

Director, Sydney Central Urban Renewal,  
Department of Planning and Environment,  
GPO Box 39,  
SYDNEY, NSW, 2001.

Dear Sir/Madam,

Crows Nest Sydney Metro Site Rezoning Proposal Submission

I object to the Proposal above for the following reasons:

Firstly, the proposed heights completely ignore your stated objective of protecting the village atmosphere of Crows Nest.

Secondly, the proposed building heights will create significant overshadowing of Ernest Place, Willoughby and Hume Street Park. These places provide the major open space for the area, open space which is in critical shortage. Hume Street Park will be largely in shadow from 4pm for most of the year. Also Ernest Place will be significantly overshadowed for much of the year in the late afternoon.

Thirdly, from all areas of open space in Crows Nest, particularly Hume Park, these proposed buildings will overpower the village and block off a significant component of the light and sky from west of the village.

Fourthly, the proposed building heights do not fit with the local character and community expectations for their village. These building heights are completely out of scale with the 2-3 storey height of the Crows Nest village.

Fifthly, buildings of the proposed height and bulk will create significant adverse visual impact on Crows Nest, parts of Wollstonecraft and the surrounding area. They visually separate Wollstonecraft from the village and create a physical barrier with the increased traffic congestion and road traffic.

Sixthly, there should be no above ground parking on the Metro site. Above ground parking does not meet any modern design excellence guidelines.

Seventhly, the proposed rezoning and non-residential Floor Space Ratio controls are completely inadequate and fail to meet the employment goals for the area.

Eighthly, there is already an excess of apartments in the St Leonards/Crows Nest area, and the residential targets contained in the District Plan are going to be easily achieved for this area without any need for this proposed residential development over the Metro station.

Finally, it is a complete failure of the State government that have allowed this development proposal with no additional open space.

In Vancouver, for instance, a new Metro has been recently completed and no station has any building over it other than a roof over the Station entrance. They have also placed all the operational equipment for the Station under the adjoining roads and pavements not in any ugly above ground buildings as proposed at all the Metro Stations.

Yours

Genia McCaffery