

From: [REDACTED]
To: [Russell Hand](#)
Cc: [\[redacted\]](#)
Subject: HPE CM: NORTH SYDNEY METRO STATION DA OBJECTION
Date: Monday, 25 June 2018 6:05:39 PM

Dear Sir / Madam

Objection to the North Sydney Metro Site Development Application ID 17_8874 could be raised to a number of matters that might be conveniently categorised as *only detail*. However the following unresolved issues are matters of principle that initially require resolution before the application as a whole can be responsibly considered.

1. How can this independent commercial proposal be separately considered and, qualified only by its value, still be justifiable as a matter of genuine State Significance As a separate application? It should be interpreted only to be of commercial significance. It's justification in isolation carries no weight as infrastructure and does not go beyond its commercial asset value. The application therefore initially appears to fail other than by definition of its nominal value. If that means the legislative intent is that the state can determine the returns from any state significant development according to its own whim and can ignore the value of any proscribed planning context that might deem otherwise (presumably also of state significance) then it is a sorry outcome of the legislation.
2. In this case the opportunity afforded by this narrowly conceived commercial proposal to fully address the significance of the site location falls well short of reasonable expectations. The scale of development and its critical location warrants far greater provision of pedestrian orientated public- circulation open space , in return for the advantages of the site's location and as a partial counter to the dearth of opportunity currently within North Sydney.
3. A singular opportunity to further provide underground pedestrian network connections could in some ways compensate for north Sydney's poor pedestrian environment at grade but this too has been lost in this application. Emphasis on connection to Greenwood Plaza, the existing Railway station and the bus interchange is essential to the future of North Sydney's state significance as a sustainable centre. Where is the evidence to suggest this has even been contemplated let alone investigated: much less included to allow even for meaningful potential connection in the future.
4. Beginning at the macro level the application justifies a fundamental review before its resubmission as an *application of state significance* and one that goes beyond maximising commercial development return in isolation. Presently it is a site-opportunity lost, within a North Sydney that is otherwise not dependent upon excessive commercial development for its viability as a centre of state significance and where overdevelopment of individual sites could be of greater concern, as matters of equal or greater state significance.

This objection is made constructively to better address a state initiative that is acknowledged to be as welcome as it is necessary. However exploiting the full opportunities offered by the nature of the development for needed connectivity is ignored while the commercial return has been maximised. If the potential offered by the state's intervention is to be fully justified then the return, as a state significant enterprise, needs to be better balanced in order to address this opportunity.

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