Malcolm McDonald
Acting Executive Director, Housing and Urban Renewal
Department of Planning and Environment
GPO Box 39 Sydney, NSW 2001

Dear Malcolm,

Submission on Crows Nest Sydney Metro Site Rezoning Proposal

1. I object that the proposed development does virtually nothing to meet the employment goals for the area. The Greater Sydney Commission envisages thousands of more jobs for this area – not an oversupply of residential apartments.

2. I object to this proposal over-riding Council planning controls - and in particular I object to the inconsistency of this specific proposal with North Sydney Council's 'Placemaking and Principles Study for Crows Nest'. There is simply no demonstrated need for a change in normal, established planning practice to occur.

3. I object to the height and mass of the proposed buildings. Buildings of this size are not needed to meet Crows Nest's projections for increased residential stock to meet Greater Sydney Commission growth projections for the area. On the contrary the area is already ahead of the 2021 targets, plus has several large residential towers already approved or under construction. This Integrated Station Development design is purely driven by the State Government's decision on which 'value capture' model they prefer to use in this instance.

4. I object to the blatant attempt in the DRAFT St Leonards Crows Nest Plan 2036 to create a high rise corridor down the Pacific Highway, including this Metro Rezoning proposal. This disregards the objective of protecting the 'village atmosphere' of Crows Nest and ruins any ability to transition from the tower developments to the surrounding suburbs.

5. I object to the lost opportunity to create civic open space on the station site. Crows Nest has a very low ratio of open space compared to built space. I note there is no other large site nearby capable of providing this type of improved public amenity.

6. I object to the proposed bulk and scale of the high towers. These will be used by developers as a 'precedent' to 'justify' the building of more radically over-sized residential buildings in this same general area. We know developers are also keen to extend the high rise corridor all the way to North Sydney CBD.

7. I object to the lack of any social housing or community housing capacity in this proposal, or of any elder care capacity in the proposed buildings. They seem to be all full price residential units.

8. I object to parking areas immediately above the railway station, which will ruin the view and amenity at street level. In particular I further object that the 175 spot parking is designed for the residents in the towers above the station and not even for the local residents or commuters using the railway station. I also object to the absurd suggestion by Metro that this will not lead to more traffic congestion in the nearby streets.

9. I object that the Government knows there needs to be two new primary schools and high school in this area but has made no real attempt to locate such a space. It clearly does not intend to use the area above or adjacent to the railway station for this purpose.

10. I object to the significant overshadowing effect from these proposed buildings on to the surrounding streets, particularly from Five Ways along Willoughby Road up to Ernest Place. I further object to the catastrophic effect the development will have on Hume Street Park which the Council has been improving and expanding over the last decade.

11. I object to the Metro Rezoning Proposal being excised from the discussion on the broader 'St Leonards and Crows Nest 2036 Draft Plan'. It is at the discretion of the rail line builders whether they make the over station development design an integral part of, or a completely separate discussion to, the design of the underground station: this is not some fixed feature of railway or building construction. It is purely a convenient commercial choice by them at this stage to call this an 'Integrated Station Development' (ISD) in an effort to blunt discussion and debate about the site. They know the local communities broadly welcome a new rail station and line and do not want to delay that project.

Signature:

Name:

Address:

Date: