


Pathways Cremorne Seniors Housing

Application No: SSD-49472213



To whom it may concern,

I am a resident of Cremorne, and I object to the above proposal proceeding for the following reasons:

1. At 23.45 metres the height of Building 4 is nearly twice the permitted 12 metre limit for Seniors Housing.

In addition to exceeding the allowed height for senior housing, the height, bulk, and scale of the proposed development is excessive for the location. While the existing residential buildings along Gerard Street were built before the current height restrictions came into force, they nevertheless have sufficient setback from the street and each other that their bulky appearance is minimized.

2. Setback from Parraween Street of Building 2 and 3 leaves only 90cm between the unit balconies (planned in place of open front yards) and the footpath.

One of the ‘penalties’ endured by residents when developments are approved is the reduction in the amount of setback from the street and adjacent buildings. This has resulted in the loss of gardens and open space. Residential buildings in Gerard Street were built at a time when this was still considered an important aspect of development. Building on a footpath means that residents in a unit located in such a spot are doomed to live with their blinds down – as happens to the residents of a recent development on Military Road approaching Neutral Bay

3. The bulk and scale of the aged care building dwarfs the heritage listed cottages, leaving no visible separation; as does the bulk and scale of the three buildings housing Independent Living Units, which are oversized and too close to adjacent buildings and the street.

50-56, 70-72 & 78-88 Parraween Street, Cremorne are listed as local heritage items in the North Sydney Local Environmental Plan 2013 (NSLEP 2013). The Pathways proposal for adaptive reuse of these cottages may damage their heritage significance and destroy the existing streetscape and neighbourhood character.

4. The landscaping of the ‘public park’ is paved with no soft grassed areas for children's play or family picnics (... these are activities suggested by the developer).

5. No canopy over the ‘public park’ for shade or cover from the elements.

6. No visitor parking for the residents who live in the 58 independent units (comprising 147 bedrooms) nor visitors to the ‘public park’.

Parking in Parraween Street is already at a premium due to the proximity of the Orpheum Theatre and Redlands school and the fact that the coffee shops in the street enjoy (or at least

they do now – see below) the winter sun. There is little parking available elsewhere and none on the side of Military Road closest to Parraween Street.

In 2018 street parking on Military Road from MacDonalds to Cremorne Plaza was removed by Transport for NSW for the installation of a Tidal Flow system as part of the B-line bus project. The Cremorne retail community was hit hard by this event and remaining businesses now rely on Parraween Street for their customer parking. Any further loss of parking or increase in congestion in the feeder streets will have a further deleterious impact on the Cremorne business community.

7. No details on traffic and parking during all construction stages and the major impact traffic will have on the locals, businesses, and schools.

Parraween Street is a narrow street with a high volume of vehicle movements from residents and visitors to the existing businesses and the Cremorne Orpheum theatre. Access is confined to two feeder streets - MacPherson and Winnie. Both these feeder streets are already at capacity.

During Redlands School AM and PM pick up hours, and commuter peak hours, Parraween Street and its feeder streets become particularly congested. The two key intersections in Winnie Street (Military Road and Gerard Street) are already at capacity. During peak times, it can take over 10 minutes for motorists to move a few metres on Winnie Street. This has been made worse due to red arrows needed for vehicles turning onto Military Road to ensure pedestrian safety.

It is already difficult and dangerous for motorists wishing to turn from Parraween Street into Winnie Street without adding any further traffic into the “arena.”

In short, the Pathways proposal will lead to even more vehicle movements in an already congested environment. In my experience extraordinarily little, or no, consideration is given to the **cumulative** traffic impact on roads in the immediate vicinity of a development which means we residents are left with the mess!

8. Loss of Solar Access

Parraween Street is a popular and pleasant street for walking and dining due to its sunny north aspect. During the winter months, Parraween Street receives sunshine until sunset. The Don Adan Cafe is one of the warmest and most pleasant places to sit down at and enjoy a beverage or snack as late as 4pm during mid-winter. A large bulky structure including a 7-storey building will result in loss of solar access and a loss of amenity for the entire community.

9. Construction timeline from demolition to lockup is given as 16-18 months. The Master Builders Association is quoted as saying that a unit build timeline to completion has blown out from 18 months to 33 months.

A development of Pathways scope is highly likely to take much longer as is evidenced by the time other developments in the area are taking. These lengthy construction times are very detrimental to the neighbourhood (think truck movements, noise, and mess everywhere) as well as being particularly disturbing to immediate neighbours – especially when work is allowed on Saturdays!

I believe the Pathways proposal is not in the best interests of my community.

Yours sincerely

Catherine Clarke

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12 March 2025