

7th February 2019

NSW Department of Planning and Environment  
320 Pitt Street,  
Sydney NSW 2000

To whom it may concern,

In October 2018 the St Leonards Crows Nest 2036 Draft Plan (Draft Plan) was released and I appreciate the opportunity we have been given to provide our feedback and concerns as part of the planning process.

I am a proud member of the local community, having lived in the area for the past 10 years and over the last five years, we have been raising our family in an area we feel lucky to call home. I understand and support the growing population of Sydney and therefore understand the need that our generation, and those to come require increased public transport and increased housing and employment opportunities closer to the Sydney city centre. I do however have some concerns regarding the intentions of the Draft Plan and the plans that have been presented for the area.

#### Concerns

I am also an owner of a unit at 17 Hume Street, Wollstonecraft which is less than 100 meters from the new Crows Nest Metro site. Our strata building is a small older style block of 6 units, which should be maximised given the proximity to the new transport hub being developed in our direct vicinity.

To formalise our support for redevelopment of our area, the other unit holders and also the owners of the property next door to us (25 Nicholson Street), have signed a Memorandum of Understanding (MOU) to facilitate the sale of our properties to make way for increased use of our land. Discussions have been held with 23 and 21 Nicholson Street to include them with the MOU.

The Draft Plan outlines intentions to maximise land within the Metro area to allow for large scale, mixed-use developments. Such developments would optimise the space and provide not only a functional space, but also an aesthetically pleasing modern neighbourhood for the community.

The release of the new building heights within the Draft Plan however, provides our property with an uplift to 4 storeys and an FSR of 1.6. This is the lowest uplift in the study area. As our property is less than 100 metres from the new Metro, this seems a contradiction to the intentions of the draft plan to maximise the surrounding areas.

Our property will be surrounded by heights of 18 storeys along the Pacific Highway (with only the small Nicholson Lane separating us) and also 18 storeys opposite us on Hume Street.

Moving from 18 storeys at our neighbouring properties to 4 storeys on our site, is another contradiction to the Draft Plan's proposal of "gradual height changes from higher density to lower density" (page 22). We had initiated talks with the shop owners opposite us on the Pacific Highway, to allow an integrated redevelopment of the land between the Pacific Highway and Nicholson Street, however due to the significantly reduced height restriction we have received, discussions with the shop owners have come to a stand still as developers have provided feedback that such significant height restrictions on our block complicates the development.

To understand the impacts the Draft Plan have for our site, the owners of our building and 25 Nicholson Street commissioned an independent urban design consultancy firm, e8urban, to undertake an Urban Design Study for the two sites. A copy of this report has been submitted to the Department of Planning and Environment on behalf of our combined sites.

A large item raised and discussed in their report is the lack of solar access our sites will experience if the Draft Plan is not amended. With the 18 storey building proposed on the Pacific Highway, our sites will receive approximately 1 hour of sunlight each day. We will remain overshadowed by the 18 storey building the remainder of the day. This is a contradiction to the North Sydney Council's Development Control Plan 2013.

The report concluded that our site could be maximised up to 10 storeys without significant impacts to overshadowing to properties around our combined site. Ten storeys will also provide a suitable scale transition from 18 storeys opposite and beside us and R4 zoned land to the south.

### Conclusion

I would therefore like to recommend, in line with the Urban Design Study undertaken by e8urban, an adjustment to the Draft Plan to include an increased FSR of 4:1 and a height of at least 10 storeys for our location. This adjustment would still remain well within the framework of the Draft Plan and better reflect the Draft Plan's intentions of maximised space surrounding the Metro station, a gradual height transition between buildings and would also align with the North Sydney Council's Development Control Plan 2013 for solar access.

Thank you for allowing us to provide our feedback and for taking the time to consider our concerns and recommendations.

Kind regards,  
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CONFIDENTIALITY  
REQUESTED