

To:

Director Sydney Central Urban Renewal
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

From:

Office-bearers:

Laura Tilsed Secretary Holtermann Precinct
John Meadows Chairman Holtermann Precinct
Katherine Ballard Treasurer Holtermann Precinct

Contact details:

124 Atchison Street
Crows Nest NSW 2065
9436 3332
Secretary.holtermann.precinct@gmail.com

St Leonards and Crows Nest

Draft Green Plan

Submission.

1. Corrections.

- a. Correction at page 12, 2.4 Pedestrian and cycle network
Fig. 3. Cycle Route On Road Unmarked. This shows a cycle route from Christie Street along Atchison Street, turning north into Matthew Lane, then east through St Thomas Rest Park to West Street.
Some years ago North Sydney Committee and subsequently adopted by North Sydney Council changed this route. The new route is marked on the carriageway. From Christie St it goes on Atchison St (with a contraflow lane between Christie St and Mitchell St westbound) then turns south into Matthew St, east into Devonshire

St, then east into Huntington St to West St, with a contraflow lane for westbound cycles between West and Devonshire Sts.

The change was required because the path through St Thomas Rest Park did not meet the Regulation. It is at most 1200mm wide and was bi-directional for pedestrians and cycles. Pedestrians or cycles had to get off the path to pass. Entrances to the path from both Matthew Lane and West St are less than 1000mm wide.

The path is used by commuters, both experienced and inexperienced cyclists. Pedestrians range in age from the very young to the elderly and frail. The Park is a very popular off-leash park, with dogs playing, chasing each other, balls and sticks, running unpredictably on to the path. The path runs immediately beside the entrance to the children's playground. Young children can enter the path unpredictably.

It is dangerous for bi-directional pedestrians, cyclists and dogs to share a 1200mm-wide path.

The park is small and heavily used in a densely settled area deficient in open space. A former cemetery, it is of historic interest, with a heritage-listed cottage and surrounds, a heritage listed stone and iron fence and gates along West St, treed mounds and gardens and numerous historic gravestones and monuments. The few grassed areas are small.

Widening the path to meet safety regulations from a bi-directional shared pedestrian and cycle path would require demolishing part of the fences and gates, removing old, iconic trees, relocating gravestones and stone surrounds. And it would still run straight past the entrance to the children's playground.

The deviation around the small park is on quiet streets and adds at most a minute to the journey of a cyclist who turns north into West St. Most cyclists using the route turn south into West St bound for North Sydney, the City or Military Rd.

The regional bike route proposed by North Sydney Council from Herbert to West Sts via Chandos St, skirting the Warringah Freeway avoids the St Thomas Rest Park path. It seems from the 2036 Plan that the Atchison cycle path would remain as a local path.

b. Further correction in Fig.3. Ernest Place should be Ernest Street.

c. Further correction in Fig.3. Burlington Street is marked as a cycle path on the carriageway.

d. Further correction pages 28-29m Fig.9 also shows the bike path erroneously running through St Thomas Rest Park.

2. Other submissions.

- The 2036 Draft Plan's claim to deliver an extra 8.57 hectares of open space appears to be a significant over-estimate, given that some projects are either

not included in the Plan, are subject to investigation or are now unfunded and therefore may not proceed.

- The 2036 Draft Plan aims to provide 2000 more trees. This appears to be optimistic given that no funds are provided for kerb buildouts, or work on affected footpaths, utilities, awnings and powerlines.
- An expanded Hume Street Park is the key open space initiative from the St Leonards Crows Nest Planning Precinct, with significantly increased dwelling and job targets centred on Crows Nest Metro. We are dismayed that SIC funding for open space is primarily being directed to Willoughby LGA, when it is North Sydney and Lane Cove Councils which are providing most of the uplift. Reportedly Crows Nest Metro will have 10,000 passengers an hour through the station in peak. Residents in the high-rise (some with children and dogs), students, visitors and workers need well-located, accessible open space. We request that State Authorities work collaboratively with Council and the community for proper funding to allow timely delivery of this crucial project.