

Crows Nest Sydney Metro Site Rezoning Proposal Submission

Height

1. 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.
2. I object to the significant overshadowing effect from these proposed buildings which will hem in the surrounding streets and community.

Parking

1. I object to parking areas immediately above the railway station, which will ruin the view and amenity at street level.
2. The limited number of parking spaces (150) will see the parking in the surrounding streets increasing and limiting access by the current residents.

Waste Management / Deliveries / Traffic

1. At present it is noted that North Sydney Council has restricted hours for deliveries and waste management of 6 am to 10 pm, currently, many contractors and their sub-contractors do not abide by these times.
2. With regard to the Metro development, the number of commercial/retail shops that are required to organise their own refuse collection which will have deliveries could see

many more trucks visiting the immediate laneways. These trucks often use Clarke Lane as a thoroughfare during the very early hours of the morning.

3. The section of Clarke Lane between Hume St and Oxley St which was previously one-way have previously been subjected to construction has been temporarily widened for the construction of the Metro. I understand that it will be returned, after construction, to the previous width only supports one-way traffic. My apartment has 2 bedrooms facing this laneway and the increased usage has already reduced my amenity and enjoyment of my apartment. Further, increasing traffic as a result of the Metro development will further reduce the amenity of my apartment.
4. It would, therefore, seem appropriate that traffic in the laneways have restrictions placed on them, initially for construction/concrete trucks and later after development, to ensure that existing residents are not disturbed or hindered at inappropriate times.
5. I would also anticipate increased usage of Clarke Lane and that this should be addressed particularly between Oxley St & Albany St. This area has limited pathways which together with metered parking makes it dangerous for pedestrians and cars especially in the 2-way section. The additional traffic from this development will add to this congestion and place pedestrians in additional danger.
6. The junction where Pole Lane meets Clarke Lane is already dangerous due to the angle and close proximity of car parking close to the corner when traveling north along Clarke Lane

from Oxley St to Albany St. Increasing the usage of the Metro site will also affect this part of Clarke Lane.

I note that this proposal in this particular area of St Leonards/Crows Nest would benefit by a development in this area and I would, therefore, support a proposal that;

- observed the LEP controls and dealt with all the other infrastructure issues involved; and/or
- contains **services and activities that maintain and improve the health of the community**: medical services; alternative health care; recreational spaces; a performance space; movie theatres and a new public swimming pool.

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DATE: 2 January 2019