

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

Precinct contact details:

124 Atchison Street

Crows Nest NSW 2065

Phone: 9436 3332.

Precinct email: secretary.holtermann.precinct@gmail.com

St Leonards and Crows Nest 2036 Draft Plan

Submission

1. At page 4: Vision. (St Leonards) “safe and interesting laneways for people” :
We support this objective but note that lanes rarely provide footpaths for pedestrians, tend to be less well lit than streets, and that in most cases retail activation occurs if at all over a long period, making it difficult for businesses to survive. We strongly support laneways being shared spaces with low speed limits, perhaps 10kph.
2. At page 5, Atchison Street between Christie St and Willoughby Road is marked “activation and vibrant place”. We strongly support Atchison Street as a civic street, a main pedestrian thoroughfare to Willoughby Road, with ground floor retail and a boutique artisanal focus. Please note that this retail character extends from Christie St to Oxley St, and between Hume Lane and Zigzag Lane. From Oxley St to Hume Lane it is residential. (84-90 Atchison is approved for residential). There is retail and residential

at the intersection of Atchison St and Willoughby Rd. East of Zigzag Lane is the conservation area. This point also applies to references to Atchison St on pages 13, 15, 23 and 32,

3. At page 10 Guiding Design Principles we note that monolithic street wall effects are to be avoided. The 27 storey buildings proposed for the Over Station Development are at odds with this principle.
4. At page 11 under Place (Guiding Design Principles) we note that “insure no additional overshadowing of public spaces and important places” has been detrimentally and some might say cynically undermined on the Implementation Plan at page 49. This would also appear to apply to the discussion of Fig. 11 at page 26.
5. At pages 16 and 17, we strongly support the expansion of the Hume Street Park to create a “village green in the heart of the area” but are dismayed that no SIC money is proposed for this purpose, despite the very significant increase in dwellings and jobs associated with the Metro project. Regarding the plan for further acquisitions on Hume St, we share North Sydney Council Strategic Planners’ concerns regarding exposure of Willoughby Road backs and are further concerned that potential acquisition sites have been published, being aware of the difficulties Council faced negotiating the existing purchases.
6. At page 22: Regarding “Key planning principle introduced to ensure there is no additional overshadowing to Willoughby Road”, we are dismayed that this has already been eroded by the OM Rezoning Proposal. In particular, the Draft Plan for making Willoughby Road south of Burlington Street a pedestrian plaza/ mall, to increase our very limited open space has been compromised.
7. At page 24 Density we support more commercial zoning between St Leonards and Crows Nest Stations. Confining job opportunities to podium level in mixed use buildings would appear to satisfy short term value capture but jettison the long term goals of the Greater Sydney Plan.
8. At page 25, regarding Height, we reject the argument that North Sydney Council’s approval of the Planning Proposal for a 50 storey building at 619-621 Pacific Highway serves as a benchmark for 27 storey buildings over the Metro site. We agree with North Sydney Council’s strategic planners that St Leonards is of a very different scale and character to Crows Nest, with a character statement and strategic planning framework that dates back to 2006.
9. At page 28 regarding Land Use response on an integration strategy for the health and education precinct to promote a range of health related activities in the area, we do not regard the proposed use of site B (a hotel) in the Rezoning Proposal for OSD as a “health related activity”. We request that the proposed 17 storey building at Site B be used to provide jobs in health and education related businesses.
10. At page 30, we note that a new school site is proposed within a walking distance from Crows Nest Metro or St Leonards stations. We note that the Over Station Development sites on the Highway would meet all 4 considerations for a new school.

11. At page 31, we are concerned that the VPA negotiated by North Sydney Council at 100 Christie St has not been listed. We strongly support the agreed public benefit.
12. At page 33 we note the following: “:St Leonards, a strategic centre with the sixth largest office market in the Sydney Region, should grow to provide greater access to jobs close to where people live”. A predominance of mixed use buildings (at page 35) and a proposed hotel at Metro Site B (which would provide few jobs) will not meet the jobs objective of the Plan. Nor will it meet the goals of the Greater Sydney Plan’s 30-minute city. We note also with dismay that although at page 35 the Draft Plan” acknowledges that delivery of a high quality public domain and supporting services is important to attract knowledge sector businesses to the St Leonards office market”, relatively little SIC money is being allocated to North Sydney Council open space or public domain upgrades despite the significant impact of the Metro. We are dismayed that while the density and job targets are being met in North Sydney and Lane Cove Council areas, most of the SIC is allocated to Willoughby Council area which is providing little uplift.
13. At page 36, regarding parking strategy, we strongly support a strategy that reduces reliance on the private motor vehicle and prioritises walking, cycling and public transport.
14. At page 36, we support North Sydney Council’s strategic planners’ assessment of the foreshore link as an expensive recreational bike path. In our view, the Pacific Highway should have cycle lanes as the main north-south link, and we support Council’s argument for an east-west link from Herbert St to West St, skirting St Thomas Rest Park beside the Warringah Expressway, as shown in Fig. 18 on page37. In our view this should receive SIC funding. We note, however, that Chandos St is a collector road linking the Highway with the Warringah Expressway via Willoughby Rd and Brook St. There is heavy traffic in peak hour, so cycle lanes and intersection improvements/ management would be required.
15. At page 36, we strongly support pedestrian improvements for key civic streets and Atchison St, and Clarke, Sergeants and Christie Lanes.
16. At page 37, Fig. 18 appears to show a cycle link on the through-link between Willoughby Rd and Hume St Park. We strongly object to this.
17. At page 38, while we may support changes to the location of bus stops on the Highway near the Metro , we are concerned at “bus network reorientation to the Sydney Metro line”, if this means removing bus services which may seem to duplicate Metro services. Bus services do not duplicate train services. A bus between Crows Nest and North Sydney, for example, enables the passenger to alight at the Crows Nest Centre, the Baptist Church, Woolworhts, North Sydney Girls High, the Mater Hospital, the Police Station , St Thomas Church and McClaren St, before Victoria Cross. The bus service is the fine grain. The Metro is the blunt instrument.
18. At page 39, regarding cycle counts, we note that commuting cyclists are going through Crows Nest from 6.30 .

19. At page 39, regarding a proposed cycle route on Chandos St, please see our comments at point 14. Regarding the cycle route through Burlington St, we are puzzled as to the suggestion of a possible future through-site connection to the Metro site via Clarke Lane. As we understand it, there will be access to the Metro from the Highway and from a portal near the intersection of Clarke St and Hume St. The Burlington St cycle route joins Clarke St, so it is already accessible to the Metro.
20. At page 39, we strongly support enhanced amenity along Clarke Lane, including making it a shared zone with low traffic speed, possibly 10kph. However, in our view the shortest route for commuters to transfer from Crows Nest Metro to St Leonards Station is via the Highway, and we strongly support improvement in pedestrian amenity along the Pacific Highway. Similarly, in our view and experience, pedestrians going from Willoughby Rd to St Leonards Station are more likely to take Clarke, then Oxley Streets to Albany or Atchison St, than Clarke Lane.
21. At page 39, regarding the Government Architect's recommendation for a north-south pedestrian and cycle link as a priority, in our view while there are multiple north-south routes – Oxley-Clarke St linking to Willoughby Rd; Willoughby Rd which links to the Highway and to Burlington St; Alexander St which links Chandos St to Falcon St and the Highway; and West St which links Amherst St to McClaren St. In any event, clearly the most direct north-south link for pedestrians and cyclists is the Pacific Highway, and we strongly support cycle lanes and improved pedestrian amenity;.
22. At page 40, we strongly support reducing car and parking demand in Crows Nest St Leonards.
23. At page 41m we strongly support the closure of Hume St between Clarke St and Pole Lane, to expand the Hume St Park. We also strongly support traffic lights at the Alexander St/Chandos St intersection. We also support a new right turn from the Highway south bound on to Oxley St (west of the Highway) to reduce traffic on the eastern side of the Highway.
24. At page 43, we support no changes to Willoughby Rd and Alexander Street. Regarding Willoughby Rd, we strongly support the buses on Willoughby Rd. Given the outdoor dining areas along Willoughby Rd, we note that for the most part between Albany St and Burlington St, Willoughby Rd is effectively one lane in both directions. We are aware that there are cyclists on Willoughby Rd, in the carriageway used by buses, but we emphasise that traffic on Willoughby Rd in the Village travels slowly and that pedestrian crossings slow it further. Therefore we can see no reason for bike lanes in Willoughby Rd between Chandos St and Burlington St. In fact, bike lanes in that section of Willoughby Rd would jeopardise the excellent bus services. As we said in Point 17, the Metro is not an alternative to bus services.
25. At page 44, we strongly support pedestrian vehicle shared zones along Clarke Lane, including traffic calming measures.
26. At page 45 Fig. 22 regarding the proposed station to station link via Clarke Lane, while in theory it may seem that Clarke Lane is a natural station to station link, and the fact

that several building sites will be redeveloped in connection with the Metro provides an opportunity for laneway activation, in our view, even with a 1m setback, Clarke Lane will still be a canyon. Pedestrians prefer wider streets with good public amenity and interest. And as we said at point 20, if the Metro portals are on the Highway halfway between Hume and Oxley Sts, and near the Clarke/Hume St intersection, presumably for access to the Village, then clearly the Highway is the quickest and most convenient route for pedestrians between the two stations and we request that public domain amenity along the Highway be enhanced.

27. At page 46, regarding proposed additional acquisitions to further expand Hume Park, we share North Sydney Council strategic planners' concerns regarding rear lane access and amenity of affected Willoughby Rd properties and we are also aware of the problems arising for Council negotiators with the identification of sites for acquisition.
28. At page 49, regarding solar access, we are pleased to note that proposed heights for lots north of the Christie St Reserve (at Fig. 24) appear to allow reasonable solar access. However, we note that the proposed rezoning for the over Metro development will reduce solar access to the Hume Street Park, Ernest Place and the southern end of Willoughby Rd, where there is a Draft Plan for additional open space by closing the carriageway between Burlington and Falcon Sts.
29. At page 50, Fig. 18, regarding the proposed heights of the over Metro sites on the Highway, we are concerned that, because of their proximity to Willoughby Rd, they will reduce solar access to areas critical to the appeal and amenity of Crows Nest – Hume Street Park, Willoughby Rd, including the south end between Burlington and Falcon Sts, subject to a Draft Plan for additional open space by way of a plaza, and the heart of Crows Nest, Ernest Place.
30. At page 50, Fig. 24, regarding the Triangle Site designated as a State Significant Site, (noting that North Sydney Council has unanimously voted that it be removed from that classification) while we recognise that redevelopment of this motley collection of mainly tired buildings (with the possible exception of 391-393 Pacific Highway) would enhance this landmark site in Crows Nest, we note that surrounding sites have low zoning (2, 3 and 5 storeys, with proposed 8 storeys on the other side of the Highway), in recognition of the District North Plan, which supports the protection of the low scale of the Hayberry conservation area and Willoughby Rd.
31. At page 54, regarding activation of Atchison St and Clarke Lane, please note our comments at points 2, 20 and 26.
32. At page 55, regarding more active retail uses in the St Leonards core, we are concerned at the tendency of planning proposals and development applications to rely on retail at ground level (cafes and restaurants) or serviced apartments or a hotel rather than commercial offices. The 30-minute city and particularly a strategic centre and a health and education precinct required full-time professional jobs for a well-educated work force to meet job targets and the District North Vision. Such jobs also support the Willoughby Rd retail services.

33. At page 58, regarding regional pedestrian and cycle paths, we strongly support enhanced pedestrian amenity and separated cycle lanes on the Pacific Highway as the preferred north-south regional connection. We also support the Chandos St link from Herbert St to West St skirting the Warringah Freeway around St Thomas Rest Park. We agree with North Sydney Council strategic planners that pedestrians and cyclists should not be relegated to laneways. Henry Lane ends before Willoughby Rd. As previously indicated while we strongly support enhanced amenity, safety and traffic calming measures on Clarke Lane, we regard the Highway as the quickest pedestrian link between the two stations and support improved amenity for pedestrians. Also, in our view, Clarke and Oxley Streets and either Albany or Atchison Streets, are more likely links for pedestrians between Willoughby Road and St Leonards Station because they are not canyons, they have better solar access, better public domain and more interest and more people, which is important for safety. .Regarding improving cycling facilities on Burlington St, we strongly support the retention of bus services on Burlington between Willoughby Rd and Alexander St. Cycling amenity must not jeopardise this. Buses are a safe and convenient transport mode for the very young, school children, most commuters and the elderly, and while we support cycle routes, we do not think they should have priority over well-patronised bus routes when alternate routes are available.
34. At page 59, we strongly support additional pedestrian crossing legs on the Highway at Oxley, Herbert and Christie Streets and improved pedestrian crossings along key walking and cycling routes such as Chandos St,, Willoughby Rd and Atchison St.
35. At page 59, we strongly support no additional parking in new developments in the high-rise area of Crows Nest/ St Leonards. We also strongly support funding a right hand turn only movement from the Pacific Highway to Oxley St West for south bound traffic to reduce traffic in the St Leonards core.
36. At page 60, Fig. 30, we do not support SIC funding for the foreshore to foreshore link.
37. At page 61, in regard to Design Principles for any future integrated station development we regard “minimising overshadowing” and “consideration of heritage areas” as too vague. To protect the character of Crows Nest Village and the heritage conservation areas the principles need to be detailed, to provide certainty.
38. At page 62, regarding significant site design criteria, we note that the proposed Site A and Site B over Metro proposals appear to have ignored the slender tower criterion as well as gradual transitions, sensitive interfaces and appropriate response to the scale of the street criterion.
39. At page 64, regarding the Precinct Support Scheme we request funding for the Hume Park Expansion and we express our dismay that Sydney Metro seeks to avoid paying the SIC and S7.11 contributions given its impact on Crows Nest St Leonards. We reject the argument that the Metro station is sufficient public benefit. We are dismayed that North Sydney Council and Lane Cove Council areas are providing most of the uplift while Willoughby Council is receiving most of the SIC funding, including funding for the

recreational cycle path foreshore to foreshore link. While a VPA is still an option, the SIC seems likely to erode North Sydney Council's capacity to negotiate reasonable public benefit.

40. At page 65, we are dismayed that future planning proposals may be inconsistent with the Plan and that Crows Nest Metro is an exception to the rezoning process.
41. At page 67, we strongly support new pedestrian treatments to the northern and eastern legs of the intersection of Willoughby Rd and Atchison St.
42. At page 67, we are strongly opposed to a cycleway link along Willoughby Rd from Clarke St to Atchison St for reasons set out in points 24 and 33. The residents of Crows Nest do not want the bus route on Willoughby Rd jeopardised.
43. Appendix P9. We strongly support a signalised intersection at . Christie/ Chandos Street
44. Appendix P10. We support a separated bi-directional cycle path on Chandos St, providing it connects to West Street by skirting the Warringah Freeway.
45. Appendix P10, we strongly support a northern crossing leg to the existing signalised intersection of Willoughby Rd and Chandos St.
46. At page 69 OS 3. While additional acquisitions would further expand the Hume Park, please see our reservations at point 5.
47. At page 70 Appendix C1, we request that the public benefit shared workspace agreed under a VPA for 100 Christie St be added to the list of SIC exemptions.
48. At page 70, Appendix Public Transport 1, we request details of the proposed interchange between Pacific Highway bus services and Sydney Metro. As previously indicated, we are strongly opposed to moving the Willoughby Rd bus service 343 to the Pacific Highway to facilitate a cycle lane on Willoughby Rd.
49. At page 70 at Active Transport 4, we strongly support a new north west crossing leg for pedestrians at the Pacific Highway and Oxley St intersection.
50. At page 71, item 10, we are strongly opposed to cycles using the Willoughby Rd to Hume Street Park mid-block link.
51. At page 71, as previously argued, while we strongly support improved safety and public domain amenity for Clarke Lane, we do not believe that it is likely to be a significant pedestrian link from Sydney Metro to Albany and Atchison Sts. In our view, the Pacific Highway and Clarke/Oxley Sts will provide the main links. See points 20 and 26.
52. At page 72, Open Space 19, we are dismayed that that North Sydney Council is to fund the Hume Street Park expansion despite the uplift generated by the Metro the projected increase in dwellings and jobs and the huge increase in pedestrian numbers (10,000 per hour in peak). Similarly, at Open Space 21, we are dismayed that North Sydney Council is to fund public domain improvements to Oxley and Mitchell Sts between Albany and Chandos Sts.
53. At page 73, Social Infrastructure 26 we note with dismay that a local TAFE is again being sacrificed to provide the location for a school. Another option would be to locate it in one of the Pacific Highway Over Station sites.