have to fight to regain its local planning powers, and the lead-up to the State election next March is a real opportunity to highlight the issue.

Decisions are being made by entities outside our LGA that directly affect it (e.g. Holt Avenue properties and the State Land & Environment Court; Woolworths' Rangers Rd Planning Proposal and potentially the State Government's Sydney North Planning Panel).

- North Sydney Olympic Pool - This Council has inherited a white elephant from the previous Council, with \$30m in borrowing and \$3m taken from the Open Space budget. Current Council had its first briefing last Monday, and now has to work out what needs to be done next.

### **General Manager**

- The General Manager, Ken Gouldthorp, has resigned, subject to terms, effective 1 July. Local Government NSW has been appointed to recruit a new General Manager, who will hopefully start in late July. Rob Emerson, Director of Open Space and Environmental Services, has been appointed Acting General Manager.

It is an opportunity to look at the GM's remuneration. Noted that it was the 22<sup>nd</sup> Council recruiting a new General Manager since the Local Government elections in December 2021.

The focus for the role of General Manager will be someone:

1. with integrity
2. committed to the type of Council and community that North Sydney is
3. capable and committed to the vision of the Strategic Plan

### **Councillor Briefings**

Wants webcast of Councillor briefings to be made available to the public, and all financials (except for commercial-in-confidence, legal or professional reasons).

### **Developer Contributions**

The State Government is proposing to transfer up to half of Council's development infrastructure contributions into Consolidated Revenue, where they can be spent anywhere in the state. At the moment, these contributions can only be used by Council for certain social and community projects.

24 metropolitan councils have launched a campaign opposing the proposal, and everyone is urged to write to the State Government and local member supporting Council's position, as it is vital for Council to retain control of its funds.

Has met with Anthony Roberts, NSW Minister for Planning, to request that the State Government put a pause on the proposal.

### **Action**

Council to prepare a Pro Forma letter of objection to be made available on its website

### **Beaches Link Tunnel "delayed"**

ZB will be meeting with Kylea Tink, Federal MP for North Sydney, to try to ensure that Federal funds earmarked for the project have strong conditions attached with regard to no loss of open space and no adverse environmental effects.

#### **4. PLANNING PROPOSAL 6/22, 1-7 RANGERS RD, NEUTRAL BAY WOOLWORTHS, 10-STOREY BUILDING PROPOSED INCREASE IN HEIGHT FROM 16 METRES TO 40 METRES**

MTJ gave a presentation regarding Woolworths Rangers Road Planning Proposal (PP6/22).

##### **Key points:**

- This is a Planning Proposal seeking to rezone the site to allow an increase in height (from 16m to 40m) and density, not a development application for approval of a specific building.
- The Planning Proposal states the drawings (for high-rise residential above a supermarket and shops) are "just one possible solution for how the site may be redeveloped under the proposed planning controls".
- The proposed 40 metre height limit would allow a 12 storey building towering over Rangers Road and Yeo Street. If developed to the maximum - and what developer does not develop to the maximum? - the site would accommodate 12 storeys and approximately 158 apartments.
- No shadow analysis is provided, however it is likely the properties opposite in Yeo Street would be in perpetual shadow during winter, with overshadowing stretching to Harrison St early in the mornings mid-winter.
- The drawings indicate a total of 350 car parking spaces, vs current 109 spaces, with actual car parking numbers to be confirmed at the Development Application stage (ie there could be more if there are more apartments).
- 65 car spaces are provided above the maximum in Council's DCP and identified as a public benefit despite there being no Council plan identifying the need for public parking under any development on this site. It appears to be additional parking for the commercial benefit of the development.
- The Traffic Impact Assessment only examines the road network impacts for the weekday afternoon peak (and not the morning peak) using the car parking numbers from the indicative concept scheme.
- The traffic impact assessment does not comment on the cumulative effect of future developments on other sites.
- A Transport Management and Assessment Plan (TMAP) is needed to examine the impact of increased densities in Neutral Bay and Cremorne.
- The publicly accessible square is identified as a public benefit but does not provide for connectivity to Military Lane and Military Road and will be overshadowed by future development on Military Rd. It appears to be designed more as a food court (ie for the commercial benefit of the development) and not as a public open space.
- Woolworths says the public benefits it is providing are worth \$6.6 million. This can be compared with the increase in value of the site if the rezoning goes through, which will be the order of \$100 million.

##### **General Discussion & Comments**

- All attendees were against the increase in height to 40m, especially the shadowing it will cause on properties in Yeo Street
- The increased traffic generated on surrounding local streets will be unacceptable
- Why hasn't a morning peak Traffic Impact Assessment been done, when the traffic on the southern side of Military Road and associated back streets is heaviest?

## 40 metres will accommodate 12 storeys



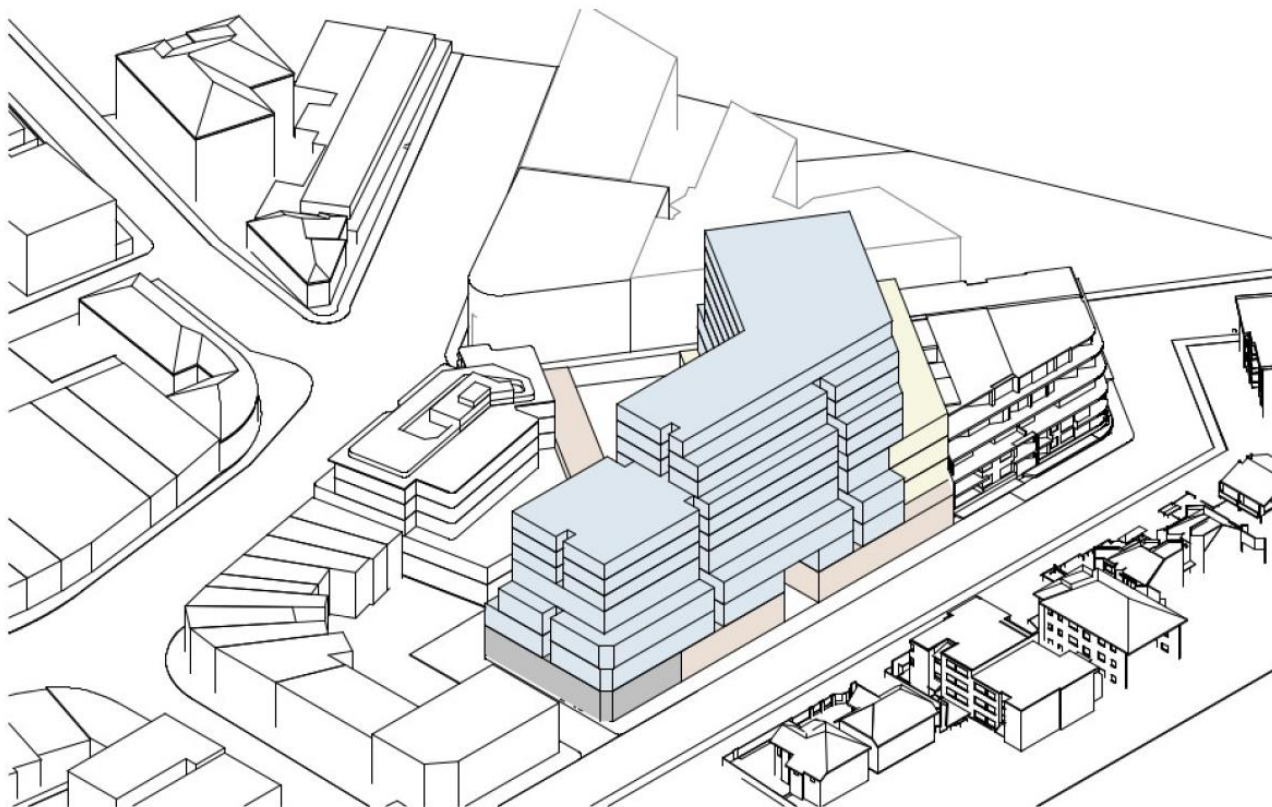
## Ten storey scheme is “just one possible solution”

“... the Indicative Concept Scheme represents just one possible solution for how the site might be redeveloped under the proposed planning controls.” - Planning Proposal 9 May 2022, p 33

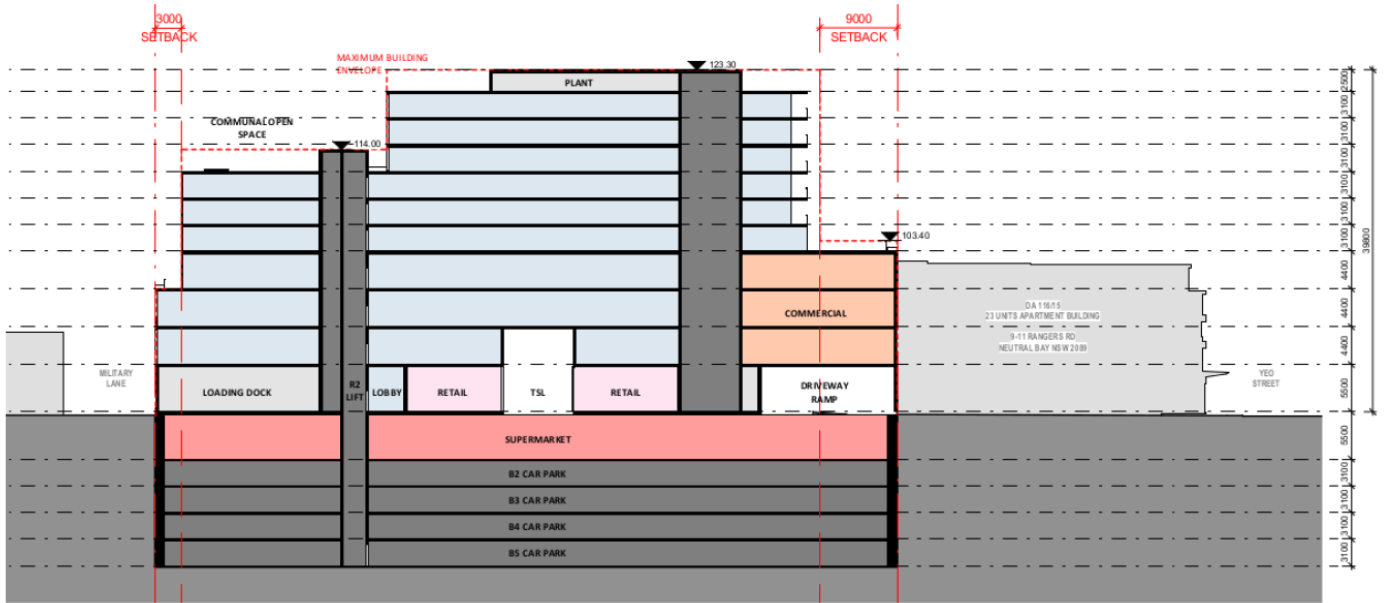
**Indicative Concept Scheme** – 10 storeys, 91 apartments

**Realistic Scheme** – 12 storeys, 168 apartments

## Towering over surrounding properties ...



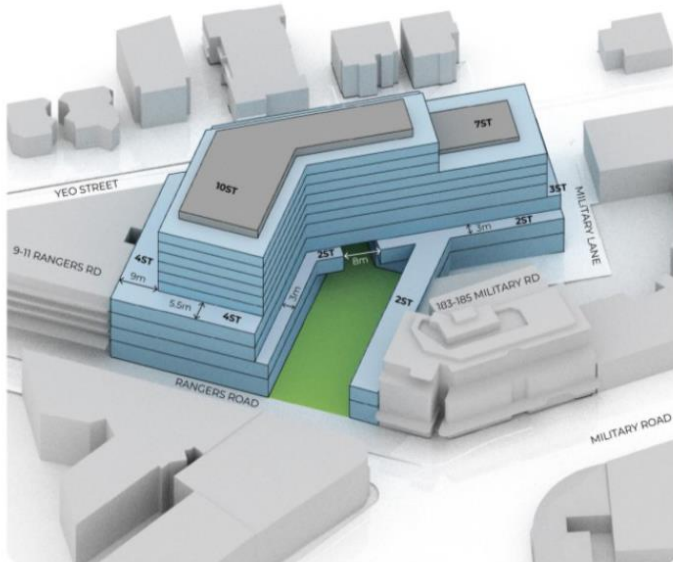
# Reduced Setbacks



- 1.5m setback to lane omitted (North Sydney DCP provision)
- Apartment Design Guide setbacks not provided (6m first 4 floors, 9m next 4 floors, 12m above 8 floors)

## Envelope Comparison

### Woolworths' Proposal



- LEGEND**
- Context Building
  - Plant
  - Built-form Massing
  - Public Plaza / Arcade

Figure 10: South View Isometric

### Military Road Corridor Planning Study



Figure 3 MRCPS indicative building envelopes  
Source: North Sydney Council

# Publicly Accessible Square



Turns its back on Neutral Bay village - no connectivity to Military Rd & Military Lane.

Future Military Rd projects will overshadow it.

A food court rather than a public plaza - **not a public benefit.**

The following email was received, via Harrison Precinct, from a resident of Rangers Rd, regarding the above Planning Proposal.

Date: Tue, 7 Jun 2022

Subject: Re: Rangers road

To: Harrison Precinct

- The scope of the proposal is too extensive – high rise and 91 units is unacceptable on the doorstep of a residential area with narrow streets already under significant pressure. The impact on our narrow local roads – traffic and street parking is unacceptable. WW will argue they have mitigated any impact and there is road capacity for the development . An independent traffic report is unlikely to agree. Larger supermarket - more deliveries and or larger trucks down our streets. WW will argue the Mosman store will take pressure off RR site which is nonsense .
- Council's assessment needs to take into account the neighbouring development and how that will also disrupt traffic flow and street parking. It is likely the opposite corner will also be targeted for similar development in coming years.
- A "town centre" at the end of RR might be ideal for WW but it isnt for the immediate RR area. For the last 15 years the town centre has been around Young St and Grosvenor - being the restaurant, supermarket , small shops , chemist precinct. The traffic and noise for local residents is a concern . WW is also suggesting the open area can house music events . All nice ideas but not in the middle of a residential area.

The church and public school were concerned about the original RR WW plan so it would be good if they raise concerns again.

Original WW RR development - L&E Court - Commissioner Moore imposed several conditions of consent

- Hours of operation ( since changed)
- ? truck size /delivery hours ( I cant remember if this was definitely subject to a condition order but there was a lot of discussion)
- Trolleys to not leave supermarket - . WW said there was no such technology – Commissioner said find it , there was a solution available and is why we no longer have trolleys in the street or even up trees which use to happen . Council needs to ensure this continues, they objected originally because they didn't want to have to change their standard trolleys ( be good if they cleaned them from time to time , - they could be asked to introduce a cleaning trolley unit ( not wipes a proper unit – as they now exist ) .
- MOST important and Council should check if WW had it overturned in the past 15 years or so - if the Grosvenor St store closed for any reason then RR also had to close - this recognises that WW leases Grosvenor site and if lease not renewed then WW shoppers would migrate over to RR – traffic etc issues . WW was very slow to provide details of the Grosvenor St lease , plans etc. Council needs to take into account what would happen if WW Grosvenor closes for any reason or any length of time .

## 5. DRAFT COMMUNITY STRATEGIC PLAN

### Mayor's Comments

This is the most important document for Council, as it outlines the community's vision for the future of North Sydney for the next 10 years, and every aspect of planning depends on it. It is a completely new plan.

The exhibition period closes today, however email your Ward Councillors to make a submission.

## 6. UPDATES:

### (A) CAMMERAY PARK: GOLF COURSE, WHT/BL

PE (Chair) gave an update following the community discussion convened by Save Our Parks Alliance with Tim James, State MP for Willoughby, held on 16 May 2022. SOPA is having ongoing discussions with Tim James.

#### Tim James:

- wanted Cammeray Golf Club to remain
- wanted the undergrounding of the facilities buildings
- was concerned about parking
- agreed that Berry's Bay was not a substitute for any lost open space at Cammeray

### Mayor's Comments

Council is having more say in the discussions with the State Government and the dialogue is ongoing.

With the Beaches Link delayed, it would mean 1 less facilities shed.

The main impact is from the Western Harbour Tunnel and Warringah Freeway Upgrade, especially in Berry Street.

Meeting tomorrow with Transport for NSW.

### (B) YOUNG STREET PLAZA

#### Mayor's Comments

With the Council decision to re-open Young Street, the Mayor has been delegated to meet with Transport for NSW to discuss alternate options for using the funds within the precinct.

### (C) CREMORNE ORPHEUM PICTURE PALACE HERITAGE LISTING

Many attendees at the meeting, including the Mayor, went to the National Trust event "Behind the Scenes of the Cremorne Orpheum Theatre", organised by Fiona Gracie of the Cremorne Conservation Group, on 30 May at the Orpheum.

The event was a huge success, with Neil Jensen playing the Wurlitzer Organ, and talks by Dr Ian Hoskins, North Sydney Council's Historian, and Dr Peter Sheridan AM, an expert on Art Deco buildings, who highlighted how many Art Deco theatres had already been demolished or were under threat, including one with Heritage Listing.

Also in attendance was Tim James, State MP for Willoughby, who has promised to champion the cause for State Heritage Listing of the Orpheum, which North Sydney Council already supports.

All attendees extended a vote of thanks to Fiona, and all her team at the Cremorne Conservation Group, for organising the event and promoting awareness of the need for State Heritage Listing to preserve an icon of Cremorne.

## 7. DEVELOPMENT APPLICATIONS

**27 Benelong Road Cremorne** - DA 94/20/2 - Modification of consent - removal of small section of patio, reduction of handrail/screen from 1800mm to 1000mm and addition of small timber deck to rear garden.

**1 Tobruk Avenue Cremorne** - DA 416/17/3 - Modify consent to include plunge pool and roof over the first floor balcony in the approved development.

**53 Sutherland Street Cremorne** - DA 126/22 - Alterations and additions to semi-detached dwelling, demolition of existing detached garage and construction of a new garage and green roof including landscaping and associated works.

## 8. CORRESPONDENCE

### A. SUMMARY OF ACTIONS ARISING FROM MAY 2022 MEETING

Month	Item	Actions	Council's Reply	Status
May	4	<b>Development Levies</b> - Given the amount of development that has occurred in North Sydney over the last few years, the question is "where have these development levies been spent?" Brightmore Precinct requests from Council an account of where the development levies have been spent, for the last 2 years (if possible).	<p>Council's Manager Financial Services has provided a detailed response via a Memorandum emailed to Precinct Committee on 8 June 2022, outlining the projects funded by Developer Contributions in 2020/21 and forecast to be funded in financial year ended 30 June 2022.</p> <p>Projects funded by the Developer Contributions are identified in Council's <a href="#">Local Infrastructure Plan</a> (2020) and its previous <a href="#">North Sydney Section 94 Contributions Plan</a>.</p>	Closed for Council

## MEMORANDUM



**TO:** Brightmore Precinct Committee  
**FROM:** Christian Menday, Manager Financial Services  
**DATE:** 7 June 2022  
**RE:** Developer Contributions

The following provides response to the Item 4 arising from the Precinct Committee's minutes of May 2022:

*Development Levies - Given the amount of development that has occurred in North Sydney over the last few years, the question is "where have these development levies been spent?" Brightmore Precinct requests from Council an account of where the development levies have been spent, for the last 2 years (if possible).*

The following projects were funded by Developer Contributions in year ended 30 June 2021 or are forecast to be funded in year ended 30 June 2022. Projects funded by the Developer Contributions are identified in Council's [Local Infrastructure Plan](#) (2020) and its previous [North Sydney Section 94 Contributions Plan](#).

Project	2020/21 Actual	2021/22 Forecast
287 Miller Street Affordable Housing	-	2,235,324
Family Day Care Playground Equipment	-	40,580
Forsyth Community Centre Building Upgrade	15,492	265
Forsyth Community Centre Playground Upgrade	81,015	118,985
Greenwood Childcare Centre Playground Upgrade	92,674	-
Kelly's Place Playground Upgrade	-	27,424
Grandstand Kindergarten Playground Upgrade	19,556	-
Library Furniture & Fittings Upgrade	5,235	14,765
Library Books, etc	18,500	-
Library Book Storage Boxes	-	4,440
Local Road Signs	7,135	-
Angelo Street Public Domain	10,000	-
100 Mount Street Public Domain	-	403,000
Traffic Facilities - Design	8,015	16,545
Carter Street & Colin Street Raised Pedestrian Crossing	5,490	6,500
Ben Boyd Road Raised Pedestrian Crossing	17,770	-
Blues Point Road Master Plan Development	35,134	-
Huntington Street at Thomas Lane Kerb Ramp	8,610	-
Carabella Street Raised Pedestrian Crossing	5,500	-
Christie Street Pedestrian Refuge	89,468	-
Military Road Local Area Traffic Management Solutions	115,024	110,850



Project	2020/21 Actual	2021/22 Forecast
River Road at Russell Street Pedestrian Refuge	58,367	113,288
Kirribilli & Milsons Point 40 km/h High Pedestrian Activity Area	10,500	85,785
Moodie Street Cammeray Footpath & Parking Rearrangement	2,450	-
Kurraba Road Raised Pedestrian Crossing	18,450	-
Clark Road Raised Pedestrian Crossing	-	19,000
Traffic Facilities - Projects to be Established	-	417,328
Spofforth Street Public Domain, Landscaping & Intersection at Rangers Road	12,739	-
Hume Street Park Expansion & Embellishment	-	2,796,934
Balls Head Reserve BBQ & Picnic Facilities	6,724	-
St Leonards Park Masterplan Implementation	1,988,793	450,000
Street Tree Planting	83,452	93,364
Streets Alive Program - Community Gardens	135,541	212,818
	<b>2,851,634</b>	<b>7,167,195</b>

\$13 million dollars of unspent developer contributions are forecast to be held in reserve at 30 June 2022. These funds will be used to complete acquisitions and projects in future years. Details of planned projects can be found in the *Local Infrastructure Plan*.

An additional \$13.75 million is forecast to held in reserve for unspent Voluntary Planning Agreements (VPA) Contributions. \$11.8 million of this relates the Crows Nest Metro over-station development.

Of this \$11.8 million, \$2 million will be applied to the Holtermann Street Park project. The remaining \$9 million was paid by Sydney Metro to substitute \$7.11 Developer Contributions that would have been payable by a non-government developer. This will be used to fund projects identified in the *Local Infrastructure Plan*.

Details of other VPAs can found in Council's [online register](#).

5	<p><b>Cammeray Park: Golf Course, WHT/BL - Motion:</b>            THAT Brightmore Precinct requests that Council contact TfNSW and the State Government requesting a guarantee that:</p> <ul style="list-style-type: none"> <li>the Golf Course shall remain.</li> </ul>	Item allocated to Council's Public Projects Interface Manager.	Awaiting Response
	<ul style="list-style-type: none"> <li>there will be minimal tree removal at Cammeray Golf Club/Cammeray Park</li> <li>all green space lost be replaced within the immediate local community.</li> </ul>		
8	Neutral Bay Woolworths - Precinct Committee asks: Has Council had meetings with Coles over the future of Woolworths site when the lease expires in 2 years' time?	Council's Manager Strategic Planning has advised that Council staff have had high level discussions with the major landowners including representatives of Coles, since the rescission motion of the Military Road Corridor Planning Study was adopted by Council in January 2022. A Councillor Briefing session has been arranged for June 2022 to discuss these matters further.	Closed for Council

## B. SUMMARY OF ACTIONS ARISING FROM APRIL 2022 MEETING

<p>April</p>	<p><b>Red-Light Speed Camera at Military Rd &amp; Spofforth St Intersection - General Discussion &amp; Comments:</b> Many attendees said they had witnessed near-misses for pedestrians at the pedestrian crossings at the intersection as vehicles ran red-lights, especially on Military Rd. Between the two Red Light speed cameras at Cowles Rd and Watson St, it is open slather for motorists, past schools, retirement villages, a major cinema, pubs and two major shopping centres, all heavily pedestrianised.</p> <p>Pedestrians have long wait times to cross Military Rd at both Spofforth St and opposite Minsky's Hotel, with short "green walk" phases. The right-turn lanes from Military Rd into Spofforth St and Belmont Rd create bottlenecks, sometimes blocking the through lanes. Motion: THAT Brightmore Precinct supports the installation of Red-Light Speed Cameras in both directions on Military Road at Spofforth Street.</p>	<p>Council's A/Manager Traffic &amp; Transport Operations has advised that red-light speed cameras are installed at intersections that are identified as having a high crash risk, either through a known crash history or the potential for serious crashes. Crash data and other road safety information are assessed to help to prioritise future locations for speed cameras in NSW. Details of the criteria used to select sites can be found at the <a href="#">NSW Speed Camera Strategy</a>.</p> <p>The community can nominate a location for a speed camera via the <a href="#">Safer Roads NSW Website</a>.</p> <p>As TfNSW have jurisdiction over traffic lights, therefore Council's Traffic Engineer will investigate and/or speak to TfNSW to look at the "green times" at that location.</p> <p>The concerns and comments will also be passed onto Council's Road Safety Co-Ordinator.</p>	<p>Closed for Council</p>
<p>5</p>	<p><b>Proposed Changes to Brightmore Precinct Area Boundary to Include Southern Side of Parraween St - To address the anomaly of the southern side of Parraween St (northern side of Military Rd between Macpherson St &amp; Winnie St) being in Harrison Precinct.</b> Motion: THAT the southern side of Parraween St (northern side of Military Rd between Macpherson St &amp; Winnie St) be included in Brightmore Precinct.</p>	<p>Council's Manager Corporate Planning &amp; Engagement has advised that review of Precinct area boundaries will occur via the next stage of the Precinct System Review. The Review is anticipated to resumed soon. A report is being prepared for the May 2022 Council meeting. For more information refer to the email to all Precinct Committees, dated 5 May 2022 providing a progress update on the Precinct System Review.</p>	<p>Closed for Council</p>
<p>7</p>	<p><b>Brightmore Precinct - PP 2/22, 12-14 Waters Rd, Neutral Bay -</b></p> <ol style="list-style-type: none"> <li>1. The Precinct requests that Council forwards a copy of Planning Proposal 2/22 to Brightmore Precinct.</li> <li>2. The Precinct requests that Council advises Brightmore Precinct and forwards a copy of any Planning Proposal submitted within Brightmore or adjacent Precincts.</li> <li>3. The Precinct requests that Council DA Tracking website be upgraded to link to the Council Planning Proposals website.</li> <li>4. The Precinct reiterates its support for the rescission of the adoption of the Military Road Corridor Planning Study - Stage 1, and, as a consequence, strongly opposes approval of Planning Proposal 2/22.</li> </ol>	<p>Council's Manager Strategic Planning has advised that:</p> <ol style="list-style-type: none"> <li>1. Planning Proposal 2/12 is available on Council's website. Further, it has been reported to the Council meeting of 26 April 2022 - <a href="#">Item 8.09</a> (and prior to that to the Local Planning Panel), with a full Council report available online.</li> <li>2. no further PPs have been received within Brightmore Precinct area.</li> <li>3. Planning Proposals are available on the Application Tracking site via Council website. Direct link - <a href="#">Planning Proposals</a>.</li> <li>4. Comments noted.</li> </ol>	<p>Closed for Council</p>

	<p><b>Young Street and Grasmere Road, intersection priority change</b> - General Discussion &amp; Comments: There needs to be continued consultation on the Young St/Grasmere Rd intersection where the roundabout was removed for the construction of the cycleway. Note: At the Council Meeting of 26 October 2020, the following was endorsed, and notified to residents on 12 May 2021</p> <p><b>Young Street and Grasmere Road, Intersection Priority Change</b> - Council is proposing to implement a change of priority at the intersection between Young Street and Grasmere Road. The existing stop signs will be moved from Young Street to Grasmere Road. The proposal is in response to community feedback raising concerns regarding speeds and driver confusion at the intersection and the changes were endorsed by Council at its meeting on 26 October 2020. Following the change, drivers travelling on Young Street will have right of way through the intersection, and drivers on Grasmere Road will be required to stop at the intersection. This arrangement will be the opposite of the existing situation. Two existing speed cushions on Grasmere Road will also be removed as part of the works. The priority change makes the speed cushions redundant as drivers will have to slow on approach to the intersection with Young Street to comply with the new stop signs. A plan showing the proposed layout is overleaf (the proposed line marking layout is shown in blue and the speed cushions to be removed are shown in red). The installation of a roundabout at the intersection was investigated as part of the design process for the intersection changes. However, it was found through these investigations that due to the intersection geometry and space constraints north of the intersection, it is not possible to construct a roundabout which meets current design and safety standards and provides sufficient turning space for public buses.</p>	<p>Council's A/Manager Traffic &amp; Transport Operations has noted the information. This matter will be assigned to Council's Traffic Engineer and the Sustainable Transport Project Co-ordinator for review of the speed cushions.</p>	<p>Open/Ongoing</p>
c	<p><b>Vehicles Going the Wrong Way in the 1-Way Section of Grasmere Rd, Neutral Bay</b> - Action for Council To investigate and/or monitor the occurrence of vehicles travelling the wrong way in the 1-way section of Grasmere Rd, and possible solutions. How long has this section of Grasmere Rd been 1-way? Why was it made 1-way? Was it at the request of residents to prevent "rat-running"?</p>	<p>Council's A/Manager Traffic &amp; Transport Operations has advised that Council Officers will inform the Police/Highway Patrol of this issue and ask them to monitor in regard to the illegal motorist behaviour.</p> <p>The matter will also be conveyed to Council's Traffic Engineer to respond with regards to the history of when and why.</p>	<p>Open/Ongoing</p>
d	<p><b>"Stop" Sign in Gerard Lane at Junction of Benelong Rd, Cremorne</b> - A local resident recently contacted Council asking to mark a "STOP" line on the road surface, in addition to the "STOP" sign installed a number of years ago. Vehicles drive, often at speed, beyond the sign out to the road junction with Benelong Rd before stopping, endangering pedestrians.</p>	<p>Council's A/Manager Traffic &amp; Transport Operations has advised that due to road resurfacing and the weather, the line marking was delayed. After an inspection on 28 April 2022, the line has been painted and appropriately located.</p>	<p>Closed for Council</p>

## 9. GENERAL BUSINESS

### A. NO RIGHT TURN AT WINNIE STREET ONTO MILITARY ROAD, CREMORNE FROM TUESDAY 12 JULY

#### **Transport for NSW**

The intersection of Military Road, Murdoch Street and Winnie Street experiences heavy congestion and delays between different traffic movements.

To improve journey time reliability and network efficiency for all road users, we are proposing to **permanently ban right turn** with "Buses Excepted" from Winnie Street onto Military Road, Cremorne.

This permanent change that eases congestion will be in effect from **Tuesday 12 July**, weather dependent.

Earlier this week, the attached flyer from Transport for NSW was letter-boxed in the streets surrounding the intersection of Military Rd and Winnie & Murdoch Streets.

On Tuesday, LS contacted IM, Council's Public Projects Engineering Officer, who could find no notification from Transport for NSW about the proposal, and said he would follow it up, and raise the matter at Council's Traffic Committee Meeting on Friday (10 June).

#### **General Discussion & Comments**

- All attendees were concerned about the proposal, which they knew nothing about
- This intersection is the only access point onto Military Rd west-bound between Cowles Rd at Spit Junction and Ben Boyd Rd at Neutral Bay, where even now it is virtually impossible to get onto Military Rd
- It will have a huge impact on other local roads such as Gerard and Belgrave Streets in the north, and Murdoch St, Hampden Ave and Rangers Rd in the south, as alternative routes have to be used
- There has been a total lack of any community consultation on the proposal.

#### **Mayor's Comments**

Will raise the issue at Council's Traffic Committee Meeting on Friday, where a representative from Transport for NSW will be in attendance.

Transport for NSW



## No right turn at Winnie Street onto Military Road, Cremorne from Tuesday 12 July

June 2022

The intersection of Military Road, Murdoch Street and Winnie Street experiences heavy congestion and delays between different traffic movements.

To improve journey time reliability and network efficiency for all road users, we are proposing to **permanently ban right turn** with "Buses Excepted" from Winnie Street onto Military Road, Cremorne.

This permanent change that eases congestion will be in effect from **Tuesday 12 July**, weather dependent.

### Have your say on the permanent No Right Turn

If you have any concerns or questions about the permanent No Right Turn from Winnie Street to Military Road, please send your comments by **Sunday 19 June**.

All feedback received by this date will be considered in the planning of this permanent change.

## No right turn from Winnie Street onto Military Road



### How will the work affect you?

This right turn ban is permanent and you will not be able to turn right from Winnie Street onto Military Road.

Road users will notice new signage, as well as temporary visual messaging prior to making a permanent change.

The existing right hand turn restrictions from Winnie Street onto Military Road between 6.00AM - 10:00AM and 3.00PM - 7:00PM will remain unchanged.

Please allow for extra travel time, use alternative routes and keep to speed limit in local roads.

### Contact us

If you have any questions or would like more on the right hand turn restrictions please contact our project team:



1800 684 490



projects@transport.nsw.gov.au



transport.nsw.gov.au



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 684 490

## **B. BOAT & TRAILER PARKING IN RESIDENTIAL STREETS**

KF noted there are 4 boats on trailers currently parked in Reynolds St, with the only legal requirement that they are moved every 27 days, by 100m or a block section, which they mostly comply with. He has previously enquired about timed parking but Council will only consider this at 100% occupancy. That target would probably be met now with Redlands' students parking the street out.

It was suggested that signage as at Fifth Avenue "No Parking - Motor Vehicles Excepted" could be implemented, but the Mayor said Council would have to lobby the State Government.

## **C. SCHOOL POLICIES ON SENIOR STUDENTS DRIVING TO SCHOOL & PARKING IN RESIDENTIAL STREETS**

The Mayor is currently visiting all schools in the LGA, along with a Council Road Safety Officer, promoting a Green Travel Plan to discourage students driving to school and parking in residential areas, and promoting the use of public transport, cycling and walking. She will be visiting SCECGS Redlands soon, to determine how they manage their parking.

Many attendees at the meeting said they have had difficulty in parking near their homes for some time due to Redlands' students, and the school seems to be deaf to complaints and unwilling to do anything.

## **D. INTERSECTION OF SPOFFORTH STREET & HOLT AVE - BLACK SPOT**

The Mayor has met with the Mayor of Mosman to prioritise traffic works at this black spot.

## **E. TMAP**

Council currently has no TMAP but there is a real need for it given the number of large infrastructure projects.

## **F. FOGO - FOOD ORGANICS, GARDEN ORGANICS**

One attendee asked the Mayor if Council planned to implement a FOGO programme, which diverts food waste from landfill.

### **Mayor's Comments**

In North Sydney LGA, food waste collected with household waste makes up to 35% of the red lid rubbish bin content.

400 residents have been chosen at random to participate in a trial programme, which finishes in November. A report will then be prepared for Council, and hopefully the programme rolled out next year.

**PE (Chair) proposed a vote of thanks to the Mayor for attending our meeting, which was endorsed by all attendees.**

**NEXT MEETING: 13 July 2022**

**EMAIL: [brightmore.precinct@gmail.com](mailto:brightmore.precinct@gmail.com)**

# **Woolworths' Neutral Bay Planning Proposal**

**1-7 Rangers Road & 50 Yeo Street**

**Submitted by Fabcot Pty Ltd (Woolworths' development arm)**

**NOT a Development Application** for approval of a specific development.

This is **a Planning Proposal to change the Height Limit from 16 metres to 40 metres** to allow high-rise residential above a supermarket and shops.

Woolworths have a number of similar mixed use development proposals in Sydney and Melbourne. Two in Melbourne (in Glen Iris and Elsternwick) have been rejected.

# The Site compared with “Site 3”

**Woolworths' Site**  
enclosed by red border

**“Site 3”**  
in the Military Rd Corridor Planning Study

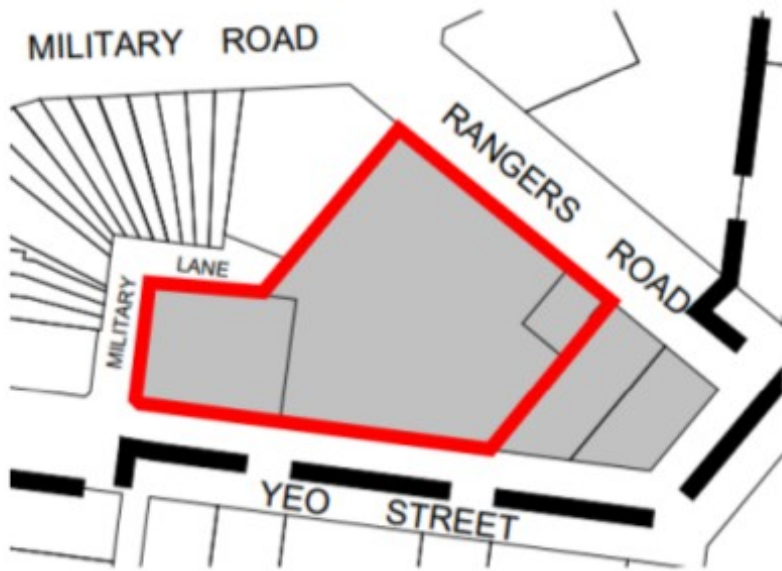


Figure 24 Site identified as a key area for the Neutral Bay town Centre  
Source: Ethos Urban

Includes WOTSO office building  
Excludes 183 -185 Military Rd

Excludes WOTSO office building  
Includes 183 - 185 Military Rd



# Military Road Corridor Planning Study Vision for “Site 3”



Figure 3 MRCPS indicative building envelopes

Source: North Sydney Council

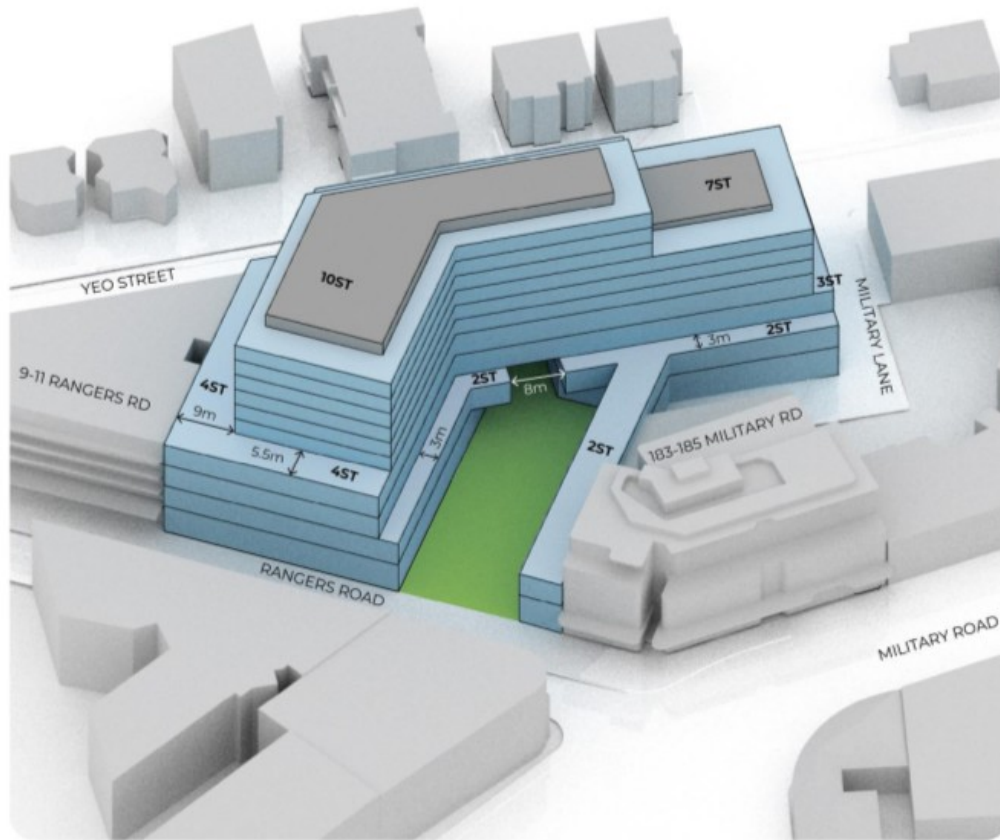


Figure 4 Artist's impression of the future Ranger Road Plaza

Source: North Sydney Council

# Envelope Comparison

## Woolworths' Proposal



### LEGEND

- Context Building
- Plant
- Built-form Massing
- Public Plaza / Arcade

Figure 10: South View Isometric

## Military Road Corridor Planning Study



Figure 3 MRCPS indicative building envelopes

Source: North Sydney Council

# Key Issues

## **Height & Setback Changes (provides windfall profit)**

- Change to Height Limit in the Local Environmental Plan
- 16 metres / 5 storeys → 40 metres across existing supermarket  
→ 30 metres across existing WOTSO building
- Site Specific Development Control Plan to override & reduce existing setback requirements

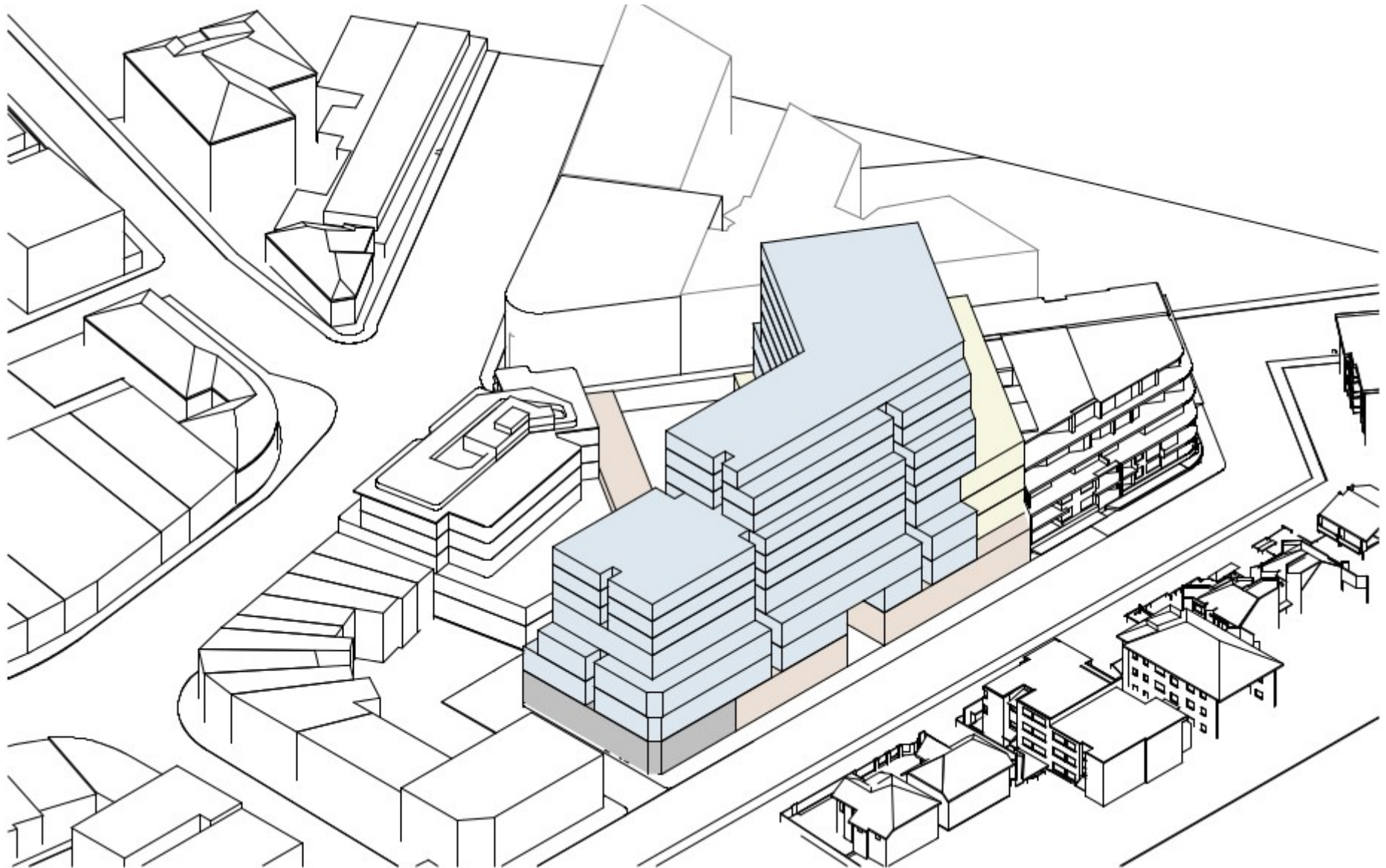
## **Parking & Transport**

- 350 car spaces compared with 109 existing spaces

## **Public Benefit Offer**

- Publicly accessible square
- 65 public car spaces

# Towering over surrounding properties ...



# 40 metres will accommodate 12 storeys



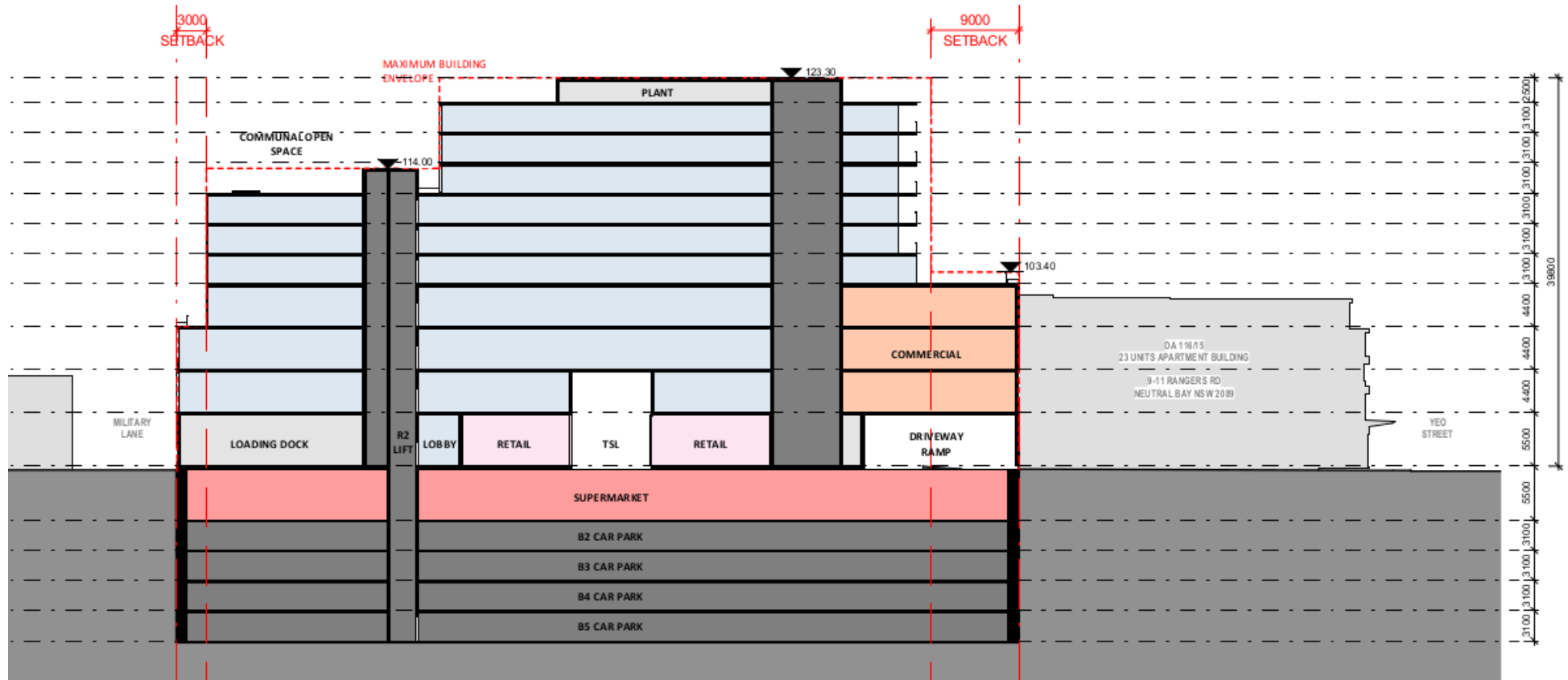
## Ten storey scheme is “just one possible solution”

*“... the Indicative Concept Scheme represents just one possible solution for how the site might be redeveloped under the proposed planning controls.”* - Planning Proposal 9 May 2022, p 33

**Indicative Concept Scheme** – 10 storeys, 91 apartments

**Realistic Scheme** – 12 storeys, 168 apartments

# Reduced Setbacks



- 1.5m setback to lane omitted (North Sydney DCP provision)
- Apartment Design Guide setbacks not provided (6m first 4 floors, 9m next 4 floors, 12m above 8 floors)

## Overshadowing? No analysis provided

*“For the most part additional shadowing caused by the proposal will fall on the rooftops of buildings on the southern side of Yeo Street.” - Woolworths Neutral Bay Planning Proposal p63*



Approximate shadow of 40 m & 30 m height envelope at midday 21 June  
Shadow will extend to Harrison St in the morning.

# Parking & Transport

	Existing		Indicative Concept Scheme		
	GFA	Cars	GFA	Cars	Location
Supermarket	3,396 m <sup>2</sup>	89	3,311 m <sup>2</sup>	132	B2 & B3
Shops	100 m <sup>2</sup>	-	1,846 m <sup>2</sup>	31	B3
Commercial	4,106 m <sup>2</sup>	20	2,103 m <sup>2</sup>	35	B4
Public	-	-	-	65	B4
Residential	-	-	12,862 m <sup>2</sup>	87	B5
<b>TOTAL</b>	<b>7,602 m<sup>2</sup></b>	<b>109</b>	<b>19,942 m<sup>2</sup></b>	<b>350</b>	

65 spaces identified as a public benefit – but only a public benefit if Council has identified the need for additional public parking in this location. No justification given for extra parking for supermarket and commercial. The Transport Assessment does not examine the weekday morning peak - eg the effect on the Wycombe Road and Military Road intersection.



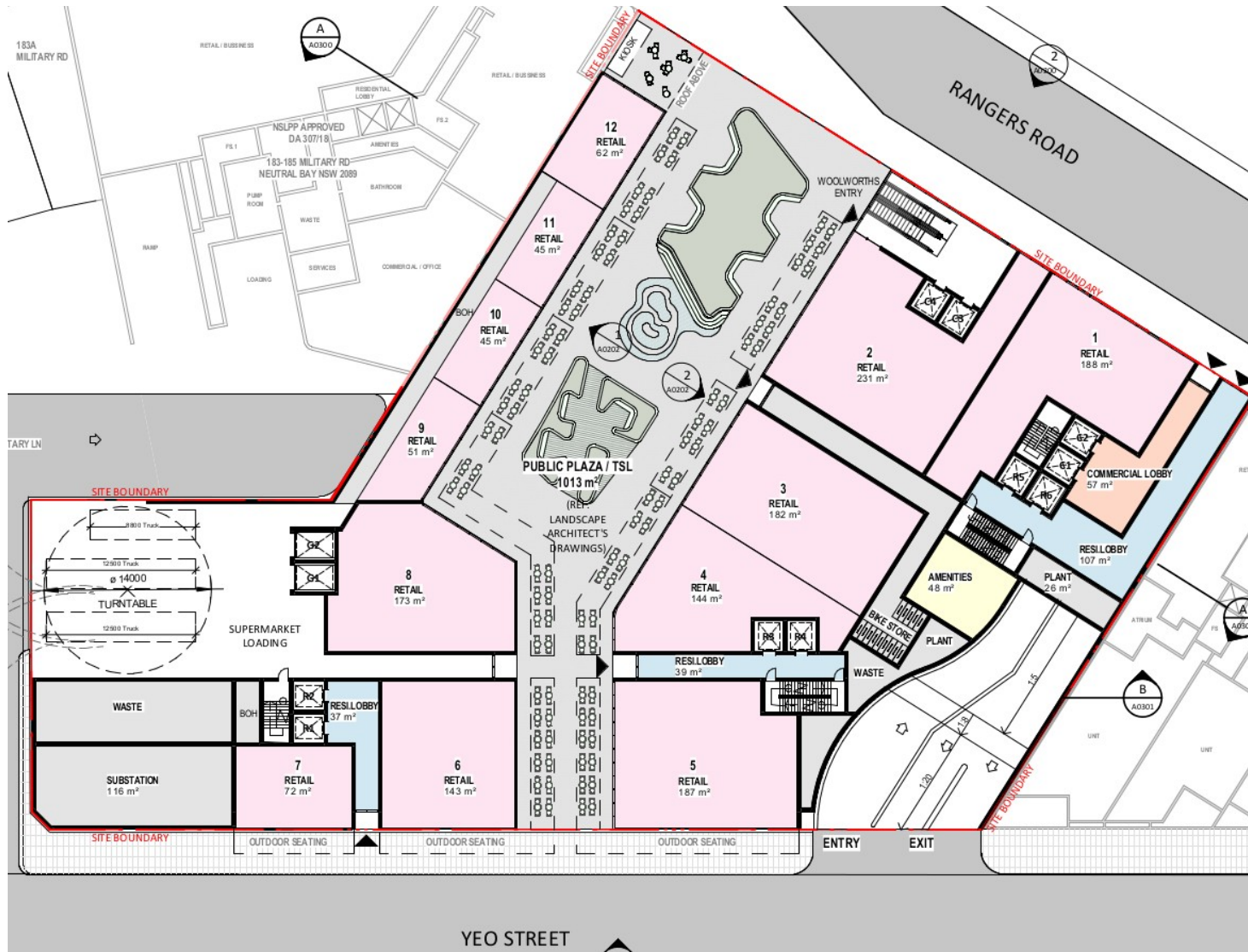
# **Transport Management & Accessibility Plan (TMAP)**

There is no TMAP for Neutral Bay and Cremorne town centres.

A TMAP is needed to identify:

- the traffic and transport issues related to increasing residential and employment capacity in a particular area,
- whether an increase can be accommodated,
- what traffic and transport issues would need to be resolved to accommodate an increase,
- the specific traffic and transport measures required to accommodate an increase and achieve strategic objectives, such as reduced car use: eg extra bus services during peak periods, improved pedestrian & cyclist network & amenity, intersection improvements (such as traffic lights).

# Publicly Accessible Square



Turns its back on Neutral Bay village - no connectivity to Military Rd & Military Lane.

Future Military Rd projects will overshadow it.

A food court rather than a public plaza - **not a public benefit.**

## **Public Benefit Offer vs Value Uplift**

Woolworths offer contributions they say are worth **\$6,614,724** - publicly accessible square, public parking, public WiFi, streetscape upgrade, public artwork.

**Value Uplift** is the increase in property value resulting from a rezoning, ie the windfall profit,

Approval of the Planning Proposal will enable the developer to construct approximately 68 residential apartments over and above the existing planning controls.

68 apartments x \$1.6 million / apartment site = \$109 million  
Say, **\$100 million**

