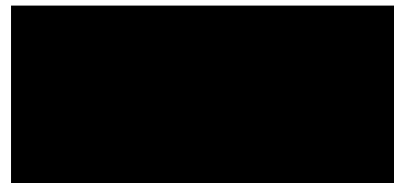


Jonathan Falk Planning Consultants Pty. Ltd.

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ABN 29 002 841 796

urban planning & design
traffic & transportation
community & heritage impacts
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environmental assessments

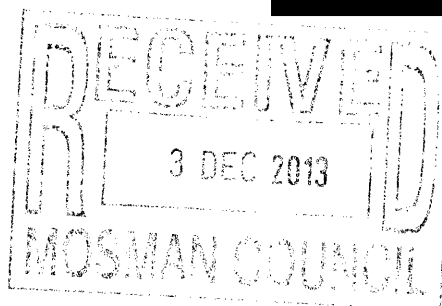


30 November 2013

Manager
Mosman Council
PO Box 211
Spit Junction NSW 2088

Attention: Mr C. Vertel

Dear Sir/Madam



NW



Spit Junction Masterplan: Exhibition to 3 December 2013

I have inspected the **Exhibition of Spit Junction Masterplan** at the Council Chambers and discussed the proposals with Mr Vertel on Monday 20 November 2013. I have been through all of the documentation, including the drawings, **but could not see any independent surveys.**

Generally I do **not agree with the proposals** for the major redevelopment shown in the Exhibition. I set-down my points below and ask for further review of the **Spit Junction Masterplan:**

1. Smaller rather Larger Redevelopment Spit Junction

The proposed **Masterplan** includes buildings of up to ten (10) storeys on four sites and up to six (6) storeys on all sites. This will have a major impact on adjoining houses and units within the study area and adjoining streets including:

- Loss of sun, particularly in the winter;
- Increasing winds in the streets and in public and private gardens;
- Major increase in noise from new buildings as well as additional vehicles; **and**
- Loss of enjoyment walking in and around Spit Junction.

There have **not been any detailed surveys** of people living and using Spit Junction and adjoining areas. It is **not necessary** to have a major redevelopment in Spit Junction. It would be better to limit the height to **five (5) floors**, similar to the three recent developments on Military Road which have ground floor shops and up to four floors above.

2. Consideration for residents, business owners and tenants

There are many people who live in the area to be redeveloped, including retirees, business owners and tenants. More consideration should be given to the needs of senior citizens who use Spit Junction during the daytime. For example, the pedestrian lights at the junction of Military Road and Spit Road do not allow enough time for seniors to cross the road. Consideration should also be given to improving the senior citizens centre, possibly by extending the redevelopment on the existing car parking area.

There should be independent surveys of people who use the shops at Spit Junction, those living in the area and local business owners and tenants. As a town planning consultant, I did reports on shopping centre improvements for several local Councils in the 1980s and always obtained independent surveys before I developed a plan.

3. Future Population of Spit Junction within the Masterplan Area of Spit Junction

The Masterplan provides for buildings of up to ten storeys on four sites, and up to six storeys on all other sites. If there are four units per storey, this would be 160 units on the 4 x ten-storey sites and 240 units on 10 x six-storey sites. Allowing for one to two people per unit, these sites would accommodate between 600 and 800 people. However, the Masterplan refers to '500 to 850 new dwellings.'

A review of projected users and residents of Spit Junction should be carried out to determine how many dwellings are needed.

4. Cowles Road to Military Road: Buy adjoining properties

There was no discussion in the Exhibition about the existing Crystal Carwash and the adjoining heritage building on Cowles Road adjacent to Boronia House which is currently used as offices. The Council should buy these two properties, remove the car wash and restore the Cowles Road building. This would provide a view to Bridge Point and residential areas from Military Road to people travelling east to Spit Junction by car, bicycle, bus and pedestrians. This would be a vast improvement on the current view. These areas should be connected to Boronia House and the reservoir.

Council receives advertising new revenue from billboards on both sides of the bridge connecting Military Road and Bridgepoint and this could be used towards purchase of these properties.

5. Greater Union Cinema, Spit Road and Clifford Street, adjoining the Garrison and Killarney Retirement Village

The old Greater Union Cinema was built in 1988 but has been closed for almost two years. I was hoping the State government would buy this site for public buses and possibly residential housing above. The current bus stop to the city at Spit Junction is heavily congested, particularly during the morning peak with several buses lined up along Spit Road travelling into the city, North Sydney and Chatswood. The problem has got worse since the M30 began service because it is a double bus that often does not pull up to the stop, causing a bottleneck while long queues of people are getting on the bus.

I request that Council approach the State Government to buy the Greater Union site to alleviate the congestion.

I enclose my submission attached to the Hon. Jillian Skinner MP, Minister Health and Member for North Shore, dated 4 September 2011 in which I asked the Government to buy this property.

6. Pedestrian and Vehicle Safety at Spit Junction

When I came to live in Mosman in September 2009, I was very concerned about pedestrian crossing Spit Road. There is **no barrier** on Spit Road between Military Road and Ourimbah Road. I also raised this matter with Minister Skinner in my letter of 4 September 2011 (see attached letter mentioned in point (5) above) and with Council. I ask a further review.

Conclusion and Recommendations

I do **not support** the above proposals and suggest a smaller redevelopment of Spit Junction. Further surveys and a new plan are required. I recommend:

1. That the proposed redevelopment of Spit Junction be delayed, pending further review
2. That the following independent surveys be carried:
 - a. People using Spit Junction for shopping and service (such as Medicare and medical appointments).
 - b. Residents in the area covered in the study and adjoining streets
 - c. Local shops and business owners.
3. That new buildings be limited to no more than five (5) floors.
4. That the Masterplan include a proposal to buy the two properties between Clifford Street and Military Road by compulsory acquisition.
5. That the Masterplan include a proposal to buy the Greater Union site on the corner of Clifford Street and Spit Road.
6. That consideration be given to a new building on the car-parking site adjoining the Council Office and Library.
7. That pedestrian barriers be installed between Spit Road and Ourimbah Road.
8. That Council to provide a new 'fourth option' for low density.

I look forward to your reply to the eight matters above.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'J Falk', with a stylized flourish at the end.

Jonathan Falk, BTP Hons, M Eng Sc (Transport), Certificate as Town & Country Planning
(Local Govt. NSW), Fellow, Planning Institute of Australia
Jonathan Falk Planning Consultants Pty Ltd

Attachment: Letter to the Hon. Jillian Skinner MP, 4 September 2011 (3 pages).

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4 September 2011

The Hon. Jillian Skinner MP
Minister for Health
Member for North Shore
3/40 Yeo Street
Neutral Bay NSW 2089

Dear Minister

Proposed Improvements to Pedestrian and Vehicle Safety at Spit Junction

I am writing to you to express my concerns about pedestrian and vehicle safety at Spit Junction. As you know, this is a very busy intersection with major bus stops on either side of Spit Road, large vehicles turning left into Spit Road from Clifford Street and Punch Street and right from Military Road into Spit Road, and pedestrians crossing in three locations (across Spit Road, and two crossings on Military Road). Moreover, there is no barrier along the middle of Spit Road between Military Road and Ourimbah Road. I travel by public transport every day from the bus stop on the eastern side of Spit Road and am very concerned about the potential for accidents at this location.

I have been a town planner from 1971, specialising in traffic and transportation since 1974. I have also been involved since 1978 with the Planning Institute of Australia (NSW Division) and for a number of years have been a member of the Institute's Transport Chapter which deals with transport issues in the Sydney metropolitan area.

I ask you to consider the following suggestions

1. Reduce the width of the road and introduce a pedestrian crossing on Clifford Street at the intersection with Spit Road

When crossing Clifford Street at Spit Road from either direction, it is difficult for pedestrians to see large vehicles approaching, particularly buses turning south into Military Road, and there is no pedestrian crossing. In addition, the Metrobus (M30) is often parked on Spit Road near the intersection with Clifford Street, and it is impossible to see traffic approaching from the north and turning into Clifford Street.

At the bus stop on the eastern side of Spit Road, there is insufficient space for buses to pull in, especially at peak hours when there are more bendy buses in operation. This means that buses are banked up waiting to approach the bus stop.

I suggest the following:

- Reduce the width of the road by extending the pavement on both sides of Clifford Street near Spit Road to the normal width (approximately 2 metres);
- Extend the bus stop on the eastern side of Spit Road by approximately 1 metre; and
- Introduce a pedestrian crossing at Clifford Street.

Extending the pavement on the south side of Clifford Street would allow more room for the bendy buses (L90, L85 and M30) and improve pedestrian safety.

2. Construct a centre barrier on Spit Road between Military Road and Ourimbah Road

There are pedestrian crossings on Spit Road at the traffic lights at Military Road and at Ourimbah Road. However, I have seen some pedestrians attempting to cross the road between these sets of lights because there is no centre barrier. It is fortunate that there have not been more accidents, but the risk would be minimised if there a barrier was built, as there are on Military Road at Spit Junction, as well as Cremorne and Neutral Bay shopping centres. There is also insufficient time to cross from the east to the west side of Spit Road at these traffic lights, leaving pedestrians who cannot walk quickly stranded on the island in the middle of Spit Road and at the risk of being hit by fast moving traffic travelling north.

I suggest the following:

- Construct a new centre barrier along Spit Road between Military Road and Ourimbah Road. This will improve pedestrian and vehicle safety.
- Extend the time allowed for pedestrians to cross at the lights at the intersection of Spit Road and Military Road by 10 seconds.

3. Redevelop the old Greater Union cinema site for use by buses

The Greater Union cinema at Spit Junction closed in January 2011. There is a large underground car park at this site, and possible uses have been discussed in the *Mosman Daily*.

I suggest the following:

- Commission a report on the feasibility of the State Government purchasing this site for conversion to a bus station and bus parking area. This would greatly improve the flow of buses through Spit Junction, as well as reducing the impact on local residents of buses parked in Punch Street, Clifford Street and on Spit Road.

4. Introduce community meetings to discuss public transport

There are no community meetings to discuss improvements to public transport and express concerns about pedestrian safety. The only option at present is to ring the transport hotline on 131500.

I suggest the following:

- Introduce monthly community meetings for residents on the north shore and northern beaches so that matters of public concern relating to public transport, roads, vehicles and pedestrians can be discussed. For example, there a new traffic sign has just been erected on the western side of Spit Road near the post office. This is a huge structure which could cause a hazard to pedestrians and no advance warning was given that it was to be introduced.

I hope you will give the above matters your consideration and I look forward to receiving your comments in due course.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'J Falk', written in a cursive style.

Jonathan Falk

BTP Hons (UNSW), Eng Sc (UNSW), Cert Town Planner, Fellow PIA
Jonathan Falk Planning Consultants Pty Ltd