

DRAFT Local Character – High Level Comments

I believe the following points more accurately reflect community priorities at this point in time.

1. Stopping 'spot rezoning' via unsolicited Planning Proposals and State Significant Sites
2. Removing the State Significant Designation from the Triangle Site.
3. Containing high rise buildings and higher densities to St Leonards core and ensuring it stops at Oxley Street so the Pacific Highway doesn't become a soulless, windy canyon of high rise buildings from St Leonards to North Sydney
4. Retaining and protecting the village of Crows Nest, Willoughby Road, protecting low rise nature of area, ensuring sensitive and gradual transitions from high to low rise
5. Creating new and protecting existing public open space and bright sunny spaces. Making the expanded Hume Street Park a reality sooner rather than later.
6. Providing more generous solar guidelines for Willoughby Road and Crows Nest village. Ensuring adequate solar access and minimising overshadowing – particularly of public open spaces
7. Ensuring that the supporting social infrastructure is in place to support the increased population (schools, day care, aged care facilities, open space, parks, plazas, recreation facilities)
8. Managing traffic congestion – an acknowledge problem that needs to be resolved before any further high density developments are approved
9. Updating Utility services to ensure they can cope with the demands of increased density of both residents and workers
10. Prioritising pedestrians by making the area as pedestrian friendly as possible, utilising strategies to keep the streets of Crows Nest as car free as possible.

I OBJECT TO THE Draft Local Planning Principles as they stand and would like them amended to reflect the following.

PLACE: Significant Sites, High Rise Buildings and inadequate solar protection are hemming Crows Nest in – not retaining and enhancing the village atmosphere

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1. Retain and enhance the village atmosphere throughout the village of Crows Nest, particularly Willoughby Road. **The Plan is not doing this!**
2. Ensure new development close to heritage conservation areas and items is designed to maintain the feeling of connection to the area's history.
3. Protect access to sunlight where possible, especially for open spaces and important parts of the public domain. **The Plan needs to be stronger here.**
4. Ensure busy pedestrian routes to and from key destinations are well lit and offer passive and active surveillance to promote a feeling of safety.
5. Minimise wind impacts of new development for more comfortable & enjoyable places.

LANDSCAPE: **WE NEED MORE PUBLIC OPEN SPACES!!!**

1. Identify opportunities for more open space, particularly around Crows Nest and St Leonards station. **We need to create and deliver more open space – not just identify opportunities.**
2. Improve tree canopy, particularly along busy streets to increase the sense of connection to the natural environment.
3. Design new development to fit in with the varied topography of the area. **No evidence that this is happening with high rise being built along the high points of the ridge, making overshadowing and hemming in worse.**
4. Improve connections to surrounding green spaces to enable more choice and use of other open spaces.

BUILT FORM

1. Concentrate taller buildings and higher densities around St Leonards Core, **stopping at Oxley Street. We DO NOT WANT HIGH RISE ALL ALONG the Pacific Highway.**
2. Protect the village atmosphere and low scale built environment around Willoughby Road in Crows Nest and ensure that new development does not impose upon these areas. **The Plan does not do this.**
3. Provide building setbacks and podiums where possible to create a more human scale feel at street level. **The Plan sets out to do this. Developments in the Lane Cove Council area are not doing this.**
4. Ensure new development models reflect best practice design, picking up the best elements of surrounding building types.

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5. Provide gradual sensitive height transitions from high- rise to low-rise areas and minimise overshadowing of public open space. **The Plan is not doing this. The developments in Lane Cove Council area are not doing this.**

LAND USE: Little emphasis placed on jobs creation although that is a key priority of the Northern District Plan.

1. Protect **and grow** the diverse range of employment opportunities available in the area and allow for a better mix of office spaces for different business sizes and types. **This ought to be a top priority and the Plan and all the high rise residential towers being proposed do not do this.**
2. Provide a mix of housing types at different price points to ensure that households at all stages of life are encouraged to live in the area. **The plan does not do this.**
3. Provide a supportive environment for learning with new schools and creative spaces. **The Plan is only investigating schools not ensuring they are there when needed.**
4. Ensure a range of community facilities are available to support in the area. **Fingers crossed!**
5. Continue to provide a high standard of health services into the future.
6. Protect essential industrial activities in Artarmon as these service the area and much of the North Shore.

MOVEMENT

1. Deliver connectivity improvements to and around St Leonards and Crows Nest stations to make it easy to travel to schools, work, the shops and meet up with friends both within the area and further afield. **We need to ensure there is enough space to handle the expected 10,000 pedestrian movements per hour at peak hour.**
2. Investigate new and improved cycleways and walkways. **We need to build, not just investigate.**
3. Consider more opportunities to safely cross the Pacific Highway. **We need to fund, create and deliver safe crossings – not just consider opportunities.**
4. Consider a coordinated parking strategy to manage the community's needs, while minimising traffic congestion. **We need to create a detailed traffic management plan to minimise congestion BEFORE FURTHER REZONING AND HIGH RISE DEVELOPMENTS ARE APPROVED – not just consider a coordinated parking strategy.**

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