

28 November 2018

Anthony Roberts
Minister for Planning
Minister for Housing
Special Minister of State

<https://www.nsw.gov.au/your-government/ministers/minister-for-planning-minister-for-housing-and-special-minister-of-state/>

Dear Mr. Roberts

Crows Nest Station Sydney Metro – Rezoning Application

I am appealing to you as the consent authority in regard to this application to reject it outright.

In my submission to your department there are many good technical reasons why you could do so. But let's be clear about the applicant's reasons for wanting to rezone the site they own above the new metro station. It is about value capture by the easy route.

The primary reason for any station building is to provide:

- Easy access to the train platforms
- Shelter and safety of customers
- A building easily identifiable as a metro station
- Service to residents and workers who live and/or commute daily from to their place of residence or place of work.

A secondary reason might be to provide limited services within the station building such as cafes, newsstands, small agency shops and the like.

As a purely transport provider though there is no reason that Sydney Metro has to decide what form, size or shape the above station building will be. That decision must surely be made by planning authorities in collaboration with council and the community. Sydney Metro's input must therefore be limited to ensuring that the building fits with the underground station and to deal with its construction.

The financial considerations in regard to value capture must not be made by Sydney Metro. That is by rights a government decision whose views should be correctly aligned with community interests – not those of developers. As Renzo Piano said "publish a bad book and nobody needs to read it but build a bad building and it will be remembered for 100 years"

In other cities around the world, metro systems have been built without using the value capture model of tall buildings proposed by Sydney Metro. Take Paris, London, Barcelona, Madrid as examples where the local character has been preserved and metro systems thrive.

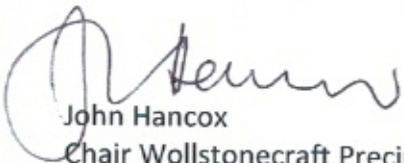
So it could be in Sydney and in Crows Nest. There is ample opportunity to build affordable housing within less than one kilometer radius around the station site without going above seven floors. The site above the station is best left to help create jobs - the primary objective of the North District Plan. The low/medium density affordable housing that comes with lower height buildings for mixed use would be a boon to solving one of the government's key promises.

The jobs objective of the plan will not be solved by Sydney Metro's plan. Instead, it will frustrate that objective which can only be addressed and solved by government led initiatives and investment. So please:

Forego the easy route proposed by Sydney Metro
Take the popular route chosen by your constituents.

Reject the proposal and get the community behind you.

Yours sincerely,



John Hancox
Chair Wollstonecraft Precinct
North Sydney LGA

Wollstonecraft.precinct@hotmail.com
0417 260 620