

Submission link http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9579

Concept State Significant Development Application – SSD 18_9579
Sydney Metro City & Southwest – Crows Nest Over Station Development

I strongly object to the above referenced application for the reasons outlined below:

1. The proposed OSD consisting of 2 x 27 storey residential towers, a 17 storey hotel and a 8 storey commercial tower is a wrecking ball for Crows Nest. It completely ignores the requirements of the Placemaking and Principles Study that underpins the St Leonards Crows Nest precinct. It is a shameful grab for value capture whilst ignoring the community's preference for retention of the Crows Nest village.
2. The proposed OSD would encourage developers to submit planning proposals for adjacent sites seeking to vary planning controls in the St Leonards Crows Nest precinct, thus further destroying the fine grain nature of Crows Nest.
3. The DPE has vowed to protect Crows Nest village more simply described as the Willoughby Road strip and this proposal destroys it. It is the duty of the DPE to reject the OSD proposal and insist on an alternative that meets the existing planning controls in the NSLEP 2013.
4. The buildings above the Crows Nest Metro station should be designed to support our destination as a Health and Education Precinct and to bring more jobs into the area, enabling achievement of the jobs target set by the Greater Sydney Commission.
5. I object to a change in planning controls for this site as proposed by the rezoning proposal. The proposed setbacks are designed to maximise the building footprints; not to enable Crows Nest to be a viable vibrant place.
6. I object to building any high-rise residential towers on this site. Residential developments do next to nothing to bring jobs and business to the area
7. I object to the proposed 17 storey hotel which if history is any guide would be doomed to failure just like the Ramada. That building has been converted to residential apartments and has done nothing to help create jobs.
8. There should be no building on Block C thus leaving that site available for a pedestrian plaza directly near the station entrance/exit.
9. I object to any parking on this site. We want the area to be as CAR FREE as possible.
10. Rather than residential buildings, this site must continue as a vital employment and business generating retail/commercial/service district without the encroachment of residential development which does nothing for jobs or business.
11. Any buildings above the Metro site should be part of an education hub. They could contain for example: a high-tech technology park; TAFE that specialises in technology, hospitality, cooking

and the film industry; a comprehensive, non-selective high school; a selective technology high school; a language school; a music school; a drama school; a dance school and a culinary institute.

12. I want any buildings above the Metro to contain services and activities that maintain and improve the health of the community: medical services; alternative health care; recreational spaces; a performance space; movie theatres; a new community centre; more childcare; a start-up hub and serviced offices.
13. I want any buildings above the Metro to become a go-to destination that bring people and jobs to the area – not more high-rise residential towers.
14. I object to the visual impact and dwarfing effect that the proposed buildings will have on Crows Nest and Wollstonecraft. The low-rise suburb will feel 'hemmed in'. The OSD development must reflect the fine grain nature of Crows Nest that currently exists.
15. I object to the overshadowing of Nicholson Street, Hume Street Park, Willoughby Road and Ernest Place in particular year-round, not just between 9:00 am and 3:00 pm.
16. I object to the inadequate setbacks as proposed along the Pacific Highway, Hume & Oxley Streets and Clarke Lane.
17. I want to ensure there are generous setbacks to enable wider sidewalks and tree lined streets.
18. I would like part of the site between Pacific Highway and Clark Lane dedicated to open space with a tree line to Pacific Highway and some green space as well.

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