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### **Crows Nest Sydney Metro Site Rezoning Proposal - Submission**

I object to the Crows Nest Metro Site Rezoning Proposal for the following reasons:

- The proposed heights **ignore your stated objective of protecting the village atmosphere** of Crows Nest.
- The proposed heights of the buildings will **create considerable overshadowing of Ernest Place, Willoughby Road and Hume Street Park**. These places provide the major open space for the area. Hume Park will be largely in shadow from around 4.00 pm for much of the year. Likewise, Ernest Place will be significantly in shadow for much of the year in the late afternoon. This area is critical to the vibrancy of Crows Nest.
- The proposed heights of the buildings **do not fit the local character** and community aspirations for Crows Nest Village. Buildings of this height are simply out of scale with the 2 – 5 low storey Crows Nest village. It is the low building heights that allow sunshine to the few green open spaces in Crows Nest.
- Buildings of the proposed height and bulk will create **significant visual impact** on Crows Nest, parts of Wollstonecraft and the surrounding area. They will visually close off Wollstonecraft from the village and create a barrier between by virtue of increased traffic congestion and road traffic.
- From all areas of open space in Crows Nest, but particularly Hume Park, these buildings will overpower the Village and will **block off a large component of the light and sky from the west of the village**.
- There should be **no above ground parking on the Metro site**. Above ground parking does not meet the design excellence intent of the development. Why is any parking needed on the site when it is directly above a Metro station?
- The proposed rezoning and non-residential Floor Space Ratio controls are **inadequate to meet the employment goals set for the area** - there needs to be more commercial space.
- 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 the need for the Metro over station proposed residential development. This is excess to requirement, and more to do with value capture than any real gain to the community.

