

SSD-66826207 – Fiveways Site including Affordable Infill Housing

Submission by Richard and Marianne Blow

We OBJECT to this application.

The site in question has already undergone significant height and floor space increases as part of the government-led 2036 Plan, gazetted on 29 August 2020. The applicant submitted two planning proposals, resulting in an amendment to the North Sydney LEP (2013) for a mixed-use development with a maximum Floor Space Ratio (FSR) of 5.8:1, a minimum non-residential FSR of 2.5:1, and a maximum building height of 58.5 meters. This amendment was dated 6 December 2023.

It is important to highlight that the Department of Planning sought and received guidance from the Government Architect on the most suitable development parameters, including height, for this site. The recommended height was 16 storeys. Despite this, an amendment was approved for a 22-storey tower with an FSR of 7.54:1, excessively leveraging the SEPP bonus provisions for affordable housing. This lack of strategic alignment is concerning, given the Department of Planning's own recommendations for a significantly lower height.

The 2036 Plan established a framework wherein maximum heights were designated at the two stations, with a transition to lower heights as developments approached lower height residential and conservation areas. This application flagrantly disregards this framework, as does the already approved height of 58.5 meters.

The 2036 Plan itself recommended that affordable housing be integrated within the uplifted heights and delegated the implementation to Councils through their approved Local Housing strategies and plans. It is feasible, under the 2036 Plan, to mandate a reasonable level of affordable housing within the approved developments. The government should adhere to this framework and discontinue SSD applications seeking additional height within the 2036 Plan area.

Specific Concerns and Impacts of the SSD Application:

1. **Visual Impact:** The proposed height will dominate the skyline, detracting from the aesthetic of the surrounding lower-rise residential and conservation areas.
2. **Traffic Congestion:** Increased density will exacerbate traffic issues, particularly during peak hours, impacting the liveability of the neighbourhood.
3. **Infrastructure Strain:** The current infrastructure (including water, sewer and power) is not equipped to handle the additional load from a development of this magnitude.
4. **Community Character:** The proposal is incongruent with the character and scale of the existing community, leading to potential socio-economic imbalances. It will have a detrimental effect on the area and an adverse impact on the thousands of people who use the area daily.
5. **Degradation of Local Liveability:** The size / height proposed resulting in severe overshadowing, loss of light and creation of wind tunnels, would detrimentally effect existing residents in the area, specifically those living in Hayberry Street and Laneway, the Pacific Highway opposite, Sinclair Street, Shirley Road top-end. It is astounding that the EIS has made no critical examination of the proposal. The purpose of an EIS is to identify all issues and if necessary, to produce recommendations for solution. It provides no comment on the Traffic Impact report, Shadow Diagrams, Bulk and Scale of the building, Wind Effects and other factors of design that will negatively impact amenity. The development should be in accordance with the 2036 Plan.

For these reasons, we strongly urge the rejection of this application.

Sincerely,

Richard and Marianne Blow

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