

To:

Major Projects Assessment

NSW Department of Planning and Environment

Attention: Director Infrastructure Projects

From:

Laura Tilsed Secretary, Jacqui Cannon Treasurer & John Meadows Chair

Holtermann Precinct Committee

124 Atchison Street

Crows Nest 2065

25 June 2016

Dear Sir/Madam

This is a submission regarding the EIS for the Sydney Metro City & Southwest:

Chatswood to Sydneham Project.

The Holtermann Precinct is part of North Sydney Council's Precinct Network set up to facilitate public consultation. Our Precinct includes that part of St. Leonards within North Sydney Council LGA and Crows Nest. The Crows Nest Metro Station is located within the Holtermann Precinct.

Our submission:

- **Identifies errors in the EIS;**
- **Strongly supports consultation with North Sydney Council particularly with regard to the careful and detailed planning strategies for the area set out in the St. Leonards/Crows Nest Precinct Studies 2012 – 2015 (Vol. 1B at 506), together with the Council-approved Hume Street Park Study and the on-going careful and detailed Study for Precinct 4. These Studies, which provide for increased open space, improved connectivity and street level amenity, and high quality urban**

design and built form, have received strong community support from the business as well as the residential sector;

- Strongly supports proposals in the EIS for improved pedestrian and cycling facilities to access the Metro Station;
- Strongly supports the “ no provision for private motor vehicle parking near the Station” policy for Metro users;
- Strongly supports the maintenance and improvement of access to the station by bus. We strongly support Council’s strategic objectives of promoting public transport, walking and cycling and reducing reliance on the private motor vehicle;
- Strongly supports the proposed taxi rank and kiss-and-ride facilities on Clarke Street for improved access to the Metro;
- Noting that the EIS recognises that the Hume Street Park is the only green space (Vol.1B at 627) and the most significant open space in the area (Vol. 2D at 53) and that it is presently an awkward park to access due to the mound next to the Indoor Sports Centre and the location of the childcare centre (Kelly’s Place); noting also that one of the objectives of locating a Metro Station at Crows Nest is to enable more jobs and dwellings to be created in the area, a policy which will clearly increase pressure on the park; and noting further that providing better pedestrian links to Willoughby Road would facilitate pedestrian traffic through the park to and from the Clarke/Hume Street Metro access portal, we request that the NSW DOPE consider making a contribution to improving pedestrian access through the Park;
- Regarding the significant impact with respect to vibration, noise and dust caused by excavation, the various phases of construction, the power supply upgrade, haulage of spoil and delivery of supplies, traffic changes and detrimental visual amenity to the building (retail/commercial and residential) at 22-26 Clarke Street, immediately to the east, between Clarke Street and Clarke Lane, and noting with concern that work may proceed 24/7 for possibly 72 months and noting further that building in the over-^{station}space may be sequential rather than concurrent, prolonging adverse amenity impacts, we request careful planning, on-going monitoring and all necessary mitigation measures to protect owners and occupiers at this vulnerable site.
- Regarding the heritage listed buildings in the vicinity, and particularly 28-34 Clarke Street (the St. Leonards Centre) we request all necessary mitigation measures to prevent damage whether cosmetic or structural;
- Regarding the childcare centre Kelly’s Place) we request particular care regarding additional traffic stemming from the site on Clarke Street, including haulage trucks and light vehicles, and dust from the construction site which may detrimentally affect children with asthma.

Errors in the EIS documents.

1. At several points, particularly in Vol.2D, the Hume Street Park is incorrectly called the Clarke Place Park (e.g. pages 6, 53, 54, 57, 58, 59 and 67).
2. In Vol.2D at 53, It is stated that the St. Leonards/Crows Nest Planning Study 2011-2014 (referred to in Vol.1B at 506 as the 2012-2015 Studies) identifies the St. Leonards Centre (28-34 Clarke Street) as a potential location for new open space, expanding the Hume Street Park (incorrectly throughout Voll.2D called the Clarke Place Park). The St. Leonards Centre is a heritage listed building. To our knowledge, North Sydney Council has not envisaged demolishing it. The author may have confused the St. Leonards Centre with the North Sydney Indoor Sports Centre. This building is located at the northern end of Hume Park and Council has approved concept plans to expand the Park by demolishing the Sports Centre and the Hume Street Car Park and relocating them underground. On page 60, the St. Leonards Centre is correctly identified as heritage listed, and further down the page, correctly distinguished from the North Sydney Indoor Sports Centre which is described as shed-like, with an above-ground car park.
3. We note that former TAFE campuses in Crows Nest are now high schools.
4. We note that in the A3 EIS Summary at 52 the relevant Council for consultation regarding further investigation of enhancement of pedestrian facilities around the Crows Nest Metro Station is stated incorrectly to be Willoughby Council. It should be North Sydney Council

Improved pedestrian facilities.

We strongly support a new signalised pedestrian crossing on the northern side of the Pacific Highway/Oxley Street intersection.

We strongly support new pedestrian crossings on Clarke, Hume and Oxley Streets.

We strongly support investigation of further enhancement of pedestrian infrastructure around the station in consultation with the RMS and North Sydney Council.

Improved Cycling Facilities.

We strongly support new bicycle/bike parking on Hume and Oxley Streets, near the Metro access portals.

We strongly support the new on-road marked cycle link on Hume Street between Clarke Street and Nicholson Street.

Support for public transport.

We strongly support maintaining existing bus stops on the Pacific Highway close to the Metro Station.

We strongly support new kiss-and-ride and taxi bays on Clarke Street.

Noise, dust, vibration and light spill mitigation.

We strongly request all necessary mitigation measures to protect residential and business amenity.

Traffic management.

We strongly request careful planning and on-going monitoring to ensure that the amenity of residents, visitors and workers is not adversely affected by 24/7 vehicle traffic associated with the project and that access to off-street parking is maintained.

Yours sincerely

Laura Tilsed, Jacqui Cannon and John Meadows.