



## **SUBMISSION FROM BRIGHTMORE PRECINCT**

Re: Pathways Senior Housing  
Dated: March 12, 2025  
File: Pathways Seniors Housing - Brightmore Submission 120325

### **1. Introduction.**

Let it be clear that we do not object to the need for seniors housing. It is the bulk and scale of this proposed Pathways development to which the Brightmore Precinct community members object.

For this reason, we have made recommendations below that we hope will ameliorate the issues.

### **2. Objections to Approval.**

#### **a. Height of Building**

The Building Height plane clearly exceeds the permissible height of the North Sydney LEP 2013. The existing adjacent taller buildings were constructed at the time prior to the permissible height being reduced.

##### *Recommendation*

*Comply with the height controls.*

#### **b. Traffic.**

We dispute the findings of the Traffic and Parking Impact Statement provided by the applicant and the advice received from Transport for NSW.

Parraween Street is the heart of Cremorne, especially with the increased traffic and the removal of parking along Military Road. Military Road is a 24-hour clearway. It is a well used "rat-run" in both directions, With the cancellation of the Northern Beaches Link forcing more traffic and public transport along and across Military Road it will only get busier. Similarly, the continuing increase in density and development has further exacerbated traffic issues, as has the Western Harbour Tunnel and Warringah Freeway Upgrade developments, and the changed access they have created. The cumulative impacts of these factors have not been considered when assessing the traffic impact of this development.

Recommendation

*An independent Traffic Analysis be undertaken by a consultant together with Transport for NSW and North Sydney Council.*

**c. Parking.**

The number of parking spaces must also provide for staff, visiting medical personnel, ambulances and visitors. This will further reduce the parking available along Parraween Street, even with additional parking created by the removal of the existing driveways of the heritage listed cottages.

During peak morning and afternoon periods there is restricted parking on Gerard St. For this reason, Gerard St cannot be used for access to the Pathways site and all traffic must use Parraween Street. Retailers and the heritage listed Hayden Orpheum Theatre along Parraween Street will also have less short-term parking for customers.

The need for additional parking will impact on residents especially in streets to the north of Gerard St.

Recommendation

*Increase the parking provided by Pathways for staff and visiting medical providers.*

**d. Bicycle Parking.**

Provision for 56 bicycles does not seem congruous with an aged care facility. There is no bicycle lane along Parraween, so it is likely the footpath will be used further reducing pedestrian safety especially for aged residents.

Recommendation

*Increase the parking provided within the Pathways Senior Housing.*

**e. Driveway Access.**

A single entry/exit driveway is insufficient. It will cause more congestion in the street and issues for the entry and exit of emergency vehicles especially ambulances.

Recommendation

*The driveway should have sufficient width for concurrent entry and exit of vehicles with a dividing pedestrian refuge.*

Recommendation

*It is essential that the driveway allow two directional traffic to reduce congestion on Parraween Street. Access and egress direction should be restricted to left-turn entry and left-turn exit by central median strip.*

**f. Through Site link / Public Park pathway.**

At the Independent Planning Commission Public Meeting it was stated that the path in the public park / through site link was to be approx. 1.5 to 2 metres wide. A width of 1.5 metres is too narrow to allow a resident with mobility issues accompanied by their carer to pass a pedestrian in the opposite direction. It is also noted that this path does not lead to a pedestrian crossing across Gerard Street or Parraween Street.

Recommendation

*A minimum path width should be set as a condition of approval. The through-link should be dedicated to Council in perpetuity with maintenance by Pathways.*

*This pathway should also be co-ordinated with safe crossing of both Gerard Street and Parraween Street.*

**g. Canopy Loss.**

Significant canopy is lost by the construction and scale of the facility.

Recommendation

*All replacement trees should be mature trees with a minimum specified girth.*

**h. Contribution to the Community**

Businesses along Parraween Street will be affected not only during construction but post-construction as the Pathways development is self-contained. This does not contribute to a vibrant community when the development is so significant in scale.

Recommendation

*The current restricted time parking should be continued.*

**i. Heritage Impacts.**

The execution of the adaptive reuse of the six heritage cottages, and the impact on the curtilage of the State Heritage listed Hayden Orpheum Theatre is critical to the preservation of these heritage significant buildings.

Recommendation

*The bulk and scale of the development should take into consideration the impact on the heritage cottages and the Hayden Orpheum Theatre. In particular:*



- *Comply with all heritage requirements and The Seniors Housing Design Guide*
- *Ensure the setbacks of both ground floor and upper floor balconies from the heritage cottages are improved to comply with the heritage guidelines.*
- *Modify the design to account for the curtilage of the Hayden Orpheum Theatre.*

### **3. Construction Conditions (if approved).**

#### **a. Community Consultation.**

Constant Community Consultation is essential with representatives of the builder always available to ensure that issues such as traffic, noise, dust and vibration can be addressed immediately. The Consultation Team should include representatives of the community, a senior builder's representative and the Principal Certifying Authority and be open for a council officer to also attend. A log of all issues must be maintained.

#### **b. Construction Duration.**

Concern has been expressed that the duration of construction stated as 18 months is unrealistic and should be substantiated. Other local and smaller sites with well-known competent builders have well exceeded the claimed construction times.

#### **c. Construction Traffic.**

There will a large amount of demolition and excavated material to be removed from the site and many deliveries of formwork, reinforcement, concrete and other materials to the site. Parraween Street is a busy street, not suited for:

- Two trucks going in opposite directions attempting to pass each other.
- Trucks approaching the site from the MacPherson Street end and crossing the eastbound lane to enter the site without disrupting traffic going in the opposite direction.
- The intersection of Paling Street is not suitable for trucks to safely make a U-turn due to the number of pedestrians crossing to / from Cremorne Plaza and traffic islands at the intersection.

To minimise congestion and traffic impact It should be a requirement that all vehicles

- Coming to the site approach the site from the Winnie Street end and turn left into the site and
- Leaving the site turn left and head towards the MacPherson Street end.



The Construction Traffic Management Plan (CTMP) submitted with all applications should address:

- Vehicle movements
- Truck types. Due to the Macpherson/Parraween intersection geometry all construction vehicles to the site should be rigid trucks. No truck and dog combinations should be permitted.
- Parking and waiting points.
- Swept paths at the intersections either end of Parraween Street and the intersection of MacPherson Street and Gerard Street.
- The restrictions on access to Military Road at peak hours and
- The future closing of access from Ernest Street onto the Sydney Harbour Bridge in late 2025.

#### **d. Parking for Construction Workers**

The whole of Brightmore Precinct is already at parking capacity due to numerous factors including commuter parking and the needs of staff and students from the expanding Redlands campuses. Shuttle buses should be provided from a remote construction carpark or public transport hubs for construction workers.

#### **Conclusion**

A development of this bulk and scale, which takes up almost one third of one side of the street, needs to be handled with sensitivity and care. Rather than working towards a lowest common denominator outcome and maximum yield, it should be aiming to be a benchmark for best practice.

We thank you for considering this submission and trust that the evaluation of the Pathways Senior Housing will consider the concerns of the community.

#### **Brightmore Precinct Committee:**

- Peter Ellis Co-Chair
- Rob McKay Co-Chair
- Lesley Sommerville Co-Secretary
- Ciaran de Bhaldrathe Co-Secretary