

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** CM Record: Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Monday, 12 August 2024 4:17:34 PM  
**Attachments:** [crows-nest-rezoning-map.pdf](#)

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Submitted on Mon, 12/08/2024 - 16:14

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████

**Last name**

██

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

████████████████████

**Suburb/Town & Postcode**

Crows Nest 2065

**Please provide your view on the project**

I am just providing comments

**Submission file**

[crows-nest-rezoning-map.pdf](#) (2.04 MB)

**Submission**

See CROWS NEST REZONING MAP\*.pdf attached.



**I agree to the above statement**

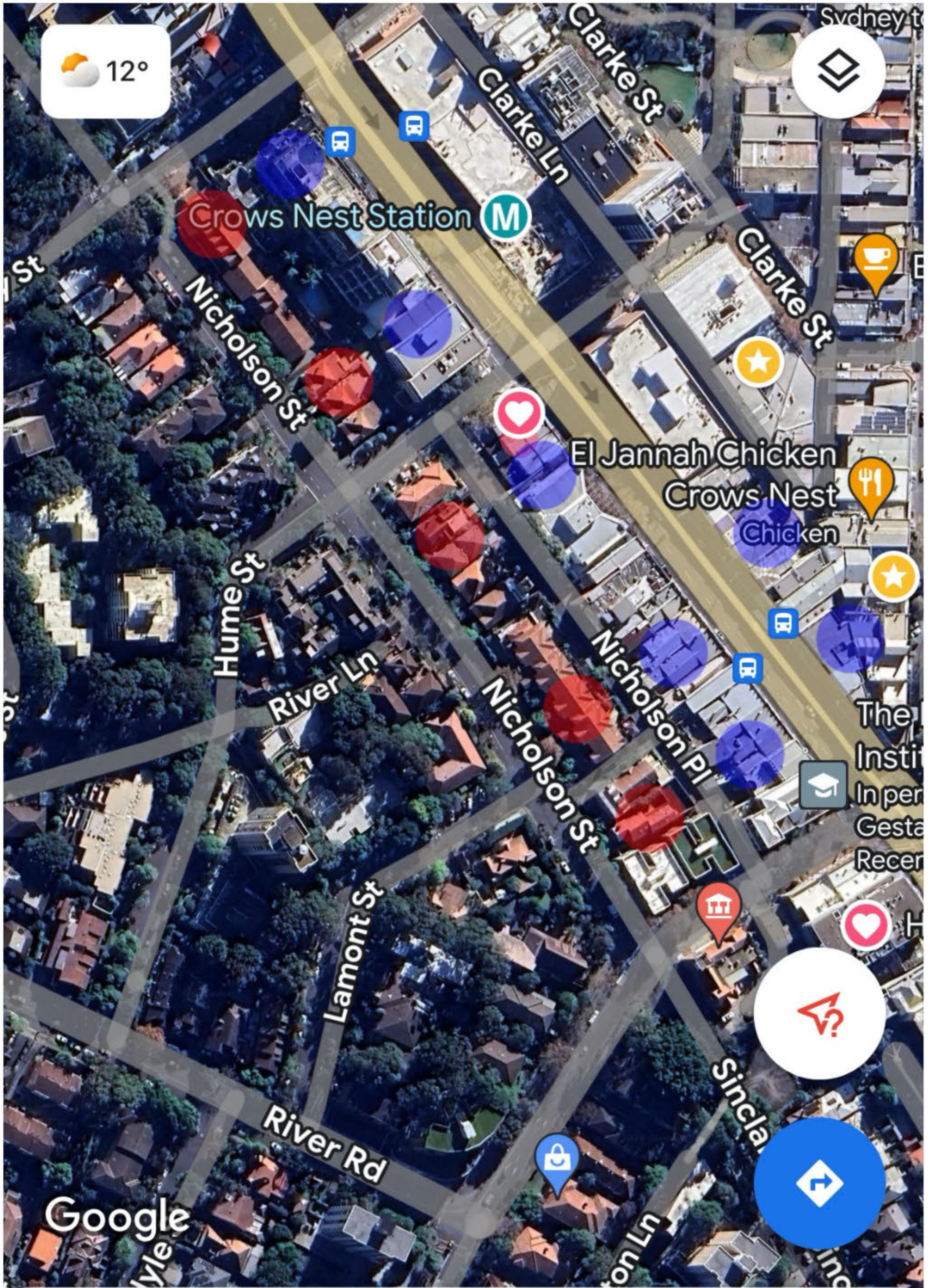
Yes

# CROWS NEST REZONING MAP

Shirley road to Oxley street.



	Height	FSR
 R4 Residential	90m+	6:1 +
 MU1 Mixed use	100m+	6:1 +



Latest in Crows Nest



Lack of open space commensurate with population.  
Negative impact on the amenity of the neighbourhood.  
The change from human scale streets to windswept streets as evident in the existing development  
Impact on residents of 220 Pacific Highway  
Reduction in well-being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress, cladding (NSW ban)  
Significant reduction in light and introduction of afternoon shading for Panorama west facing units  
Loss of privacy for west facing units in Panorama directly facing into proposed new dwellings  
Loss of privacy for all eastern facing units in new developments dwellings.  
Loss of views for 47-51 west facing units in 220 Pacific Highway  
Lack of light and shading in units of new dwellings built on the 8 storey sites in Bruce Street  
Issues for Precinct  
Pedestrian hazard and safety for primary and high school aged student minors from North Sydney Girls HS and Cammeraygal High School  
Impediments to parking and access affecting Mater Hospital and the MIA, existing Sinclair Street residents and guests  
Traffic congestion along Sinclair, from Bruce St to Pacific Highway Northbound and from Rocklands Road to the Pacific Highway Northbound and Southbound  
Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital and the Melanoma Institute of Australia (MIA) facilities  
Loss of the tree canopy on Sinclair Street  
Failure to provide 2.83 hectares of open space per 1000 population which is an established benchmark that should apply to St. Leonards and Crows Nest  
Loss of maintaining the integrity of the historic skyline Panorama historically visible from many areas  
Negative impact on adjacent local character and heritage because of the scale of the proposal  
Impact on existing town services such as sewage, waste, water, electrical sub stations etc  
16. There should be no additional density (FSR) for site 238-242 Pacific Highway, 1 Bruce Street Crows Nest and 1 Bruce Street, given the excessive density in the precinct. The pocket park can be delivered through a Voluntary Planning Agreement (VPA) from the development sites.

## Background

220 Pacific Highway Crow's Nest. (Panorama Residences)

Class 2; 17 story high rise; refurbished hotel; developer Barana Group & builder Probuild Corp (liquidated 2022)

160 units; occupied 2013 as Strata; situated behind residences at 19-41 Sinclair Street; 82 units west facing; 51 units on floors 1-7

Panorama Residences have suffered from two unexpected and uncontrollable events:

- Collapse of the builder, Probuild, leaving a massive liability for unresolved defects
- NSW retroactive ban on cladding and requirement for replacement

Probuild liquidation left unaddressed construction defects; 2019 investigations identified non-compliant external. Current OC remediation costs for defects, water damage and cladding are being borne by all unit owners via special levies to-date of \$5.5million

The owners are, in effect, continuing the purchase of their units while facing property value losses due to the Crows Nest Transport Orientated Development Rezoning proposal

in terms of the loss of amenity of the precinct and in terms of the direct impact on harbour views and outlook resulting from the proposals for Sinclair Street. The rezoning proposal goes well beyond the North Sydney Councils, local planning requirements, and if approved would have a detrimental impact on the quality of life for all existing residents in the area and will have a negative impact on the value of apartments in the area

#### Issues

The proposal overrides and exceeds the LEP controls of North Sydney, Lane Cove, and Willoughby Councils.

The current proposed development of the NSW State Government does not adequately consider liveability. The actual mass and form of development in such a small area is a false interpretation of a TOD and does not enable reasonable amenity for either existing residents or proposed residents. There is inadequate separation of buildings, lack of green space, tree canopy, deep soil and walkable streets. There is insufficient recreation facilities and services.

The existing Townhouses on Sinclair Street are located at a lower level than Pacific Highway, therefore the majority of the apartments in 220 Pacific Highway currently have district views.

The rezoning and proposal to allow 8 storey development of the Townhouse site will result in the loss of harbour and district views for 50% of western facing units in Panorama. It will result in a substantial number of apartments losing their outlook, with a detrimental effect on property values.

Additionally, if the eastern side of Sinclair semi-detached dwellings (25-35) are redeveloped into a high-rise sites, they will obstruct additional views, and therefore more apartments in Panorama Residences and adjoining highway residences will be adversely impacted.

Sinclair Street is at the very boundary of the proposed rezoning and therefore at the furthest point from stations, would have significant view affection if rezoning of that street is approved, and would significantly alter the character of Sinclair Street and the existing tree canopy. There is an imbalance in Crow's Nest. At the proposed density the built form is unsustainable and the actual and perceived density excessive.

Sinclair Street already has higher density housing forms in the form of townhouses and should not be rezoned but be retained to contribute to the housing mix and to preserve the existing character of Sinclair Street.

Crows Nest is known as high density 'Bedroom Suburbs'. Best practice residential development should be located away from major traffic arteries, on a complex fine grain street network with a diverse mix of uses, walkable and adequate open space. The lack of accessible open space will reduce the potential range of demographics that can live in the towers.

Much of Sydney's open space is in the gullies, the transport is on the ridges. Locating excessive densities around transport nodes does not reflect the intent of TODs and will not produce a liveable city.

#### Cumulative & Community Development Impact

The simultaneous approval of multiple developments in North Sydney, Crows Nest, and St Leonards is causing severe congestion, frequent road closures, and prolonged construction

disturbances. There appears to be a lack of coordination between Councils and State Government in managing these impacts.

The NSW State Government has not conducted adequate research to assess the adverse impacts on our community. Despite widespread opposition from residents, the government is prepared to unilaterally impose this proposal, disregarding local sentiment and the potential negative consequences

Given the significant increase in residents in the last 4 years and the majority of proposals planned for the west side of the Pacific Highway pedestrians have not been taken into account. Higher density and walkability are the keystone of TOD development but the proposed building form, overshadowed windswept streets, lack of open space do not comply with the stated priority for pedestrians in 2036 plan.

#### Traffic Congestion & Insufficient Traffic Analysis

The most recent comprehensive vehicular traffic study for the area dates back to 2013, failing to account for current congestion levels

No new developments for the area should be approved by the NSW State Government or Councils until such time as a detailed study is undertaken by the State Government concerning the current vehicular traffic congestion, traffic flows, construction congestion and parking. The Pacific Highway and side streets in this area are currently extremely congested at peak times with insufficient access to and from existing developments.

#### Insufficient green space

Crows Nest is lacking in green space, overall nature, public amenities and recreational precincts, particularly when compared to most of its neighbouring suburbs. Our residents have to live in the area and put up with all the developments approved by the State Government and Councils, with some that go totally against local planning and residents' values and wishes and do not represent best practice higher density development.

#### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** CM Record: Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 3:53:16 PM  
**Attachments:** [glenis-garry-clarke---submission.pdf](#)

---

Submitted on Thu, 29/08/2024 - 15:48

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Garry

### **Last name**

Clarke

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

WOLLSTONECRAFT 2065

### **Please provide your view on the project**

I object to it

### **Submission file**

[glenis-garry-clarke---submission.pdf](#) (779.86 KB)

### **Submission**

PLEASE READ ATTACHED FILE.

### **I agree to the above statement**

Yes

[REDACTED]  
[REDACTED]  
Wollstonecraft. NSW 2065  
29<sup>th</sup> August 2024

To Whom it May Concern

As owners and residents of [REDACTED] & co-owners of [REDACTED], we wish to make the following submission in relation to the Crows Nest TOD rezoning proposal.

Firstly, we are supporters of the broad principles of the Transport Oriented Development (TOD) Policy, however we have strong objections to its application to the properties we own within the Accelerated Development Precinct near Crows Nest Metro Station.

We have witness & embraced, first-hand developments of the St Leonards high rise buildings from our kitchen window (picture attached) whilst the Crows Nest Metro was being built.

We strongly believe the current TOD Accelerated Development Precinct proposal height rezoning, disadvantages & and would have a negative impact on our equity in our residential home & investment unit.

We would like to suggest the site amalgamation of 3, 5A, 5 Nicholson Street & 124 & 126 Shirley Road, to create a +2000m<sup>2</sup> block with a height increase to at least 8-9 stories, then perhaps developers would be interested, as of the current proposal height they are not. Again, hindering the value of our properties. .

The above-mentioned properties area, Shirley Road, Nicholson Street, Nicholson Place & Nicholson Lane, that have been penalised with a re-zoning



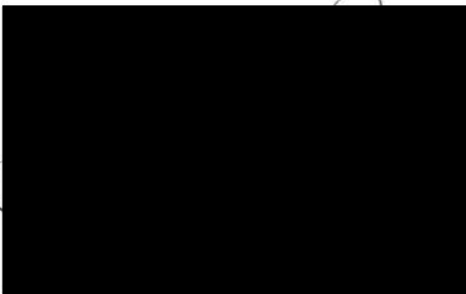
height restriction, if not developed would look completely out of place with proposed new developments all around.

We ask that consideration be given to further increase zoning height for 3, 5A, 5 Nicholson Street & 124 & 126 Shirley Road, allowing the properties to attract developer interest with equal importance to the other local buildings and the plans for the Crows Nest area.

We simply would feel inhibited and could not continue to reside at 5A Nicholson Street, surrounded by newly built over shadowing attractive modern buildings, as well as many other reasons as per the current proposal.

We trust our suggestion will be considered thoughtfully and we would happily be available to discuss further if needed.

Yours Sincerely

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**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** CM Record: Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Monday, 19 August 2024 3:32:15 PM  
**Attachments:** [submission-on-crows-nest-tod-rezoning.pdf](#)

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Submitted on Mon, 19/08/2024 - 15:30

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████

**Last name**

██████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

Crows Nest 2065

**Please provide your view on the project**

I object to it

**Submission file**

[submission-on-crows-nest-tod-rezoning.pdf](#) (40.02 KB)

**Submission**

Refer PDF attached.

**I agree to the above statement**

Yes

Secretary  
NSW Department of Planning Housing and Infrastructure (DOP)

**Subject: Crows Nest Transport Oriented Development (TOD) Rezoning Proposal.**

## **BACKGROUND TO THIS SUBMISSION**

I am the owner of a home unit in the building known as [REDACTED]. The Panorama Complex comprises three separate buildings with shared car parking. Building A is a 5 story building fronting the Pacific Hwy with ground floor retail units and 30 residential apartments above. Building H is an 8 story building at the southern end of the site comprising ground floor retail and 21 residential apartments above.

Panorama Residences is a 17 story tower comprising 160 units. Originally operated as an office building and hotel, it was acquired by a developer, extensively refurbished and converted to strata title units and sold off between 2011 and 2013. It is situated at the rear of the site, directly to the east of a block of 12 two and three story town houses at 19-23 Sinclair Street and two semidetached houses at 25 and 27 Sinclair Street. Immediately to the south of the townhouses at 7-17 Sinclair St (at the corner of Rocklands Rd) is the converted Mater Maternity Hospital, a high rise apartment building comprising 63 units. The Mater Apartments are just outside the proposed rezoning area and the townhouse complex is just inside the proposed rezoning area but is the most remote from a Train or Metro Station of any site within the proposed rezoning area.

50 per cent of the units in Panorama Residences face west and enjoy a leafy (and on higher levels a water view) above those current buildings on Sinclair Street.

## **RESPONSE TO THE PROPOSED REZONING**

I acknowledge the NSW Government's goal to allow additional residential housing in locations close to the Crows Nest Metro station. However, in seeking to increase the supply of housing the Government must be mindful of the impact on quality of life of the existing residents in the affected areas and those that will move into the area as a result of the increased density. I submit that if the planned rezoning allows 8 stories up to a height of 29 metres along Sinclair Street, it will have the following negative impacts and likely consequences:

### **1. IMPACT ON EXISTING RESIDENTS AND NEW RESIDENTS**

#### **Submission**

If the zoning is changed to allow construction of residential buildings up to a height of 29 metres or 8 stories, buildings of that size will significantly reduce the amenity of residents in Panorama Residences units located on the ground floor up to the 8-story level of the increased building height. In that event, the residents of those units will suffer a material loss of natural light, sunlight and privacy from what they currently have with the building heights currently in place. The quality of life of those residents will be greatly reduced in addition to the financial loss they are likely to suffer in terms of the resale value of their units.

Similarly, residents of the units at 7-17 Sinclair St will suffer loss of sunlight, light and privacy. Residents on 3 sides of any new 8 story building on the southern end of Sinclair St will have a similar grim outlook with lack of light, sunshine and privacy. The density in this immediate area is already extremely high and any further increase would result in an overall decline in utility.

## **2. VEHICULAR TRAFFIC ON SINCLAIR AND BRUCE ST AND ROCKLANDS RD**

### **Background**

All vehicular traffic on Sinclair Street can only access the Pacific Highway or Waverton/Wollstonecraft via Rocklands Road or Bruce Street. The section of Sinclair Street north of Bruce Street only allows one way traffic towards Bruce Street.

The intersections of Pacific Hwy and Rocklands Rd and Sinclair St/Mater Hospital entry and Rocklands Rd are already very busy at various times of the day. The Hospital and associated Melanoma Institute (corner of Rocklands Rd and Sinclair St) generate a great amount of vehicular traffic (including delivery trucks) and in the immediate area there are 3 bus stops. There is also a significant amount of foot traffic, including school children going to and from Cammeraygal high School and North Sydney Girls High School. The area is often badly congested and dangerous. Fire trucks from the Crows Nest Brigade on Shirley Rd will often take Sinclair St under lights and siren when on call out to access the Pacific Hwy southbound rather than negotiate the very busy Five Ways intersection of Pacific Hwy, Falcon, Shirley and Willoughby Rds.

### **Submission**

If the zoning is changed to allow construction on Sinclair Street of residential buildings, up to a height of 29 metres or 8 stories, such buildings are likely to generate a significant increase in vehicular traffic along Sinclair Street, to access either Bruce Street and Pacific Highway and/or to access Rocklands Road and then either Pacific Highway or parts of Waverton and Wollstonecraft.

I submit that the DOP should recognise that a material number of residents in newly constructed 8 story buildings will have or use private vehicles. Sinclair Street already carries a level of vehicular traffic, as follows:

- a) accessing either Bruce Street or then Pacific Highway
- b) accessing Rocklands Road and then either Pacific Highway or parts of Waverton and Wollstonecraft; and/or
- c) entering and exiting the Mater Hospital at the intersection of Rocklands Road.

There is already regular pedestrian traffic entering and exiting the Mater Hospital and MIA, at the intersection of Sinclair Street and Rocklands Road.

During school terms, many teenage children use the crossing at corner Pacific Highway and Rocklands Road to access North Sydney Girls High School and the Cammeraygal School.

For these reasons, a significant increase in vehicular traffic generated by residents of new 8 story buildings on Sinclair Street may increase the risk of injury to both motorist and pedestrians.

### **3. LOSS OF LOCAL CHARACTER AND HERITAGE**

#### **Submission**

Almost all single dwelling houses currently standing along the eastern alignment of Sinclair Street between Rocklands Road and River Road are Federation style cottages and semi-detached cottages. Many still display original Federation era features. If the zoning is changed to allow 8 storey buildings up to a height of 29 metres on Sinclair Street, these Federation houses are likely to be acquired and demolished by property developers seeking to profit from the increased permissible building height. The loss of those Federation houses will significantly impact the Heritage value of the Sinclair Street precinct.

### **4 NOISE FROM VENTILATION AND HEATING PLANT ON ROOFTOPS**

#### **Submission**

If the zoning is changed to allow construction of residential buildings, up to 29 metres or 8 stories, such buildings are likely to generate a significant increase in noise generated by the heating and air conditioning plant and equipment on their roof tops. This noise will significantly affect the amenity of all residents in Panorama Residences (and surrounding buildings)- not just those in units on the lower floors to the level of the increased building height limit.

A noise level increase will affect all residents in west-facing units in Panorama Residences and will add to the noise level generated by the Mater Hospital, which particularly affects unit residents at the south west corner of Panorama Residences.

### **5 PREMATURE REZONING OF SECONDARY STREETS BEFOR ASSESSING OVERALL IMPACT OF HIGH-RISE DEVELOPMENT**

The proposed rezoning will allow significant high rise commercial and residential development along the Pacific Highway from Bruce Street to River Road and then in a northerly direction past the Crow's Nest Metro Station towards St Leonards.

I submit that it would be premature -and perhaps even short-sighted- for the DOP to allow a building height increase up to 29 metres or 8 stories along secondary roads like Sinclair Street, until it can assess the impact of such newly constructed high-rise redevelopment along both sides of the Pacific Highway, going north from Bruce Street and past the Crow's Nest Metro station towards St Leonards station.

It is only after a number of new high-rise residential buildings on Pacific Highway are substantially occupied that the DOP will be able to assess the full impact of increased vehicular and pedestrian traffic on local streets and associated infrastructure and roads.

I respectfully ask the DOP to take into consideration the contents of this Submission.

Yours faithfully

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** CM Record: Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 4:20:15 PM  
**Attachments:** [council-tod-strata-plan-12738.pdf](#)

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Submitted on Thu, 29/08/2024 - 16:19

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am submitting on behalf of my organisation

## Name

### First name

Brent

### Last name

Gordon

### I would like my name and personal contact details to remain confidential

No

## Info

### Email

[REDACTED]

### Suburb/Town & Postcode

Crows Nest 2067

### Please provide your view on the project

I object to it

### Submission file

[REDACTED].pdf (1.38 MB)

### Submission

Following a meeting with the majority of lot owners of [REDACTED] [REDACTED] we wish to make the following submission in relation to the Crows Nest TOD rezoning proposal.

The current proposal is flawed in its approach on two levels. The first is the proposed uplift in zoning providing no incentive for redevelopment of the 124 Shirley Rd, Crows Nest or those adjacent. The second is the masterplan, as presented, does not address lot consolidation and ground plane access which is vital for good development.

In relation to the above we provide the following information in connection to 124 Shirley Rd, Crows Nest and the financial feasibility of redeveloping the site:

Current site area 530 sqm

Current FSR 1.6:1

Proposing 2:1

Currently 12 units in block with a value of approximately \$1M each

The rezoning provides for 1,060 sqm of new development. Discussions with developers working on other sites in the TOD indicate that the potential floorspace has a value of between \$5,000-\$7,000 psm of development, leaving a current land value of between \$5.3M and \$7.5M, which is significantly less than the current market value of the individual units of approximately \$12M.

If 16 apartments were built following rezoning at a cost of \$10.4M, (\$650,000 per unit construction costs), added together with just the current value of each unit at say, a total of \$12M plus a developers margin of 20% (\$4M), holding costs of 20% (\$2M) and the provision of affordable housing at say, 10% (1.3M), the 14 available units for sale would need to sell for over \$2.2M which is not sustainable, would not be commercially viable and does nothing for affordable housing in Sydney.

There is no heritage value in the current built form which was confirmed by North Sydney Council when they last undertook a review of their heritage register. As such there should be no limitations on height compared to other sites in the TOD.

In relation to basic planning principles, we make the following comments:

The plan:

Provides for no minimum lot size to ensure quality redevelopment, ie. good setbacks, solar access and through site links etc.

Does not allow for future growth of Crows Nest. Similar issues occurred in areas such as Chatswood where height limits were put in place which are now irrelevant and have restricted the growth of Chatswood as these sites previously redeveloped are not able to be recycled due to their current values.

Proposes 6 storeys with 1,060 sqm of FSR or 177 sqm per floor which is a site coverage of 33%. This is underdevelopment of the site.

The Affordable Housing provision means this site is further impeded as a redevelopment site. A substantial uplift is required to deliver the proposed 10-15% affordable housing provision.

The plan is flawed as it proposes growth opportunities which financially cannot be achieved. This is an ongoing issue with Councils and Government rezoning initiatives that do not factor in the current land value or value of the residences currently in place.

The following options should be considered in relation to 124 Shirley Rd, Crows Nest:

Site consolidation to ensure minimum lot sizes of at least 1,000 sqm or in the case of 124 Shirley Rd, 2,000 sqm which would see the amalgamation of 3, 5 and 5a Nicholson St with 124 and 126 Shirley Rd.

Site consolidation would allow additional floorspace to be approved on the site and a higher building envelope.

An FSR of 6:1 should be considered. Based on 124 Shirley Rd, this would see the following scenario.

3,180 of FSR

8-9 storeys recommended

Site coverage 67% which could be reduced at upper levels depending on the podium

Total costs \$60-68M  
Price per unit \$1,528M  
Provision of 5 affordable housing units (10%)

Additionally, more work is required on the five grain/street level activation. Height should be embraced as it allows for much better planning outcomes on the ground plane. Recent master planning of St Leonards South has highlighted the need for better articulation of plans at the ground plan and the use of height across the whole area, not just consolidated around or close to the railway/metro station.

As there will not be another opportunity once some form of redevelopment occurs, the time for additional FSR is now. The Metro has a capacity to grow which should be reflected in the Crows Nest Plan.

We appreciate the opportunity to make this submission and look forward to a masterplan that will deliver additional housing at an affordable price, whilst providing incentives for current landowners to make their sites available for redevelopment.

Regards



(Executive Committee Members)

**I agree to the above statement**

Yes



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** CM Record: Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 4:26:14 PM  
**Attachments:** [dphi-ltr\\_8-24-nicholson-street\\_final-tod-submission.pdf](#)

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Submitted on Thu, 29/08/2024 - 16:02

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am submitting on behalf of my organisation

## Name

**First name**

██████████

**Last name**

████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

Sydney

**Please provide your view on the project**

I am just providing comments

**Submission file**

[dphi-ltr\\_8-24-nicholson-street\\_final-tod-submission.pdf](#) (2.5 MB)

**Submission**

See attached submission letter for 8-24 Nicholson Street.

**I agree to the above statement**

Yes

29 August 2024

Ms Kiersten Fishburn  
Secretary  
Department of Planning, Housing and Infrastructure  
4 Parramatta Square, 12 Darcy Street,  
Parramatta NSW 2150

[Att: Mr Brendan Metcalfe]

Dear Brendan,

## Re: Crows Nest TOD Submission –

This submission has been prepared on behalf of the owners of the site [REDACTED] in response to the Crows Nest TOD rezoning proposal that is currently on exhibition.

The landowners thank the Department for the engagement to date and the inclusion of the subject site in the TOD precinct however is of the opinion that the combined sites have the potential to deliver additional housing at this unique location in accordance with the driving principles of the TOD program – and integrated land use and transport planning principles.

This site undeniably meets the objectives of the State-led Rezoning, stated as:

Rezoning Objectives	Site-specific Response
<i>increase housing supply in the Crows Nest Precinct, which includes St Leonards;</i>	<ul style="list-style-type: none"><li>The requested amendments will allow the feasible redevelopment of the site to deliver housing within 110m of the newly opened Metro</li></ul>
<i>enable a variety of land uses within walking distance of the St Leonards train and Crows Nest metro stations;</i>	<ul style="list-style-type: none"><li>The requested amendments can deliver housing in the immediate Metro catchment in line with well recognised TOD principles</li></ul>
<i>deliver housing supported by public spaces, vibrancy and community amenity;</i>	<ul style="list-style-type: none"><li>The future housing is proximate excellent amenity of Crows Nest and open space networks south of the site</li></ul>
<i>increase the amount of affordable housing in the TOD Precincts.</i>	<ul style="list-style-type: none"><li>The requested amendments will allow the delivery of affordable housing. As exhibited, the controls proposed will not see the renewal of the site.</li><li>Further, the non-renewal of this site will impede the redevelopment of sites to the north and east of the site as a result of North Sydney DCP requirements.</li></ul>

## 1.0 Introduction

DPHI's assessment criteria for the accelerated TOD precincts specifically notes that these accelerated precincts, including Crows Nest, have additional capacity for well-located homes near transport hubs.

The owners of the Nicholson Street Site overwhelmingly support the overall intent of the TOD program to deliver higher density neighbourhoods in well located areas, close to public transport, amenity and jobs. However, the TOD rezoning proposal has not provided additional density to the Nicholson Street Site mindful of the changing context of the precinct that is anticipated with the Department's incoming Low

and Mid Rise Housing reforms, despite its ideal location for additional density only 110m from the newly opened Metro.

The NSW Government's top priority is housing and has only recently increased its five-year housing targets in order to meet National Housing Accord Targets, requiring 377,000 new homes to be built in NSW by 2029. This site offers great potential to deliver on these targets. This is a once in a generation opportunity to make best use of this infrastructure investment of Government.

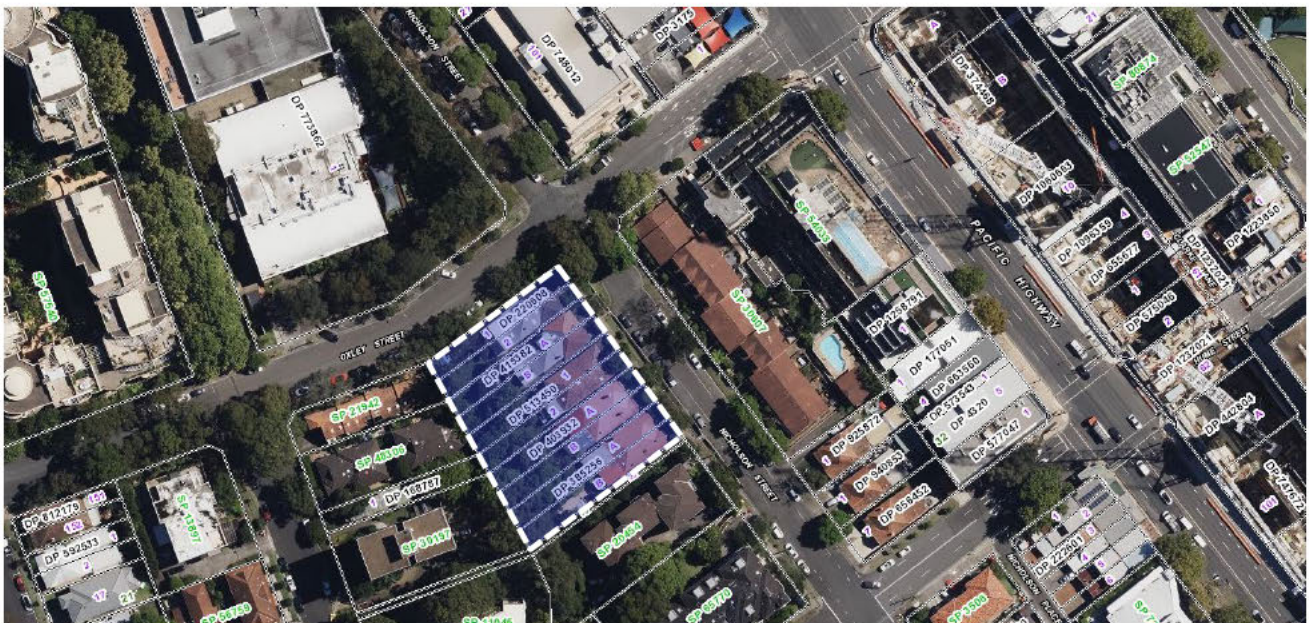
Accordingly, this submission outlines the request of the owners of the Nicholson Street Site, in summary:

- A maximum Height of Building of 10 storeys
- An FSR of 3.1:1 delivering approximately:
  - 9,000sqm of GFA
  - 100 dwellings
  - 10 affordable rental housing dwellings per the provisions of the Housing SEPP Chapter 2, Part 2 for a 15 year term.

**1.1 The Nicholson Street Site**

The subject site is at 8-24 Nicholson Street, Wollstonecraft 2065 and consists of the following legal descriptions:

Lot / Plan no.		
Lot 1 DP220608	Lot 2 DP 220608	Lot A DP419382
Lot B DP419382	Lot 1 DP513450	Lot 2 DP513450
Lot A DP403932	Lot B DP403932	Lot A DP385256
Lot B DP385256		



**Figure 1** The Nicholson Street Site (Source: SIX Maps)



**Figure 2** The Nicholson Street Site looking north towards St Leonards



**Figure 3** Looking north towards St Leonards from the site



**Figure 4** The Nicholson Street Site looking west towards, with 10-storey tower behind



**Figure 5** The Nicholson Street Site looking south towards new high-rise development at 21 Christie Street, Wollsoncraft

## 2.0 The Draft TOD Rezoning

The rezoning Urban Design Report prepared by SJB recommends additional density around the Crows Nest Metro Station. The report considers that *“height and density should be appropriate within its immediate context, emphasising key locations such as the station whilst also protecting public spaces through solar access controls.”*

Despite this, the TOD rezoning proposal intends uplift to the 8-24 Nicholson Street Site to allow only 6-storeys and an FSR of 1.6:1. This submission puts forward that the opportunity to fully realise the redevelopment potential of Crows Nest Metro at a precinct level has not been realised, let alone the redevelopment of this site as the proposed FSR restricts potential redevelopment. Put simply, the site is unlikely to be redeveloped without appropriate uplift and in turn will inhibit the renewal of other surrounding sites as they will have to have regard to the low-density nature of the sites, per the provisions of the North Sydney DCP (NSDCP).

The approach by DPHI to increase density only along the Pacific Highway spine contradicts usual TOD principles to provide radial density around transport hubs in order to maximise the amount of residential, business and public open space within walking distance of public transport.

### 2.1 TOD Rezoning Proposed Controls

Table 1 TOD Rezoning Proposed Controls Comparison Table

	North Sydney LEP 2013	2036 Plan Proposed	TOD Rezoning
Land Use Zoning	MU1 Mixed Use	MU1 Mixed Use	R4 High-Density Residential
Building Height	10 m	10 m	23 m
FSR	-	-	1.6:1
Non-Res FSR	0.5:1	0.5:1	-

### 2.2 Suitability of the Site for Additional Density

The ‘Precinct Understanding’ maps prepared by SJB in the Urban Design Report, as part of the TOD rezoning proposal, identifies the Nicholson Street Site as having the following beneficial attributes:

- Well serviced by services, recreation infrastructure, and community centre.
- Located within a 200m catchment of existing open space >1,500sqm.
- Adjacent to high character and fine grain Willoughby Road precinct.
- High level accessibility to road, metro and cycle modes of transport.

These characteristics makes the Nicholson Street Site suitable, if not ideal, for additional residential density considering its location immediately adjacent the Metro and the precedent set by the Government’s rezoning for the OSD sites.

### 3.0 The Proposal

This submission seeks the following amendments to the controls for the Nicholson Street Site:

- A maximum Height of Building of 10 storeys
- An FSR of 3.1:1 delivering approximately:
  - 9,000sqm of GFA
  - 100 dwellings
  - 10 affordable rental housing dwellings per the provisions of the Housing SEPP Chapter 2, Part 2 for a period of no less than 15 years.

Development Envelope design criteria:

- Two-storey podium to Nicholson Street
- Setbacks
  - 6m to Nicholson Street.
  - 1.5m to Oxley Street (per North Sydney request to DPHI).
  - 6m to western and southern boundary per ADG.
  - Further tower.

It is noted following previous discussions with the Department that the redevelopment of the site has been mindful of future development to its west along Oxley / Christie Street site as shown in **Figure 6** and **Figure 7**. Additionally, the proposal setbacks mirror North Sydney Council's recommendations to allow any future DPHI or Council led transitional landscaping in the adjacent 'sensitive transition boundaries'. It is demonstrated that this proposal endorses both DPHI and Council's positions.

### 3.1 Concept Scheme

We provide below the key parameters of the proposed concept prepared by Studio Johnston, also included as Appendix A.

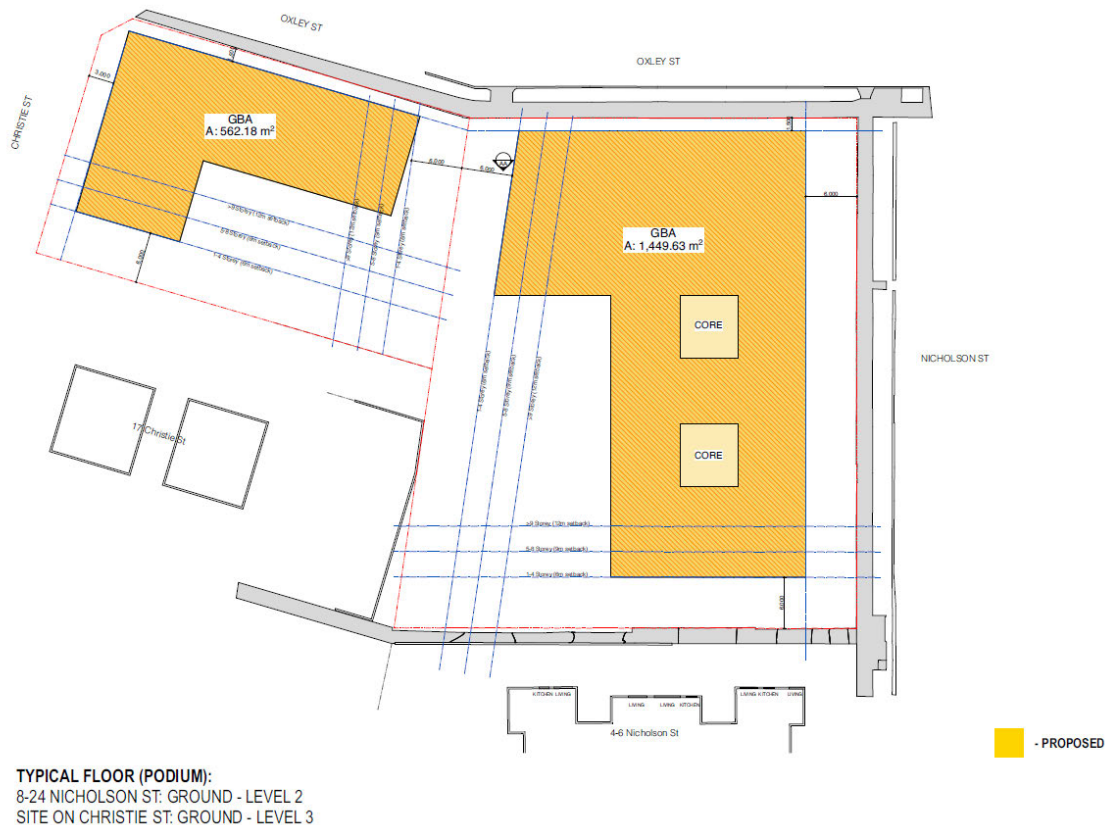
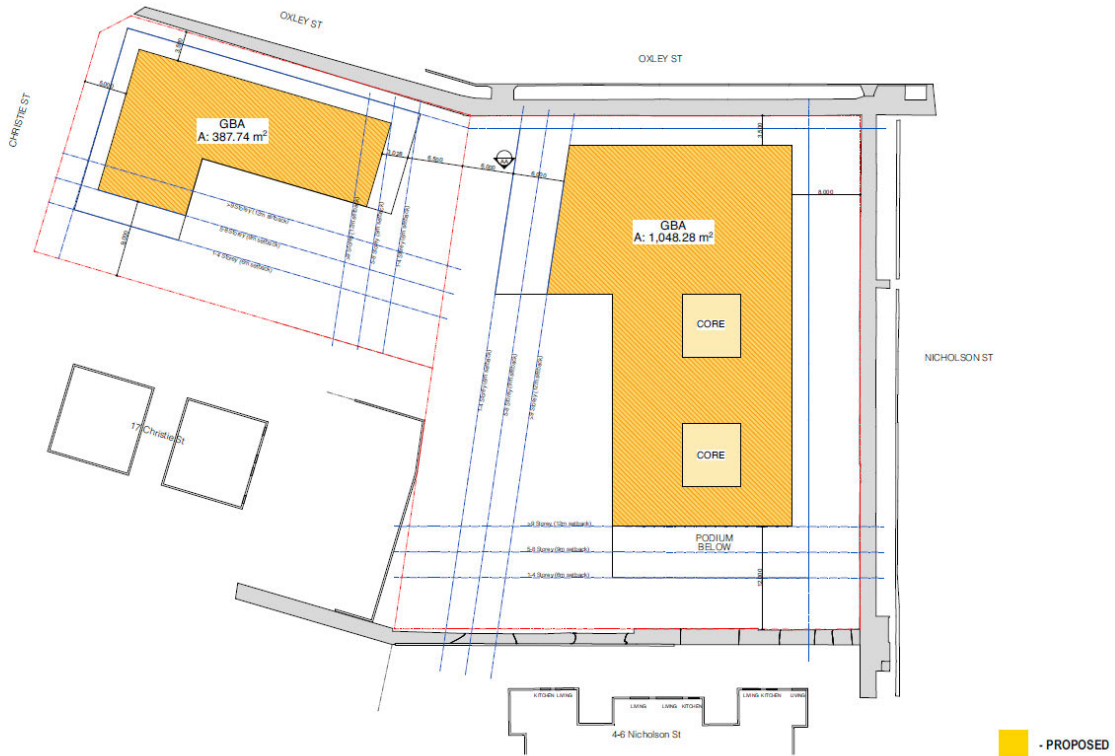


Figure 6 Site and Setback plan (podium)



TYPICAL FLOOR (TOWER):  
 8-24 NICHOLSON ST: LEVEL 3 - LEVEL 9  
 SITE ON CHRISTIE ST: LEVEL 4 - LEVEL 7

Figure 7 Site and Setback plan (tower)

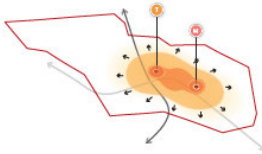


## 4.0 Justification

### 4.1 Alignment with Urban Design Principles

The reassessed and updated urban design principles from the *2036 Plan* that have been reintroduced in the draft design guide have been identified as the design criteria to be considered for future development in the area.

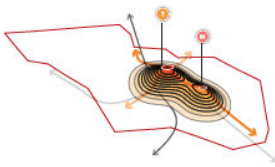
The consistency of the concept scheme with these principles are demonstrated below:



**Proximity to Stations - Epicentre**

This principle recognises that density located in close proximity to a transport hub such as St Leonards Train Station and Crows Nest Metro Station facilitates Transport Oriented Development (TOD). Taller buildings are to be located within 150-200m of either station, and transition in height outwards.

**Proximity to Stations:** The Nicholson Street Site is only 110m to the Crows Nest Metro. Therefore, the concept scheme is compliant to the urban design principles which prescribe 'taller buildings within 150-200m of a transport hub' while maintaining a transition in height.



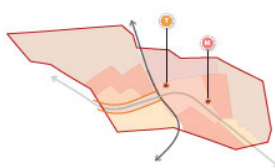
**Centre & Height Transition - Height "Knuckle" Area**

Through height and bulk, St Leonards is to be read as the predominant centre to reinforce its commercial role and Crows Nest as secondary to reinforce its role as a lifestyle destination. Large developments are to be located between St Leonards Train Station and Crows Nest Metro Station along the Pacific Highway with a transition in height, bulk and scale from the highway to the surrounding neighbourhood areas.

**Centre and Height Transition:** The Nicholson Street Site is proximate to existing open space networks, services and amenity to be an active facilitator towards a 'lifestyle destination'.

The Nicholson Street Site is located at a critical transition between the high-density Pacific Highway spine and existing low-density neighbourhoods that will see the application of the Low and Mid-Rise housing Code that can allow up to 6 storeys, with an option to deliver up to 8 storeys with the delivery of affordable rental housing.

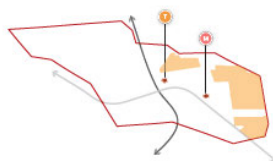
The concept scheme contributes to a more evenly balanced precinct in terms of height bulk and scale.



**Respond to Character Areas**

Proposed developments must respond appropriately to the built form character of the sub-precinct, including height, bulk and scale, as well as the character areas and existing and proposed uses.

**Respond to Character Areas and transition between areas:** The concept scheme remains consistent with the high-density built form in the area and contributes as a transition between Crows Nest Station and lower density character area to the south – mindful of future planning reform.



**Reduce Impact on Heritage Conservation Areas**

Similar to Willoughby Road, the Heritage Conservation Areas are to be protected. Proposed developments are to ensure minimal overshadowing, and avoid unreasonable visual impact to the public domain or private open spaces of dwellings within the Heritage Conservation Areas.

**Reduce Impact on Heritage Conservation Areas:** The concept scheme does not have any overshadowing or visual impact to any heritage conservation areas.

## 4.2 Existing Land Value

One key determinant of any precinct renewal is project viability. As it stands, the current development site has an inherent land value of at least \$25m - \$30m+.

We provide the following comparable sales in the precinct, including 3 and 2 bed dwellings at a value range of approx. \$9,900 - \$14,200/sqm. Based on this, the current values of the individual lots are anywhere in between \$2,500,000 - \$3,100,000. As such the proposed Draft TOD Rezoning Proposal of FSR 1.6:1 with a height restriction of 6 storeys results in an implied value, from a sale for the collective site, less than the current market value of the site.

Therefore, this renders the site non-feasible to proceed to any redevelopment unless it is granted appropriate uplift.



3 2 - 170m<sup>2</sup> 233m<sup>2</sup>

92 West Street Crows Nest  
NSW 2065

Sold Price: \$3,175,000

Sold Date: 26 March 2024

Distance from 0.9km

Features Low Density Residential, Timber Floor, RESIDENTIAL, 3 Toilets



2 1 2 - 260m<sup>2</sup>

70 Burlington Street Crows Nest  
NSW 2065

Sold Price: \$2,765,000

Sold Date: 10 February 2024

Distance from 0.6km

Features Low Density Residential, RESIDENTIAL



2 1 1 113m<sup>2</sup> 278m<sup>2</sup>

40 Holtermann Street Crows Nest  
NSW 2065

Sold Price: \$2,760,000

Sold Date: 16 December 2023

Distance from 0.6km

Features Low Density Residential, RESIDENTIAL



2 1 - 90m<sup>2</sup> 196m<sup>2</sup>

111 Holtermann Street Crows Nest  
NSW 2065

Sold Price: \$2,785,000

Sold Date: 29 May 2024

Distance from 0.7km

Features Low Density Residential, Internal Laundry, Gas, RESIDENTIAL

Figure 8 Comparable property sales in the precinct

### 4.3 Development Context

As detailed in the images provided in the Site Context, the Nicholson Street site is anomalous in its context. It is a low-density residential zone surrounded by a mix of medium and high-density. Presently, there are significant residential flat buildings in its existing context, including a 10-storey flat building to its western boundary.

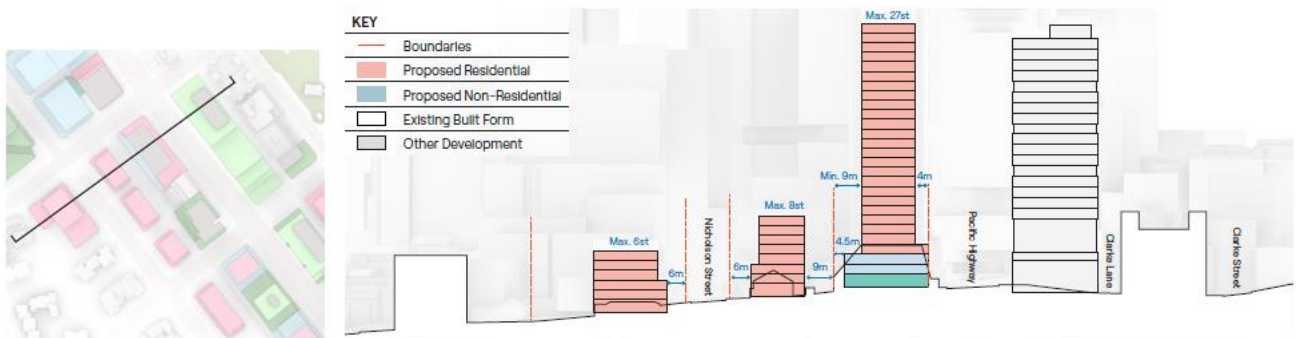


**Figure 9** 10-storey tower to the west of the site



**Figure 10** Surrounding high-density context

The urban design analysis undertaken to inform the Explanation of Intended Effect (EIE) understandably seeks to promote a transition from the higher density Pacific Highway spine down to the lower density areas to the west and south. This is presented in the below **Figure 11**.

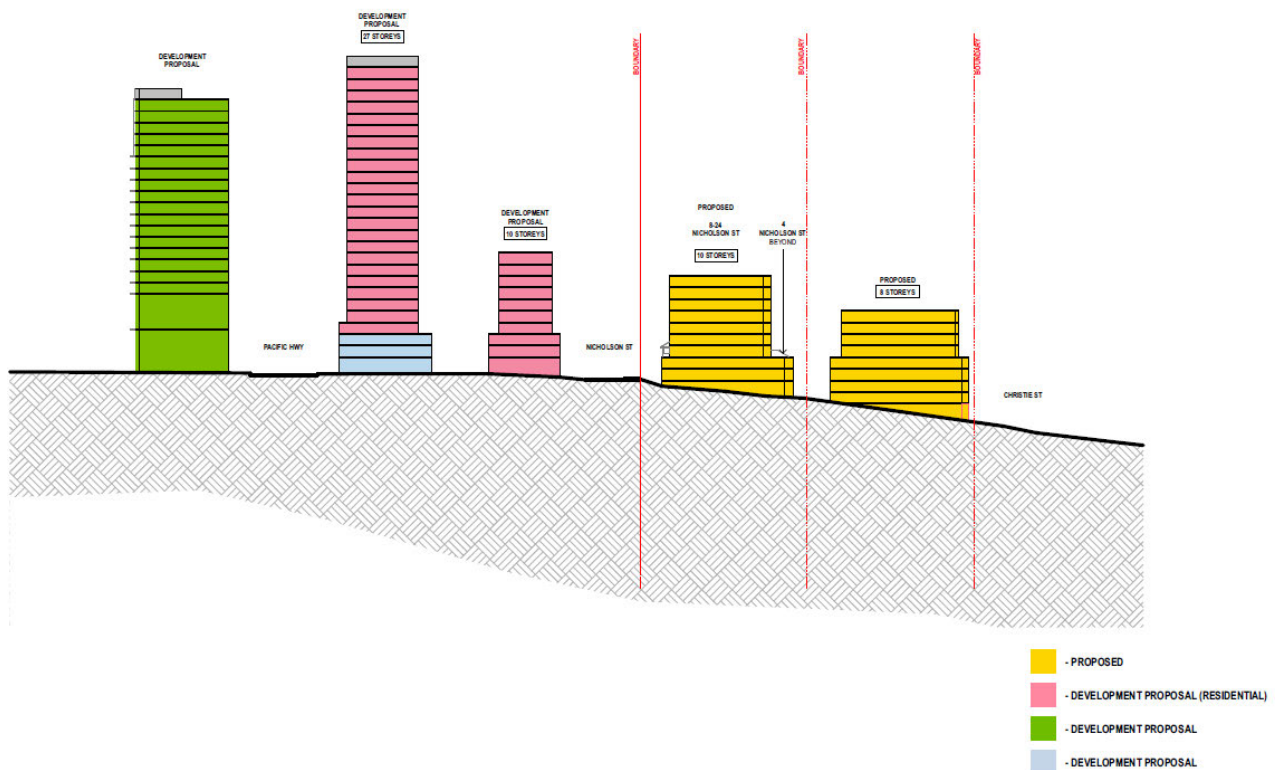


**Figure 11** Urban Design analysis of transition

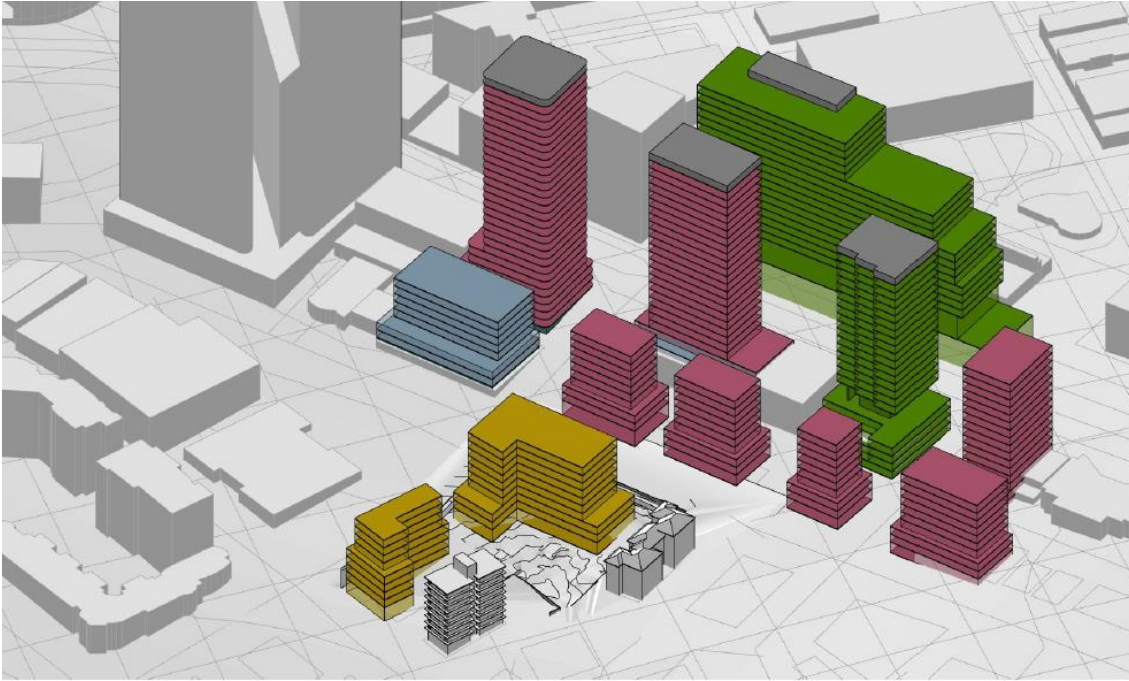
However, this analysis above does not account for:

- Existing high-density built form as indicated in **Figure 9** and **Figure 10**.
- The incoming Low and Mid-Rise Housing reforms proposed by Government that would see up to 8 storeys be permitted immediately west of the site.

As a result, the below **Figure 12** and **Figure 13** show the proposed context considering a contextual fit of the proposed scheme.



**Figure 12** Studio Johnston section

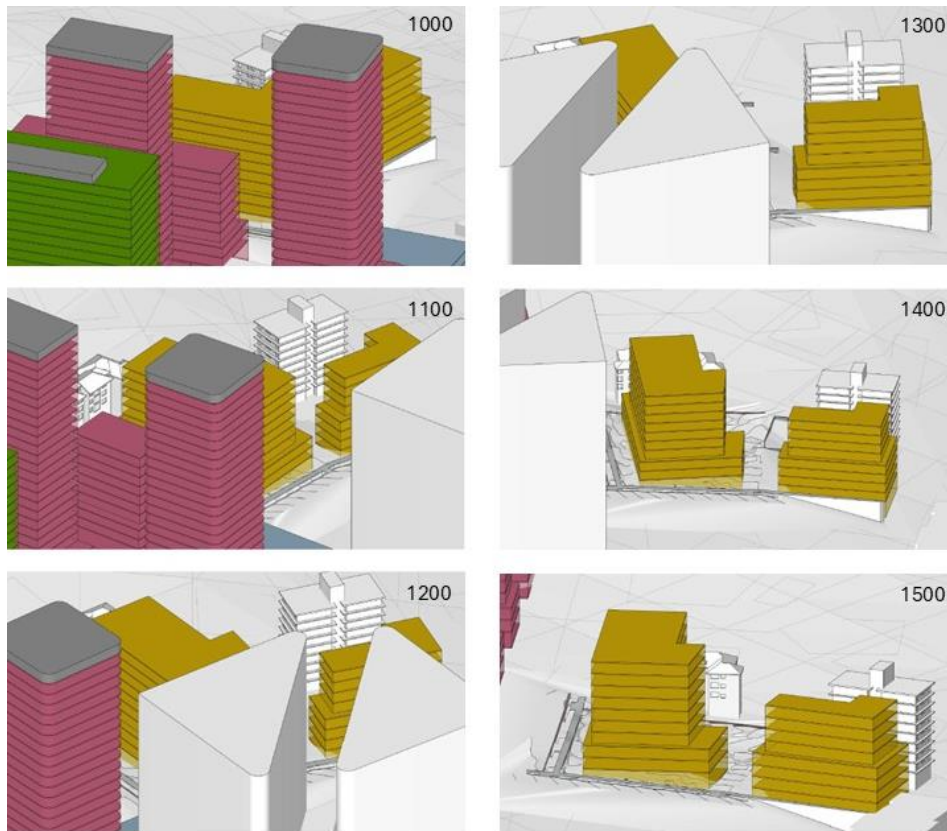


- - PROPOSED
- - DEVELOPMENT PROPOSAL (RESIDENTIAL)
- - DEVELOPMENT PROPOSAL
- - DEVELOPMENT PROPOSAL

**Figure 13** Studio Johnston axonometric

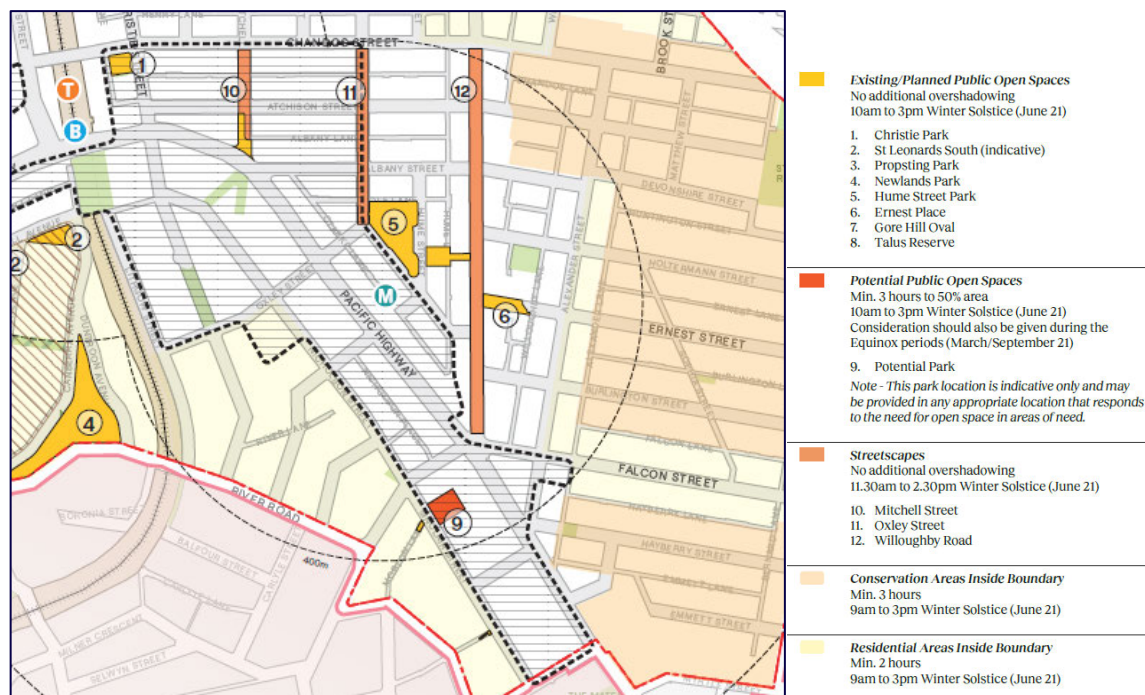
### 4.4 Solar Access

The sun eye views provided by Studio Johnston in **Figure 14** show that the site can accommodate the additional height and bulk and still maintain solar access to the sites to its south.



**Figure 14** Sun eye views 1000-1500

The proposal is unlikely to have any additional imposition on solar access for any of the surrounding sensitive areas of public open space, streetscape, and conservation areas as **Figure 15**.



**Figure 15** Excerpt from Solar Amenity and Sensitive Areas Map (Source: Crows Nest State-Led Rezoning Urban Design Report p.76)

The solar studies presented in the Urban Design Report (**Figure 16**) demonstrates inadequate solar access to the site (minimum 2 hours sunlight to private open spaces from 10am to 3pm during winter solstice) in both cases of the 2036 Plan and Proposed controls. Without additional uplift, the Site will not be developed as a future proposed development would not be able to demonstrate adequate solar access as required by the ADG and NSDCP.

**2036 Plan**

**Proposed**



**Figure 16** Excerpt from Solar Studies (Source: Crows Nest State-Led Rezoning Urban Design Report p.64)

#### 4.5 Affordable rental housing

The EIE requires a mandatory 10-15% affordable housing contribution to be held in perpetuity for all new residential developments within the Precinct. The owners acknowledge the need for more affordable housing in well located areas. However, an Affordable Rental Housing in-perpetuity would impose an unreasonable burden for prospective redevelopment on the Site that is outside the current legislative regime of the Housing SEPP – without any supporting data to verify the proposition.

Additionally, the Urban Design Report notes that the 15% target “*may not be achievable given the constraints of the area,*” and therefore the capacity for future development to deliver affordable rental housing would “*be considered with the primary intent of supporting feasible outcomes for additional affordable housing.*”

In response to this ambiguity, this submission requests that the provisions of *SEPP (Housing) 2021* Chapter 2, Part 2 are applied, meaning that the affordable rental housing stock is delivered for a 15-year term. Therefore, the proposal in this submission, with granted additional uplift, would deliver 10% affordable rental housing contribution for a 15-year term.

Without a suitable uplift, the Site is unlikely to be redeveloped resulting in the delivery of no additional housing (or indeed commercial floor space) altogether, despite its opportune location adjacent to the Crows Nest Metro.

## 5.0 Conclusion

The landowners welcome the overall intent of the Crows Nest TOD and support the delivery of new homes and jobs proximate to transport infrastructure. However, it is considered that 8-24 Nicholson Street has greater potential to provide additional density close to the Crows Nest Metro and near existing public open space networks and other substantial residential amenity.

The landowners therefore seek the following amendment to the TOD and simultaneously welcome the opportunity to work with the Department to enable greater uplift at the Nicholson Street Site:

- A maximum Height of Building of 10 storeys
- An FSR of 3.1:1 delivering approximately:
  - 9,000sqm of GFA
  - 100 dwellings
  - 10 affordable rental housing dwellings per the provisions of the Housing SEPP Chapter 2, Part 2 for a 15 year term.

We thank the Department for their consideration and welcome the opportunity to work together moving forward. Please contact the below to meet and discuss next steps.

Yours sincerely,

[Redacted signature]

[Redacted name]

[Redacted contact information]



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** CM Record: Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 4:26:22 PM  
**Attachments:** [crows-nest-tod---individual-submission-\[REDACTED\]-wollstonecraft.pdf](#)

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Submitted on Thu, 29/08/2024 - 16:22

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

[REDACTED] .

**Suburb/Town & Postcode**

WOLLSTONECRAFT 2065

**Please provide your view on the project**

I object to it

**Submission file**

[crows-nest-tod---individual-submission-\[REDACTED\]-wollstonecraft.pdf](#) (833.7 KB)

**Submission**

To Whom it May Concern,

I am a residence and owner of a property [REDACTED] and residing with the Crows Nest TOD rezoning.

Please find attached my personal submission (Crows Nest TOD - Individual Submission [REDACTED].pdf) outlining my concerns, observations and recommendations for the Crows Nest TOD redevelopment rezoning.

Thanks



**I agree to the above statement**

Yes

██████████  
██████████  
██████████ NSW 2065  
██████████

Dated: 29.08.2024

**Subject: Submission Regarding Crows Nest TOD Rezoning Proposal - Floor Space Ratio Concerns for 126 Shirley Road and 124 Shirley Road, Wollstoncraft within the TOD**

To Whom it May Concern,

I am writing to you as a unit owner ██████████, to express significant concerns regarding the proposed reduced floor space ratio (FSR) and limitation to the building development in the Crows Nest Transport Oriented Development (TOD) rezoning plan for 126 Shirley Road and 124 Shirley Road. As these two addresses have a common shared allotment.

As I do support for the development initiatives planned for the Crows Nest area. I acknowledge the significant potential this development holds for addressing housing needs and enhancing the community infrastructure in the region. While I fully support the overall vision of the development, I do wish to highlight the concerns I have uncounted.

After reviewing the current proposal and consulting with fellow property owners at 126 Shirley Road and 124 Shirley Road, it has become clear that the current low FSR allocations and development restrictions will adversely affect property values and redevelopment potential for our properties.

This is evident in your documentation “The Crows Nest Urban Design Report.pdf” Crows Nest Pacific Highway Corridor and emphasising page 55 as shown below with other adjacent development overshadowing 126 Shirley Road and 124 Shirley Road properties. The surrounding taller buildings will be a privacy concern and reduced western sunlight towering over our buildings.

If our building is restricted from viable development while neighbouring properties are redeveloped into higher residential buildings, it will leave our building at a significant disadvantage and tenants would not want to live in the older building and overshadowing when there are newer higher buildings surrounding it.

There is no heritage listing for the properties of 126 Shirley Rd and 124 Shirley Road and should not be refenced or acknowledged as heritage. This will undermine any potential development assessment pursued by future developers. As for keeping the look of the

buildings for new development. It is possible to build a new building with the same qualities. As the Crows Nest Metro Station is a good example of these qualities. The new meets the old look. This should not deter the inclusion of 126 Shirley Road and 124 Shirley Road for higher FSR development scheme.

If we don't get the opportunity to have a viable development for our buildings and we have to live at our current address, we will face significant challenges. Our only parking is on the street, which will be further limited due to construction activities. Additionally, the noise and vibrations from construction, compounded by our proximity and the lack of wide roads to buffer these activities, could make living conditions intolerable as we live in an old building with no modern insulation or building materials.

We should be afforded the same level of development potential as the adjacent buildings within the TOD and not be restricted in anyway.

Crows Nest Pacific Highway Corridor

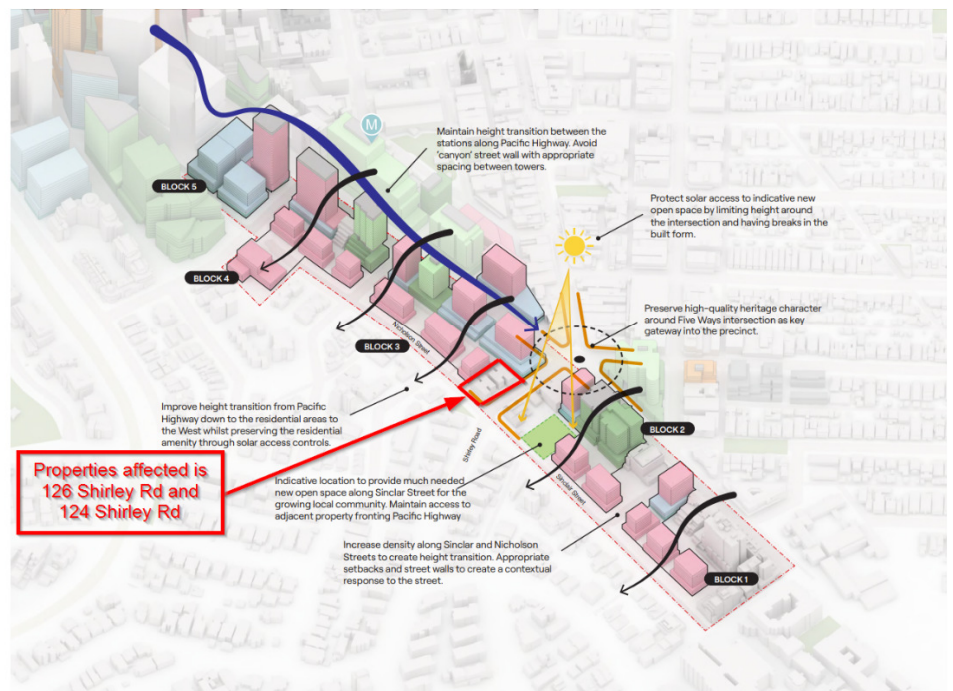
The Crows Nest Pacific Highway Corridor is the most expansive area that has been tested for change from the 2036 Plan. It is bound by Pacific Highway to the east, Sinclair and Nicholson Streets to the west, Rocklands Road to the south, and just north of Oxley Road to the north.

The primary intent of testing here was to identify additional sites for uplift to accommodate more housing close to the Metro Station, and to improve height transition between Pacific Highway and the residential area to the west. Attention has also been given to ensuring the controls presented in the 2036 Plan are still adequate and if change is required to ensure new developments sit well within the context of approved developments.

Key moves applied to this area include:

- Identified additional sites for uplift.
- Improved height transitions.
- Preserved gateway and heritage character around Five Ways.
- Identified indicative new open space.
- Increased height to select sites to incentivise development and delivery of affordable housing.

The following pages present a breakdown of the approach per block, representing the change from the 2036 Plan to the proposed.



As a key stakeholder in this project, I believe the current FSR allocation for 126 Shirley Road and 124 Shirley Road is insufficient and could adversely affect the building's value and overall development and rental potential.

The FSR currently assigned to our site appears to be too restrictive, which could lead to an underutilization of the available space. This limitation not only hinders the optimal development of the property but also poses a risk of devaluing the building in the real estate market with the over shadow of adjacent higher development surrounding our properties. The

restricted FSR could impact the economic viability of the project and diminish its long-term investment appeal.

An increased FSR would allow for more efficient use of the property, enabling a higher density development that aligns with the strategic goals of maximizing land use in high-traffic areas such as Crows Nest Metro Station. This adjustment would not only enhance the value of the building but also contribute positively to the surrounding community and local economy.

It would be logical for 126 Shirley Road and 124 Shirley Road properties and adjacent properties along 3, 5, 5A Nicolson Street to be a collective development block. As a combined block this could yield a higher potential for increased housing. Not to mention construction time and inconvenience to the adjacent neighbourhood would be reduced if this complete block is constructed as one.

Given these considerations, I respectfully request that Transport for NSW review and revise the FSR and development limitations for 126 Shirley Road and 124 Shirley Road properties. An increase in the FSR and removing any limitations for development would facilitate a more robust and economically viable development, benefiting all stakeholders involved.

To underscore our findings, concerns and recommendations, we have consulted with multiple third-party developers and real estate agents for their assessments. Please review the references provided below.

We have engaged an independent developer from Aqualand Australia and they have assessed your proposal and made their findings as shown below.

## **From Aqualand Australia**

### **Summary of Concerns**

#### **1. Inadequate Incentives for Redevelopment:**

The proposed uplift from an FSR of 1.6:1 to 2:1 is insufficient to incentivize redevelopment of our site and adjacent properties. As currently outlined, the rezoning plan does not address the need for meaningful lot consolidation or ensure proper ground plane access, which are critical for successful development.

#### **2. Financial Feasibility Issues:**

##### **o Current Site Details:**

- Site area: 530 sqm
- Existing FSR: 1.6:1
- Proposed FSR: 2:1
- Number of units: 12
- Approximate value per unit: \$1M

##### **o Proposed Development Impact:**

- New FSR: 1,060 sqm
- Estimated value of floorspace: \$5,000-\$7,000 per sqm
- Potential new land value: \$5.3M - \$7.5M
- Current market value: Approx. \$12M
- Redevelopment costs and requirements, including affordable housing, result in unsustainable sale prices for new units, making the proposal commercially unviable.

#### **3. Planning Principles and Site Constraints:**

- o The plan lacks minimum lot size requirements, which could impact the quality of redevelopment in terms of setbacks, solar access, and through-site links.
- o The current height limits are restrictive and do not accommodate future growth, as evidenced by similar issues in Chatswood.
- o Proposed development parameters (6 storeys with 1,060 sqm FSR) result in significant underdevelopment of the site.
- o The affordable housing provision under the current plan further impedes the feasibility of redevelopment.

### **Recommendations**

#### **1. Site Consolidation:**

To address the limitations of the current proposal, I recommend consolidating the sites at 126 Shirley Road, 124 Shirley Road, and adjacent Nicolson Street properties. A minimum lot size of 1,000 sqm, or ideally 2,000 sqm for a combined site, would allow for more effective redevelopment and provide a viable framework for higher FSR.

#### **2. Increased FSR and Building Envelope:**

An FSR of 6:1 should be considered for the consolidated site. This would enable:

- o A total FSR of 3,180 sqm
- o 8-9 storeys with appropriate site coverage adjustments
- o Total redevelopment costs between \$60M-\$68M

- Price per unit of \$1.53M
- Provision of 5 affordable housing units (10%)

3. **Enhanced Ground Plane Activation:**

More attention should be given to ground plane activation and articulation in the master plan, drawing from recent successful developments like St Leonards South.

We have also engaged a local real-estate agent Raine & Horne Lower North Shore with the current proposal and they have noted in their assessments of the devaluing of the properties 126 Shirley, 124 Shirley Road and adjacent Nicholson Street properties if the FSR is not increased. As noted from their assessment below.

## From Raine & Horne Lower North Shore

**Raine&Horne**  
Lower North Shore

26<sup>th</sup> August 2024

[REDACTED]  
[REDACTED] NSW 2065

To Whom It May Concern

**Re: [REDACTED] and surrounding development**

Thank you for our meeting last week and it was a pleasure to meet you all.

As you know, and as disclosure, I own within the building at [REDACTED] I am also a licenced Real Estate Agent with 24 years selling experience within the local community.

I have reviewed the plans for the Crows Nest rezoning proposals and have concluded the current development plans will have significant **negative** impact on values of the group of dwellings flanked by Nicholson Street, Nicholson Lane, Nicholson Place and Shirley Road due to the following reasons:

1. Future overshadowing, spanning from the easterly direction over to the North-West. The building at 126 Shirley Road will constantly be in shade due to the proposed increased development heights of neighbouring buildings.
2. Loss of amenity through loss of privacy and sun to the common rooftop entertaining area on top of the building
3. Greatly reduced access to street parking for those with resident parking permits at 126 Shirley Rd, Wollstonecraft, which currently qualifies for these council permits, because of increased population and future parking demands in the area.
4. Reduced rental returns for investors given the above points, together with the large number of newer rental options for tenants planned for the area.

This negative impact will affect sale prices, potentially by up to \$80,000-\$100,000 for the one-bedroom apartments and \$100,000-\$300,000 for the larger apartments in today's terms. Similarly, there will be a negative impact on investor rental returns and lifestyle. The building will also be incongruous to the planned image envisaged for the area.

The only price benefit achievable for owners, would be from a further increase in zoning height for [REDACTED] to allow the building to attract developer interest with equal importance to the other local buildings and the plans for the Crows Nest area.

I hope this has been of assistance to you and please feel free to reach out should you have any other questions.

Yours sincerely

**RAINE&HORNE LOWER NORTH SHORE**

[REDACTED]  
[REDACTED]  
**Licenced Real Estate Agent**  
[REDACTED]  
[REDACTED]

**Raine & Horne Willoughby** Terrace 3, 183-191 High Street, Willoughby NSW 2068  
T 02 8318 7888 E [reception@lins.rh.com.au](mailto:reception@lins.rh.com.au) W [rh.com.au/lins](http://rh.com.au/lins)  
THIS BUSINESS IS INDEPENDANTLY OWNED & OPERATED BY THE PRINCIPAL LNS WILLOUGHBY PTY LTD ABN 82 65 1 046 981



In conclusion, the current proposal for 126 Shirley Road and 124 Shirley Road Wollstonecraft fails to provide adequate incentives for redevelopment and does not align with basic planning principles that would support growth and sustainability. An increased FSR with equivalent development guidelines as adjacent properties within the TOD and site consolidation are crucial to ensuring that the Crows Nest TOD area can realize its full potential while supporting affordable housing and maintaining property values.

Overall this is a great opportunity for all stakeholders and we don't oppose the development of the Crows Nest area, but it also needs to benefit all parties involved and not segregated the properties owners that are most impacted.

Thank you for considering this submission. I look forward to your response and the opportunity to discuss these matters further.

Yours sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



I work from the building [REDACTED] and have done so since 1998. In addition to this I have an investment unit that is rented. I have been given advice that there will be significant financial loss as a result of surrounding developments if 124 Shirley Rd were not to be included in a manner that allowed potential for future development (see attached).

The site of 124 Shirley Rd has no heritage listing and I am concerned that the significant development around our building will be to the detriment of those living or working in this building. We would be dwarfed by large buildings and lose the ability to park in the adjacent streets as there is no onsite parking. The amenities of this building are not to the same level as people have now come to expect.

I understand that the property is in the “Focus for accelerated rezoning” but am disappointed that the potential heights for this site are so minimal in comparison to surrounding properties. The building at 124 Shirley Rd stands on the highest natural point of Crows Nest and it seems non-sensical to not make use of this aspect and position in future planning. There is an obvious need for more housing, both affordable, and in close proximity to transport hubs such as the Metro.

With the right incentives in place I would be willing for 124 Shirley Rd be considered for amalgamation with immediate adjacent buildings to Nicholson Lane (126 Shirley Rd; 3 Nicholson St, 5 Nicholson St). There is also the potential for a larger development that would join the community housing and other residences down to Hume St with these lots.

It would be a wasted opportunity if redevelopment of the area goes ahead in a haphazard fashion and did consider the bigger picture and potential for larger site amalgamations.

If you have any questions or concerns please do not hesitate to contact me directly on [REDACTED]

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** CM Record: Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 4:40:18 PM  
**Attachments:** [tod-submission-and-attachment-final.pdf](#)

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Submitted on Thu, 29/08/2024 - 16:39

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am submitting on behalf of my organisation

## **Name**

### **First name**

John

### **Last name**

Wynne

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

2000

### **Please provide your view on the project**

I object to it

### **Submission file**

[tod-submission-and-attachment-final.pdf](#) (1.14 MB)

### **Submission**

Please see attached letter.

### **I agree to the above statement**

Yes



**ANGEL PLACE  
LEVEL 8, 123 PITT STREET  
SYDNEY NSW 2000**

URBIS.COM.AU  
Urbis Ltd  
ABN 50 105 256 228

29 August 2024

Department of Planning, Housing and Infrastructure

Dear Sir/Madam

## **CROWS NEST TOD REZONING SUBMISSION: 340-376 PACIFIC HIGHWAY, CROWS NEST**

This submission is made on behalf of Galifrey Pty Ltd (**Galifrey**), in response to the public exhibition of the proposed Crows Nest Transport Orientated Development Program (**TOD**) rezoning proposal.

### **1. SUMMARY OF SUBMISSION**

We summarise this submission as follows:

1. Galifrey owns or controls the site referred to as 340-376 Pacific Highway, Crows Nest (**the site**) which comprises three distinct land parcels referred to as Parcels A, B and C. The site is located directly opposite the new Crows Nest Metro station and has a total area of 3,250m<sup>2</sup>. The site is included in the MU1 Mixed Use zone under the North Sydney LEP (**NSLEP**).
2. The TOD proposes the following for the site:
  - a. Building heights of 60 metres for Parcel A, RL 163.8 metres for Parcel B and 56 metres for Parcel C.
  - b. FSR of 6:1 for Parcel A, 5.5:1 for Parcel B and 5:1 for Parcel C.
  - c. Minimum non-residential FSR of 2:1 applying to the entire site.
  - d. Identification of Parcels A and B (360-376 Pacific Hwy) as a 'key site' with an affordable housing incentive provision of a building height of 86 metres, FSR of 8:1 with a non-residential FSR of 2:1.
3. We object to the following aspects of the exhibited TOD:
  - a. The proposed building height and FSR applicable to Parcels A and B (equivalent to 18 storeys and 5.5:1/6:1) is equivalent to or less than the recommend height contained in the St Leonards Crows Nest 2036 Plan. Given the TOD requires a mandatory provision of 10% affordable housing to be held in perpetuity and 'turns off' the applicability of the In Fill Affordable Housing provisions of the SEPP Housing, this results in significantly decreased development feasibility and potential for the site. The building height and FSR for the site must be increased commensurate with the impact of the provision of affordable housing.
  - b. The proposed building height and FSR applicable to Parcels A and B fails to properly recognise the significant size and capacity of the site to optimise desired development outcomes. The building height and FSR for the site must be increased to reflect the site as one of the largest in this area and positioned directly opposite the new Metro Station.

- c. The building height and FSR applicable to Parcels A and B are significantly lower than that proposed for the property located immediately opposite the site on the north side of Hume Street at 378-390 Pacific Highway. There are no locational, features or urban design grounds informing differing development controls for the adjoining property and therefore building heights and FSR should be consistent between these sites.
  - d. The exhibited TOD excludes Parcel C from inclusion with Parcels A and B in the 'key site' designation with incentive provisions for increased affordable housing provision. Galifrey embraces the vision for the future of Crows Nest expressed in the TOD and has amalgamated a large site with the locational and physical attributes capable of supporting high density development. Including Parcel C with Parcels A and B in the key site with a 15% affordable housing incentive, represents a logical extension of a key site held in single ownership and where the potential to expedite optimum provision of new development is maximised.
  - e. The exhibited TOD references building heights using a mix of RL's and actual metres which creates confusion in understanding the applicable height for site and the relationship to other buildings in the precinct. The recommended heights in 'storeys' expressed in the supporting Urban Design Report prepared by SJB have not been accurately translated into the reference to 'metres' in the TOD.
4. Given the above, we request the following refinements to the exhibited TOD:
- a. Building heights for both Parcel A and B be **increased** from 60 metres and 163.8 metres to RL 176 (equating to 24 storeys) and that the building height for Parcel C be **increased** to 67 metres (equivalent to 16 storeys).
  - b. FSR for both Parcel A and B be **increased** from 6:1 and 5.5:1 to 7.2:1 and that the FSR for Parcel C be **increased** from 5:1 to 6:1.
  - c. Minimum non-residential FSR be **reduced** from 2:1 to 1.5:1 across the entire site.
  - d. The property at 340-358 Pacific Hwy (Parcel C) be **included** as part of the 'key site' and the affordable housing incentive provision be **increased** over the entire site to a building height of 106 metres (equating to 32 storeys), FSR of 9.3:1 and with the non-residential FSR **reduced** to 1.5:1.
  - e. The Department review the 'translation' of the recommended building height in 'storeys' expressed in the SJB Urban Design Report and apply a consistent height control approach across all sites, ideally being a specific defined RL.

The following provides details of the basis for this submission.

## 2. THE SITE

Galifrey owns or controls the site referred to as 340-376 Pacific Highway, Crows Nest. The site is located directly opposite the new Crows Nest Metro station and has a total area of 3,252m<sup>2</sup>. The site is one of the largest properties in single ownership in this area.

The site is included in the MU1 Mixed Use zone under the North Sydney LEP (NSLEP).

The location of the site is illustrated in Figure 1 below:

**Figure 1 Location of the site**



The site comprise three contiguous but distinct 'parcels', described as follows:

- Parcel A: 366-376 Pacific Highway.
- Parcel B: 360 Pacific Highway.
- Parcel C: 340-348 Pacific Highway.

The parcels comprising the site are illustrated in Figures 2 below:

Figure 2 The site 'parcels'





### 3. ST LEONARDS – CROWS NEST 2036 PLAN

The St Leonards Crows Nest 2036 Plan (2036 Plan) recommends the following key provisions for the site:

- a. Building heights of 18 storeys for Parcels A and B and 8 storeys for Parcel C.
- b. FSR of 5.5:1 for Parcels A and B and 4:1 for Parcel C,
- c. Minimum non-residential FSR of 2:1 applying to the entire site.

Parcel B had a Planning Proposal (PP2021-7169) Gazetted on 17 December 2023, permitting a maximum building height limit of 163.6 metres (equivalent to 18 storeys) and an FSR of 5.5:1, inclusive of 2:1 non-residential FSR, consistent with the directions of the 2036 Plan.

### 4. THE EXHIBITED TOD

The exhibited TOD proposes the following for the site:

- a. Building heights of 60 metres for Parcel A, 163.8 metres for Parcel B and 56 metres for Parcel C.
- b. FSR of 6:1 for Parcel A, 5.5:1 for Parcel B and 5:1 for Parcel C.
- c. Minimum non-residential FSR of 2:1 applying to the entire site.
- d. Identification of Parcels A and B (360-376 Pacific Hwy) as a 'key site' with an affordable housing incentive provision of a building height of 86 metres, FSR of 8:1 with a non-residential FSR of 2:1. Parcel C is not included in the 'key site' designation.

Extracts from the EIE illustrating the proposed controls for the site are provided in Figure 3 below.

**Figure 3 EIE Extracts**

#### 1. Building heights



## 2. FSR



## 3. Non Residential FSR



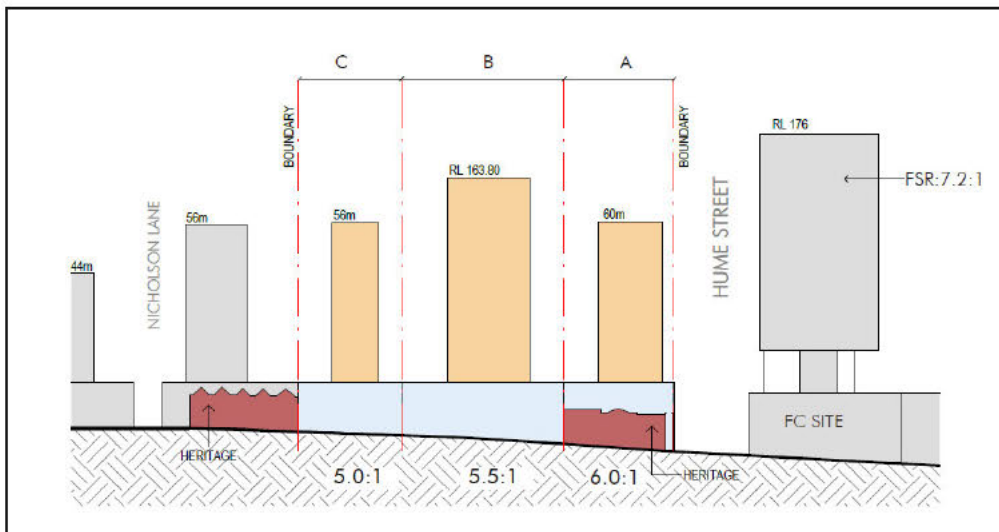
4. Key Site Incentive



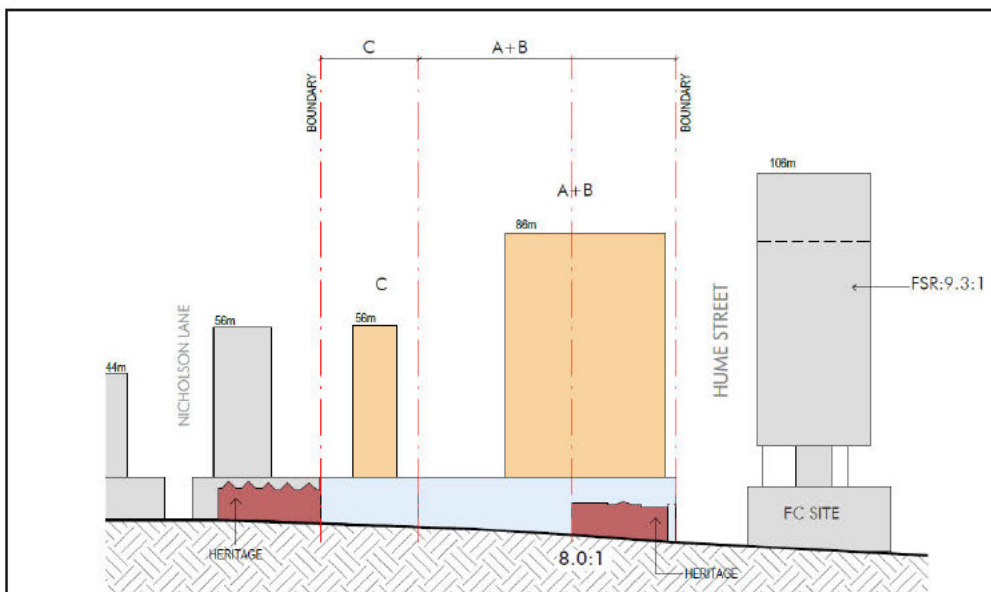
Plans prepared by Nettleton Tribe Architects illustrating the exhibited TOD controls are attached to this submission – refer **Attachment A** and are illustrated in Figure 4 below

**Figure 4 Exhibited TOD plans**

Exhibited 'Base' TOD Plan



Exhibited 'Key Site' TOD Plan



## 5. SUBMISSION

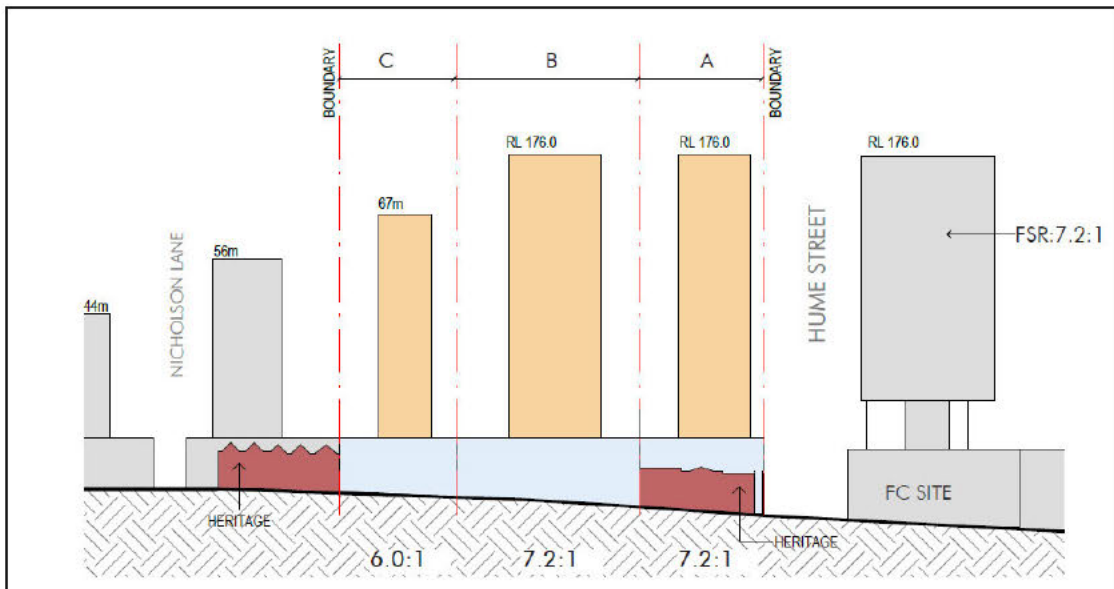
We request the following refinements to the exhibited TOD:

1. Building heights for both Parcel A and B be **increased** from 60 metres and 163.8 metres to RL176 (equating to 24 storeys) and that Parcel C be **increased** from 56 metres to 67 metres.
2. FSR for both Parcel A and B be **increased** from 6:1 and 5.5:1 to 7.2:1 and that the FSR for Parcel C be **increased** from 5:1 to 6:1.
3. Minimum non-residential FSR be **reduced** from 2:1 to 1.5:1 across the entire site.
4. The property at 340-358 Pacific Hwy (Parcel C) be **included** as part of the 'key site' and the affordable housing incentive provision be increased over the entire site to a building height of 106 metres (equating to 32 storeys), FSR of 9.3:1 and with the non-residential FSR reduced to 1.5:1.
5. The Department review the 'translation' of the recommended building height in 'storeys' expressed in the SJB Urban Design Report and **apply a consistent height control approach** across all sites, ideally being a specific defined RL.

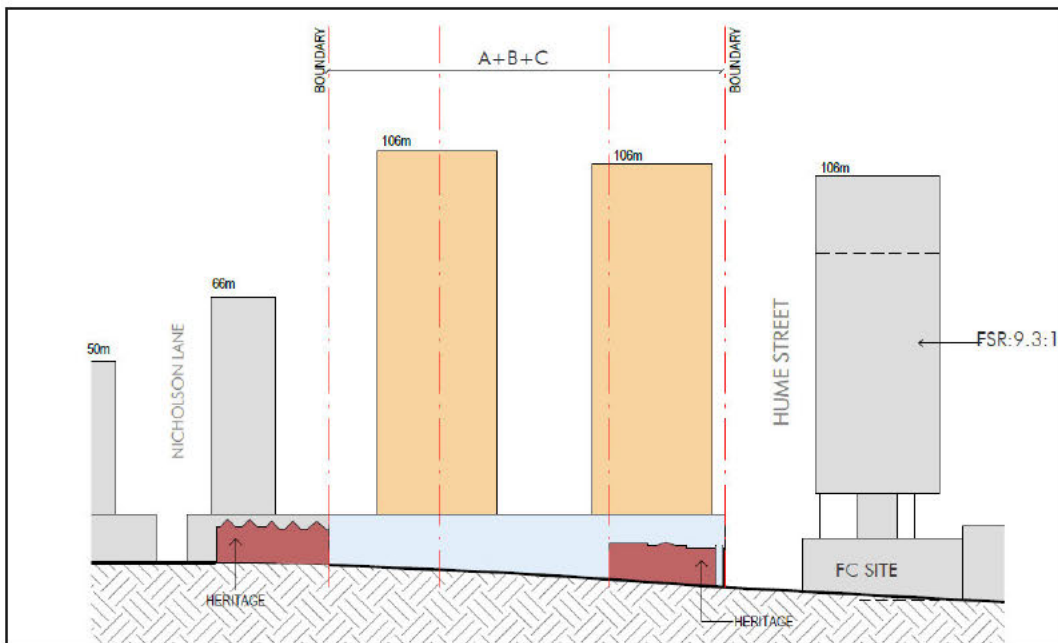
Plans prepared by Nettleton Tribe Architects illustrating the proposed refinements to the exhibited TOD controls are attached to this submission – refer **Attachment A** and are illustrated in Figure 5 below:

**Figure 5 Proposed refined TOD Plans**

### Proposed Refine 'Base' TOD Plan



Proposed Refined 'Key Site' TOD Plan



We submit the following grounds in support of this submission.

**5.1. INCREASED BUILDING HEIGHTS AND FSR**

We submit that the building heights and FSR proposed on the site in the exhibited TOD should be increased for the following reasons:

- Firstly, the proposed building heights and FSR for Parcels A and B do not reflect any increase from the controls recommended in the 2036 Plan or as already approved on Parcel B (ie 18 storeys). With the imposition of a mandatory 10% affordable housing provision to be held in perpetuity for all development in the TOD, along with the removal of the applicability of development incentives available in the infill affordable housing bonus under Chapter 2, Part 2, Division 1 of the State Environmental Planning Policy (Housing) 2021, this results in significantly decreased development feasibility and potential for the site. The building height and FSR for the site must be increased commensurate with the impact of the provision of affordable housing. To address this, we request that the height and FSR controls are increased by 30% to RL176 (equivalent to 24 storeys) for Parcels A and B and 67 metres for Parcel A. A commensurate increase of FSR of 7.2:1 on Sites A and B and 6:1 on Parcel C is requested to 'offset' the additional costs arising from the affordable housing contributions and providing a development uplift commensurate with the necessity to deliver affordable housing in perpetuity.
- Secondly, the large size, physical character and location in the 'epicentre' of the Crows Nest TOD ensures the sites has the environmental capacity to optimise development outcomes, including maximising the provision of affordable housing. The building height and FSR proposed for

Parcels A and B fails to properly recognise the significant size and capacity of the site to optimise desired development outcomes. The exhibited heights and FSR represent an underutilisation of the site and increasing it as proposed contributes to enhanced planning outcomes with no associated detrimental off site impacts arising.

- Thirdly, we seek an increased height and FSR for Parcels A and B to provide consistency with the controls planned on the site at 378-398 Pacific Highway, located on the opposite side of Hume Street to the site. This adjacent property is provided with a height of RL176 metres and an FSR of 7.2:1. There is no locational, site features or urban design grounds for providing differing controls between these sites. We therefore request the heights and FSR be consistent with the provisions applied to this adjacent site.

## **5.2. REDUCTION OF NON RESIDENTIAL FLOOR SPACE**

We submit that the non-residential FSR proposed on the site in the exhibited TOD should be decreased for the following reasons:

- As one of the largest sites in single ownership, the requirement to provide 6,500m<sup>2</sup> of non-residential floor space represents an onerous and excessive quantum of space at a location where demand for such space is not proven. Retaining a 2:1 minimum non-residential FSR undermines the commercial viability of the site, threatening achievement of the highest priority of urgently stimulating provision of new housing. Reducing this requirement to 1.5:1 retains the need to provide a significant amount of non-residential floor space to a level more appropriate to the commercial and locational attributes of the site.
- The reduction align the non-residential floor space FSR of 1.5:1 to that proposed for the site 378-398 Pacific Highway, located on the opposite side of Hume Street to the site. Therefore this change ensures appropriate consistency between the sites.

## **5.3. REFINEMENT OF THE KEY SITE PROVISIONS**

We submit that the key site provisions should be amended to include Parcel C at 340-358 Pacific Hwy' and with the affordable housing incentive provision increased over all parcels to a building height of 106 metres and an FSR of 9.3:1 for the following reasons:

- Galifrey embraces the vision for the future of Crows Nest expressed in the TOD and has amalgamated a large site with the locational and physical attributes capable of supporting high density development. Including Parcel C with Parcels A and B in the key site with a 15% affordable housing incentive, represents a logical extension of a key site held in single ownership and where the potential to expedite optimum provision of new development is maximised.
- The proposed increase in FSR and building height reflects the need to 'offset' the additional costs arising from the affordable housing contributions and providing a development uplift commensurate with the necessity to deliver affordable housing in perpetuity. The proposed increased FSR and height represents
- We seek an increased height and FSR for the enlarged key site to provide consistency with the controls planned on the site at 378-398 Pacific Highway, located on the opposite side of Hume Street to the site. This adjacent property is identified as a key site and is provided with an incentive height of 106 metres (equivalent to 32 storeys) and an FSR of 9.3:1. There is no locational, site features or urban design grounds for providing differing controls between this site and the subject site. We therefore request the heights and FSR be consistent with the provisions applied to this adjacent site.



**5.4. APPLY AN ACCURATE AND CONSISTENT APPROACH TO BUILDING HEIGHTS**

We request the Department review the ‘translation’ of the recommended building height in ‘storeys’ expressed in the SJB Urban Design Report and apply a consistent height control approach across all sites, ideally being a specific defined RL.

**6. CONCLUSION**

Please contact either Belinda Thomas or myself if you have any questions and we request an opportunity to meet with the Department to discuss the submission.

Yours sincerely,

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A small black rectangular redaction box covering the name.

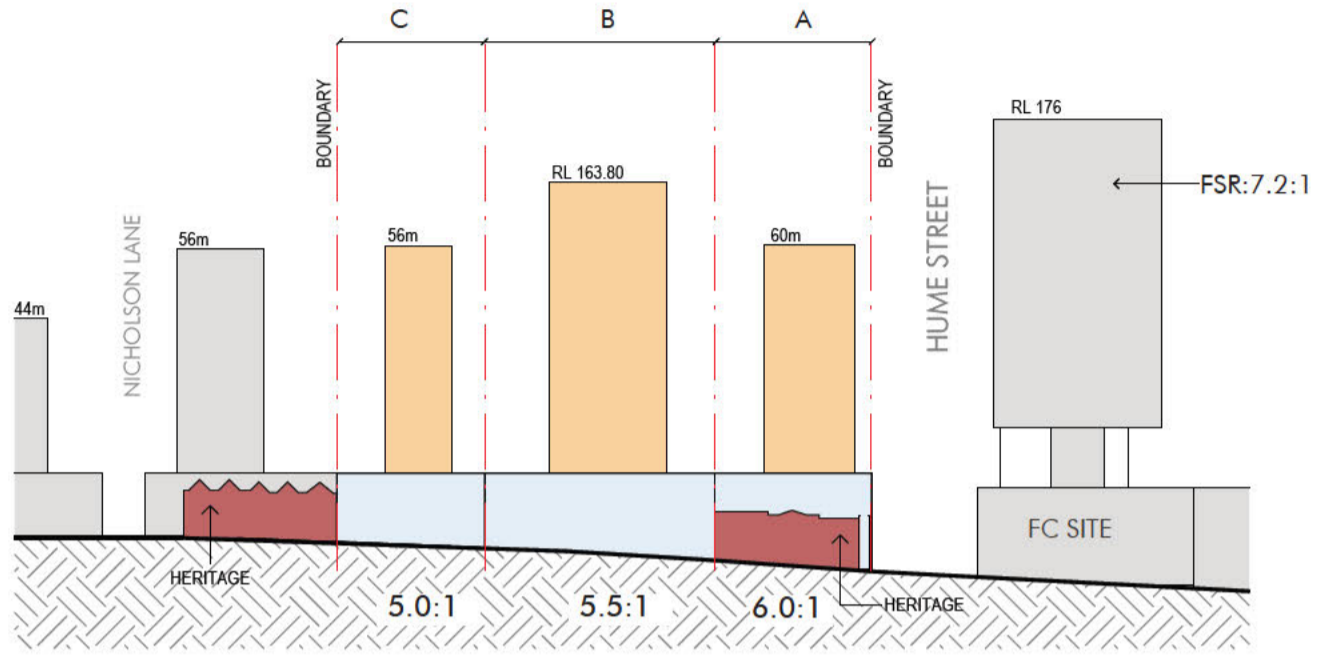
Director

A black rectangular redaction box covering contact information.

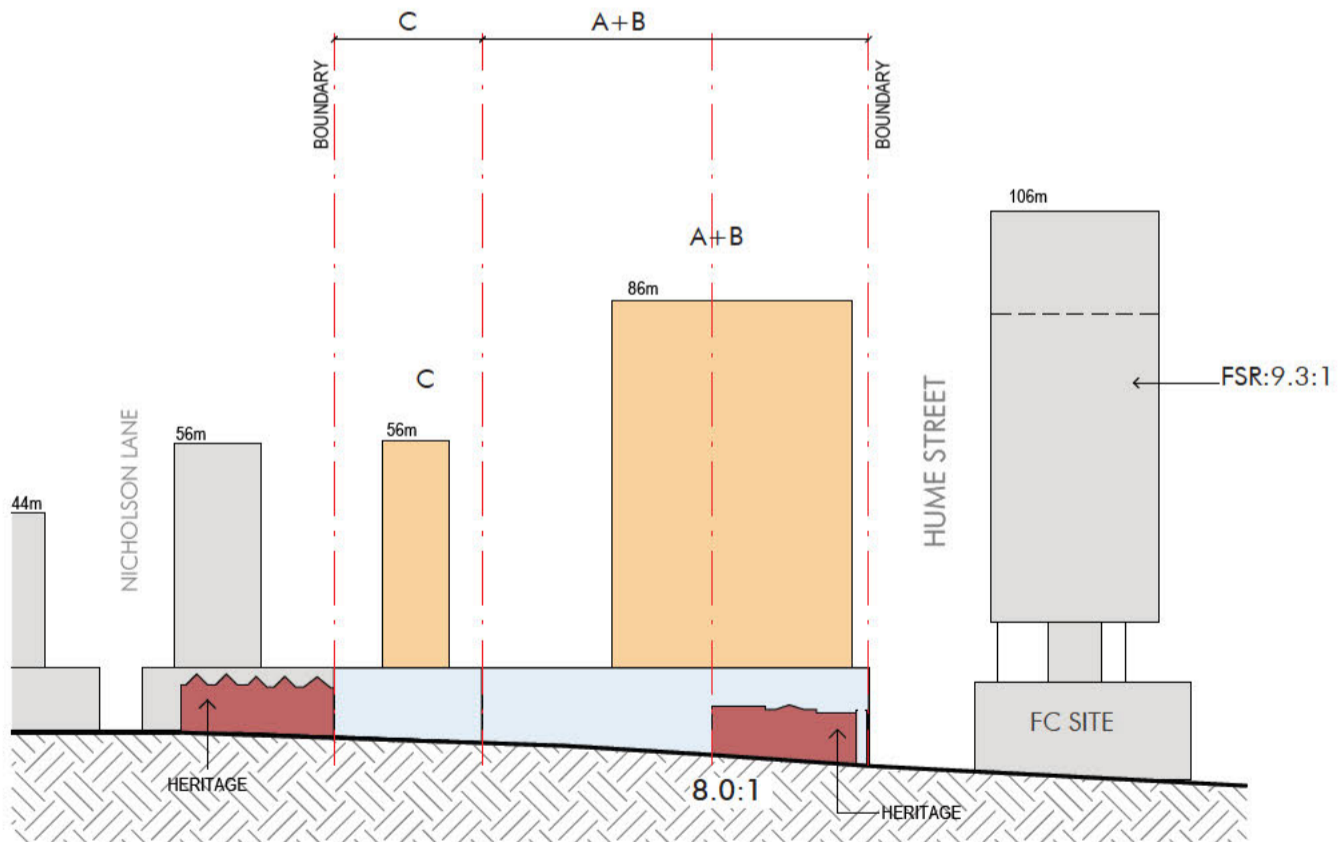


FEASIBILITY STUDY  
**MASSING SECTION COMPARISON**

1. DRAFT BASE TOD MASSING

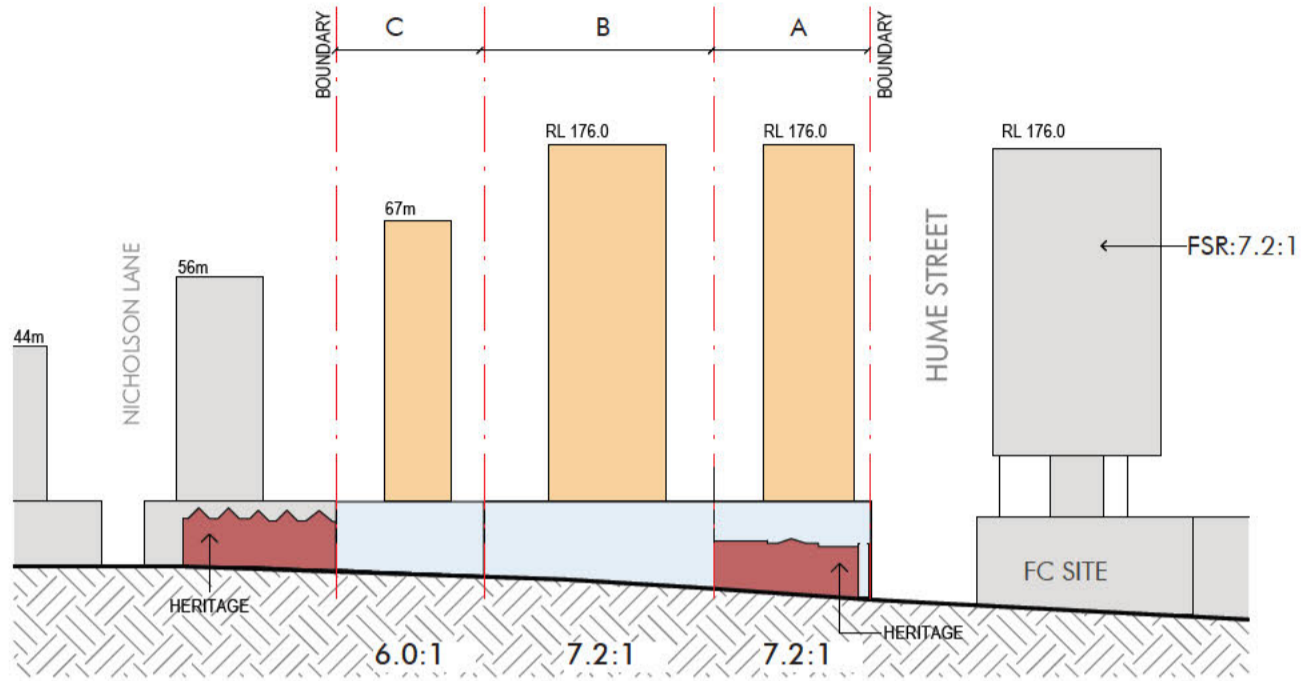


2. DRAFT TOD AMALGAMATED MASSING

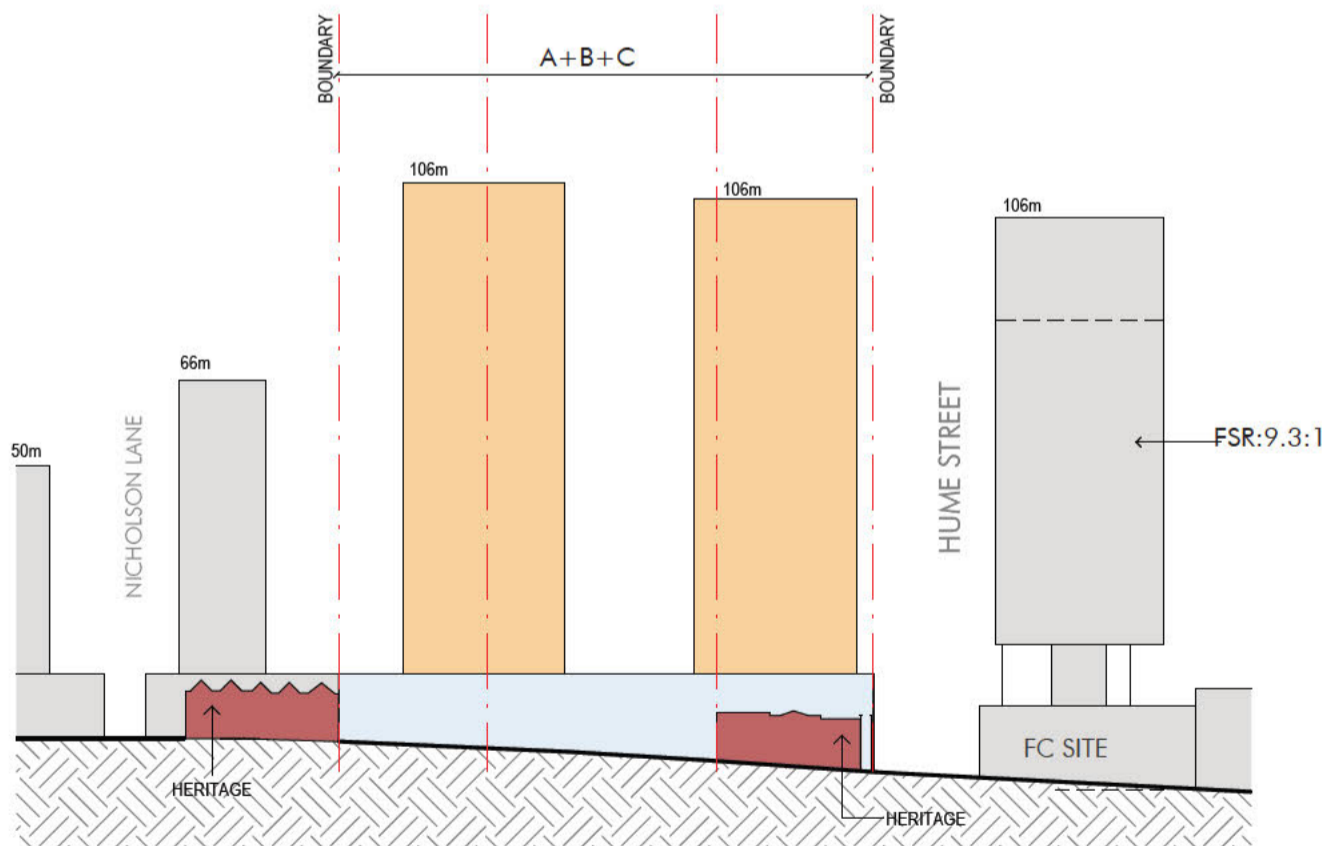


FEASIBILITY STUDY  
**MASSING SECTION COMPARISON**

3. PROPOSED BASE TOD MASSING



4. PROPOSED TOD AMALGAMATION MASSING



**TOTAL FSR 9.3:1**

(Non -Resi Podium 1.5:1 included in total FSR)

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** CM Record: Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 25 August 2024 7:39:09 PM  
**Attachments:** [crows-nest-tod---nicholson-st-opportunity---personal-submission.pdf](#)

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Submitted on Sun, 25/08/2024 - 19:25

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████████

**Last name**

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

Wollstonecraft, 2065

**Submission file**

[crows-nest-tod---nicholson-st-opportunity---personal-submission.pdf](#) (685.74 KB)

### Submission

NAME AND ADDRESS NOT FOR PUBLIC RELEASE.

PLEASE REFER TO ATTACHED PDF RATHER THAN BELOW TEXT SINCE THIS SUBMISSION INCLUDES DIAGRAMS.

To: The Hon. Paul Scully,  
Department of Planning, Housing, and Infrastructure,  
NSW Government  
25 August 2024

Dear Minister Scully,

As the owner of [REDACTED], I am writing to express my support for the row of houses, numbers 8-24 on Nicholson St, Wollstonecraft ('Nicholson Collective') to be rezoned from their current R3 Medium Density to R4 High Density per the July Crows Nest TOD proposal.

I also endorse the submission of urban planner, [REDACTED] from Planning & Co. on behalf of all ten owners in the Nicholson Collective to the July Crows Nest TOD proposal. As noted in that submission, this site (8-24 Nicholson St, Wollstonecraft) undeniably meets the objectives of the State-led rezoning:

- Increase housing supply in the Crows Nest Precinct, which includes St Leonards
- Enable a variety of land uses within walking distance of the St Leonards train and Crows Nest metro stations
- Deliver housing supported by public spaces, vibrancy and community amenity
- Increase the amount of affordable housing in the TOD Precincts

This is a shovel-ready site, ready for immediate development and addition to North Sydney LGA's housing supply targets, as soon as a viable FSR and height limit is granted.

The Collective of the 10 owners of the semi-detached properties from 8-24 Nicholson St have already executed a Memorandum of Understanding (MoU) and are willing to sell.

However, the FSR and height limits proposed in the July Crows Nest TOD (of only 1.6:1 and 23m) prevent it from being economically viable for these sites to be sold and therefore developed.

The proposal in the TOD is therefore a missed opportunity to add housing supply by developing this Nicholson St site which is less than 100m from the new Crows Nest Metro station.

This personal submission proposes a few amendments to the Draft July TOD (see section 2 of this document) that will better allow the Government to achieve its above mentioned objectives and better serve the local community.

#### Section 1. Implications and issues of current Crows Nest TOD proposal:

Analysis presented in the NSW Government's Crows Nest TOD EIE, as well as additional analysis conducted by urban planners, Planning & Co, shows that the proposed zoning of the Nicholson Collective is incongruous with adjacent properties close to the Metro.

The TOD provides for developments to heights of 29m-107m to my home's immediate eastern and northern boundary. Even properties further from the Metro on our southwestern boundary have higher height limits (e.g. 30m on Christie St). However, the 8-24 Nicholson St site is at an FSR of a mere 1.6:1 and height limit of 23m per the July 2024 TOD. At this limit, it is economically unfeasible for a collective sale and development of the Nicholson Collective properties as the current market value of these properties is at or above the potential purchase price from a developer's perspective given the proposed low FSR of 1.6:1.

This acts as a constraint on the development potential of the area and fails to capitalise on uplift opportunity.

Additionally, unless the Govt. provides an economically feasible FSR and height limit for

this site (8-24 Nicholson St) that would allow its development, the existing 1-2 storey semi-detached houses in our Collective will remain indefinitely as 1-2 storey semi-detached residential homes. This would mean that the TOD's planning controls for the surrounding sites on Pacific Highway, Oxley St, Nicholson St and Christie St would be contrary to North Sydney Council's Development Control plans regarding Solar Access. The proposed significant increase to nearby properties would restrict my home's solar access if allowed. This goes against the government's provisions for solar access per the Residential Flat Design Code, even in dense urban areas (minimum of 2hrs solar access). See Appendix B – which provides evidence of a violation of solar access requirements in the Government's solar diagrams (pg.64 of the Crows Nest State-led Rezoning document). The Government document also calls out the fact that my property and those in the Nicholson Collective (8-24 Nicholson St) will receive less than the minimum 2 hours required solar access, and therefore “these properties have been considered for development”.

In line with its admirable ambitions to increase housing supply, the government has proposed the following controls to encourage development:

- Existing townhouses on the high side of Nicholson St (higher topography) were granted a 29m height limit (at 2:1 FSR)
- Within 60m of my home, is a 92m high rise on Pacific Highway (at 9.3:1 FSR; or 12:1 FSR and 111m with incentive proposed heights).
- On the Pacific Highway/Oxley St corner is a 107m skyscraper (at 11:1 FSR; or 14.5:1 FSR and 133m with incentive proposed heights).
- Immediately across the road on the road on Oxley St to my northern border (from where my home receives much of its light), is a proposed 39m development; and
- Diagonally across the road to my home in the northeast is a 34m development (4.5:1 FSR).

The land from Pacific Highway slopes downwards as it moves from St Leonards and Crows Nest stations down toward Lithgow St and River Rd, Wollstonecraft. Therefore, our site (situated on lower lying land than the above proposed developments) can contribute a greater amount of housing supply if granted a higher FSR and height limit than currently proposed, whilst still achieving the tapered height transition away from the Pacific Highway spine and solar access for neighbouring areas.

Further to this, the proposed future Low to Mid Rise (LMR) housing policy, which is expected to apply to the sites south and west of us (i.e. further away from the Crows Nest Metro and RNS Hospital), would provide them with an FSR and height limit that is above what has been allotted to our site as part of the TOD. Therefore, it is a detriment to the community for our site to be included in the TOD under the July Crows Nest TOD proposed FSR (1.6:1) as it would result in fewer homes being built on this site than if we were included under the proposed LMR policy rather than the TOD.

It is inconsistent with the aims of the stated objective of the government's well-intentioned housing policy and TOD for our site to remain undeveloped (which is what it would be at the 1.6:1 FSR proposed in the July Crows Nest TOD), only to be surrounded by high rises which are located further away from nearby public infrastructure (including the Crows Nest Metro).

As a result, the controls presented in the Draft Crows Nest TOD (and the St Leonards and Crows Nest 2036 Plan before it) do not capitalise adequately on the infrastructure in place locally.

## Section 2. Required amendments to proposed Crows Nest TOD:

I am fully aligned to the Government's intentions of increasing housing supply, and would be happy to support the Crows Nest TOD, if it:

1. Better reflects an FSR and height for this site (8-24 Nicholson St Wollstonecraft) that is:
  - a. consistent with the proposed FSR and height of adjacent properties in the TOD,
  - b. consistent with appropriate height transitions to less well-located nearby properties applicable under future policy (e.g. LMR),
  - c. economically viable for development, and
  - d. achieves the goal of increasing housing supply;

Provision of an FSR of 3:1 and height of 10 storeys or higher is required for 8-24 Nicholson St, Wollstonecraft in order to achieve the Government's afore-mentioned state-led rezoning objectives. If the Government were to provide an FSR of 3:1 or above, and building height of 10 storeys, this would achieve the Government's objectives by delivering:

- i. 9,000 sqm of Gross Floor Area (GFA)
- ii. c.100 additional dwellings in the North Sydney Council LGA, within 100m of the Crows Nest Metro
- iii. c.15 affordable rental housing dwellings for a period of 15 years.

2. Protects solar access (minimum 2hrs) for the semi-detached houses on Nicholson St in the event a development appropriate FSR as outlined in Amendment (1) above is not granted. See Appendix B solar diagram excerpts from the Crows Nest State-led Rezoning document.

- a. Government solar diagrams show that the proposed July Crows Nest TOD planning controls do not provide the minimum 2 hours sunlight to private open spaces (i.e. my property and that of the Nicholson Collective) from 10am-3pm during the winter solstice.
- b. In order for the planning controls in the TOD to be implemented without breaching solar access policies, the properties in the Nicholson Collective (i.e., that will get less than the minimum solar access requirements) will need to be redeveloped. For any development to be economically feasible on that site, an FSR of 3:1 and height of 10 storeys is required.
- c. At an FSR less than 3:1, or height less than 10 storeys (as proposed in the July TOD), these properties will not be developed and the proposed planning controls for surrounding sites on Pacific Highway, Oxley St and the eastern side of Nicholson St will be in breach of broader planning controls and objectives set by both North Sydney Council and the NSW Government re: solar access.

3. Takes into account safety requirements, including the need for two separate raised pedestrian 'wombat' crossings at the high traffic intersection of Nicholson St and Oxley St to prevent loss of life or injury to local families. This is the sole exit point for all of the traffic from future as well as existing high rises along Christie St and Nicholson St (including 88 Christie, Landmark and St Leonard's Square buildings).

- a. A pedestrian crossing (in the form of a raised wombat crossing) is urgently required at the intersection of Nicholson and Oxley St to allow local families walking along Nicholson St, Wollstonecraft toward St Leonards Station and the local child-care centres (and vice versa from Nicholson St towards Crows Nest Metro) to be able to safely cross the street. There was previously no need for a formal crossing as both Nicholson and Oxley were quiet, residential streets with low traffic. However, with the thousands of additional cars from the Landmark building, JQZ/88 Christie and St Leonard's Square high rises all speeding and turning quickly (with no traffic calming measures implemented on either Oxley St or Nicholson St) to try and run through the green lights at the Oxley St/Pacific Highway intersections, this is a serious hazard for local families and we have personally witnessed 3 near collisions of cars with young children and pets in the last 6 months.

4. Reverses the recent move to make Christie St a one-way street near its intersection with Pacific Highway, and thereby allow another exit point for traffic in this area to Pacific Highway. Lithgow St and Christie St were both entry and exit points for traffic feeding to Pacific Highway. Lithgow St was recently blocked off as part of the JQZ/88 Christie St development and Christie St was turned into a one way between Christie and Nicholson St. This has caused unintended negative consequences to traffic and pedestrians, and the Christie St one way section should at the very least be changed to enabling two-way traffic.

5. Protects Nicholson Reserve by rejecting Lane Cove Council's TOD submission suggestion that seeks to destroy our increasingly scarce and valuable green space (i.e., Nicholson Reserve) and native trees (on the corner of Nicholson St and Oxley St). It is paramount that the State Government and North Sydney Council protect the Nicholson Reserve – a space for green and respite from traffic enjoyed by so many of us local community members – to protect from the 'concrete jungle' created by all the new developments in this area.

### Section 3. Background to broader support of objectives of Crows Nest TOD:

For background, as a long-term local resident and a young, working Australian, I recognise the current shortage of housing close to the CBD and this Government's commitment to improving this situation. I also recognise our privilege in being among just a handful of households occupying easily developable land within walking distance of employment opportunities (both commercial as well as the nearby Royal North Shore Hospital), as well as critical infrastructure including both Crows Nest and St Leonards train stations and their respective town centres.

Therefore, I hope to support the Government's ambitions to alleviate housing pressures and expand access to the infrastructure and employment privileges we as landowners next to Crows Nest Metro currently enjoy with more members of our community through our support of a rezoning of this site to accommodate higher density living. A re-zoning would enable the government to facilitate the accommodation of several hundred households on this site where there are currently only 10.

A re-zoning would be in line with both analyses conducted by urban planning consultancy Planning & Co, and research conducted by the NSW Productivity Commission which concluded that increasing density in areas such as the Lower North Shore would minimise infrastructure costs as compared to developing greenfield sites.

The area is well-served by transport, being c.100 metres from the entrance of Crows Nest metro station, 500 metres from the existing St Leonards station, and well served by buses along the Pacific Highway. It is also located less than 700 metres from Royal North Shore hospital, which has c.5,000 staff and a resultant requirement for accommodation close by. It is also well-served by retail, being a short walk from the Crows Nest town centre; therefore, increased density will also benefit the local commerce and hospitality industry, generating further economic uplift.

In 2023, the NSW Productivity Commission released a paper 'Building more homes where infrastructure costs less'. This paper identified that Sydney would need to build at least 550,000 homes by 2041 to keep up with population increases. It advocates for increased density in suburbs with existing infrastructure, noting that building in such areas lowers the cost of infrastructure such as roads, rail, water, schools, and open space, and minimises the

extra road congestion from new homes. The report identified that providing infrastructure in outer areas could cost up to \$75,000 more per dwelling than building in inner suburbs (such as Wollstonecraft) due to this additional cost in providing infrastructure. Crows Nest and surrounds were explicitly identified in the report as one of the most cost-effective suburbs to develop in Sydney.

#### Section 4. Summary:

In summary, including the Nicholson Collective site (8-24 Nicholson St) in the TOD and rezoning this site to R4 High Density is consistent with the Government's ambition to address the shortage of urban housing, the approach to urban planning taken to our surrounding properties, and takes advantage of the excellent infrastructure in the surrounding region. This is in line with the NSW Productivity Commission's report advocating for infill development in inner suburbs such as those on the Lower North Shore. As a long-term local resident and homeowner, I am supportive of this and the principles of the Crows Nest TOD, subject to the amendments outlined in section 2 of this submission.

However, to enable the Nicholson St site to be feasible for development, and to allow the proposed planning controls for uplift in FSR and height limits for nearby properties along Pacific Highway and Oxley St to be implemented in line with sound planning policy and solar access controls, this site (8-24 Nicholson St) needs to be granted a higher FSR (at or above 3:1).

I hope we can be a part of the solution to the housing supply shortage in our local community, and the Government will take advantage of the shovel ready site that is Nicholson St.

This site is shovel ready and can be immediately unlocked to provide additional housing, whilst remaining in line with solar and other planning provisions, if granted a higher FSR and height limit that is feasible for development and is consistent with nearby properties in the TOD.

Yours sincerely,

[Redacted Signature]

NSW 2065

#### Appendix A:

Current proposed controls for 8-24 Nicholson St are a missed opportunity to provide immediate housing supply.

It is not economically feasible and is significantly below the FSR and height limit of surrounding properties. See figures 13 and figure 10 from Crows Nest EIE July 2024 (excerpts shown below).

Source: Crows Nest TOD EIE pg. 20

Source: Crows Nest TOD EIE pg. 20

#### Appendix B:

The proposed July Crows Nest TOD does not provide the minimum 2 hours sunlight to private open spaces from 10am-3pm during the winter solstice.



The Government's own solar diagrams (pg.64 of the Crows Nest State-led Rezoning document) call out the fact that my property and those in the Nicholson Collective (8-24 Nicholson St) will receive less than the minimum 2 hours required solar access.

In order for the planning controls proposed in the TOD to be possible, these properties need to be redeveloped. For any redevelopment to be economically feasible, an FSR of 3:1 and height of 10 storeys is required. Otherwise, these properties will not be developed and the proposed planning controls for surrounding sites will be in breach of planning controls and objectives set by both North Sydney Council and the NSW Government re: solar access.

Source: Crows Nest State-led Rezoning pg. 64

**I agree to the above statement**

Yes

To: The Hon. Paul Scully,  
**Department of Planning, Housing, and Infrastructure,**  
NSW Government  
25 August 2024

NAME AND ADDRESS NOT FOR PUBLIC RELEASE.

Dear Minister Scully,

As the owner [REDACTED], I am writing to express my **support** for the row of houses, **numbers 8-24 on Nicholson St, Wollstonecraft** ('Nicholson Collective') **to be rezoned** from their current R3 Medium Density to **R4 High Density** per the [July Crows Nest TOD proposal](#).

I also endorse the submission of urban planner, [REDACTED] from Planning & Co. on behalf of all ten owners in the Nicholson Collective to the July Crows Nest TOD proposal. As noted in that submission, this site (8-24 Nicholson St, Wollstonecraft) undeniably meets the objectives of the State-led rezoning:

- Increase housing supply in the Crows Nest Precinct, which includes St Leonards
- Enable a variety of land uses within walking distance of the St Leonards train and Crows Nest metro stations
- Deliver housing supported by public spaces, vibrancy and community amenity
- Increase the amount of affordable housing in the TOD Precincts

This is a shovel-ready site, ready for immediate development and addition to North Sydney LGA's housing supply targets, as soon as a viable FSR and height limit is granted.

The Collective of the 10 **owners** of the semi-detached properties from 8-24 Nicholson St have **already executed a Memorandum of Understanding (MoU) and are willing to sell.**

However, **the FSR and height limits proposed in the July Crows Nest TOD** (of only 1.6:1 and 23m) **prevent it from being economically viable for these sites to be sold and therefore developed.**

The proposal in the TOD is therefore a missed opportunity to add housing supply by developing this Nicholson St site which is less than 100m from the new Crows Nest Metro station.

This personal submission proposes a few amendments to the Draft July TOD (see section 2 of this document) that will better allow the Government to achieve its above mentioned objectives and better serve the local community.

#### 1. **Implications and issues of current Crows Nest TOD proposal**

Analysis presented in the NSW Government's Crows Nest TOD EIE, as well as additional analysis conducted by urban planners, Planning & Co, shows that the proposed zoning of the Nicholson Collective is incongruous with adjacent properties close to the Metro.

The TOD provides for developments to heights of 29m-107m to my home's immediate eastern and northern boundary. Even properties further from the Metro on our southwestern boundary have higher height limits (e.g. 30m on Christie St). However, the 8-24 Nicholson St site is at an FSR of a mere 1.6:1 and height limit of 23m per the July 2024 TOD. At this limit, it is economically unfeasible for a collective sale and development of the Nicholson Collective properties as the current market

value of these properties is at or above the potential purchase price from a developer's perspective given the proposed low FSR of 1.6:1.

This acts as a constraint on the development potential of the area and fails to capitalise on uplift opportunity.

Additionally, unless the Govt. provides an economically feasible FSR and height limit for this site (8-24 Nicholson St) that would allow its development, the existing 1-2 storey semi-detached houses in our Collective will remain indefinitely as 1-2 storey semi-detached residential homes. This would mean that the TOD's planning controls for the surrounding sites on Pacific Highway, Oxley St, Nicholson St and Christie St would be contrary to North Sydney Council's Development Control plans regarding Solar Access. The proposed significant increase to nearby properties would restrict my home's solar access if allowed. This goes against the government's provisions for solar access per the Residential Flat Design Code, even in dense urban areas (minimum of 2hrs solar access). See Appendix B – which provides evidence of a violation of solar access requirements in the Government's solar diagrams (pg.64 of the Crows Nest State-led Rezoning document). The Government document also calls out the fact that my property and those in the Nicholson Collective (8-24 Nicholson St) will receive less than the minimum 2 hours required solar access, and therefore "these properties have been considered for development".

In line with its admirable ambitions to increase housing supply, the government has proposed the following controls to encourage development:

- Existing townhouses on the high side of Nicholson St (higher topography) were granted a 29m height limit (at 2:1 FSR)
- Within 60m of my home, is a 92m high rise on Pacific Highway (at 9.3:1 FSR; or 12:1 FSR and 111m with incentive proposed heights).
- On the Pacific Highway/Oxley St corner is a 107m skyscraper (at 11:1 FSR; or 14.5:1 FSR and 133m with incentive proposed heights).
- Immediately across the road on the road on Oxley St to my northern border (from where my home receives much of its light), is a proposed 39m development; and
- Diagonally across the road to my home in the northeast is a 34m development (4.5:1 FSR).

The land from Pacific Highway slopes downwards as it moves from St Leonards and Crows Nest stations down toward Lithgow St and River Rd, Wollstonecraft. Therefore, our site (situated on lower lying land than the above proposed developments) can contribute a greater amount of housing supply if granted a higher FSR and height limit than currently proposed, whilst still achieving the tapered height transition away from the Pacific Highway spine and solar access for neighbouring areas.

Further to this, the proposed future **Low to Mid Rise (LMR) housing policy**, which is expected to apply to the sites south and west of us (i.e. further away from the Crows Nest Metro and RNS Hospital), would provide them with **an FSR and height limit that is above what has been allotted to our site as part of the TOD**. Therefore, it is a detriment to the community for our site to be included in the TOD under the July Crows Nest TOD proposed FSR (1.6:1) as it would result in fewer homes being built on this site than if we were included under the proposed LMR policy rather than the TOD.

It is inconsistent with the aims of the stated objective of the government's well-intentioned housing policy and TOD for our site to remain undeveloped (which is what it would be at the 1.6:1 FSR proposed in the July Crows Nest TOD), only to be surrounded by high rises which are located further away from nearby public infrastructure (including the Crows Nest Metro).

As a result, the controls presented in the *Draft Crows Nest TOD* (and the *St Leonards and Crows Nest 2036 Plan before it*) do not capitalise adequately on the infrastructure in place locally.

## **2. Required amendments to proposed Crows Nest TOD**

I am fully aligned to the Government's intentions of increasing housing supply, and would be happy to support the Crows Nest TOD, if it:

1. Better reflects an FSR and height for this site (8-24 Nicholson St Wollstonecraft) that is:
  - a. consistent with the proposed FSR and height of adjacent properties in the TOD,
  - b. consistent with appropriate height transitions to less well-located nearby properties applicable under future policy (e.g. LMR),
  - c. economically viable for development, and
  - d. achieves the goal of increasing housing supply;

Provision of an FSR of 3:1 and height of 10 storeys or higher is required for 8-24 Nicholson St, Wollstonecraft in order to achieve the Government's afore-mentioned state-led rezoning objectives. If the Government were to provide an FSR of 3:1 or above, and building height of 10 storeys, this would achieve the Government's objectives by delivering:

- i. 9,000 sqm of Gross Floor Area (GFA)
    - ii. c.100 additional dwellings in the North Sydney Council LGA, within 100m of the Crows Nest Metro
    - iii. c.15 affordable rental housing dwellings for a period of 15 years.
2. Protects solar access (minimum 2hrs) for the semi-detached houses on Nicholson St in the event a development appropriate FSR as outlined in Amendment (1) above is not granted. See Appendix B solar diagram excerpts from the Crows Nest State-led Rezoning document.
  - a. Government solar diagrams show that the proposed July Crows Nest TOD planning controls do not provide the minimum 2 hours sunlight to private open spaces (i.e. my property and that of the Nicholson Collective) from 10am-3pm during the winter solstice.
  - b. In order for the planning controls in the TOD to be implemented without breaching solar access policies, the properties in the Nicholson Collective (i.e., that will get less than the minimum solar access requirements) will need to be redeveloped. For any development to be economically feasible on that site, an FSR of 3:1 and height of 10 storeys is required.
  - c. At an FSR less than 3:1, or height less than 10 storeys (as proposed in the July TOD), these properties will not be developed and the proposed planning controls for surrounding sites on Pacific Highway, Oxley St and the eastern side of Nicholson St will be in breach of broader planning controls and objectives set by both North Sydney Council and the NSW Government re: solar access.
3. Takes into account safety requirements, including the need for two separate raised pedestrian 'wombat' crossings at the high traffic intersection of Nicholson St and Oxley St to prevent loss of life or injury to local families. This is the sole exit point for all of the traffic from future as well as existing high rises along Christie St and Nicholson St (including 88 Christie, Landmark and St Leonard's Square buildings).
  - a. A pedestrian crossing (in the form of a raised wombat crossing) is urgently required at the intersection of Nicholson and Oxley St to allow local families walking along Nicholson St, Wollstonecraft toward St Leonards Station and the local child-care centres (and vice versa from Nicholson St towards Crows Nest Metro) to be able to

safely cross the street. There was previously no need for a formal crossing as both Nicholson and Oxley were quiet, residential streets with low traffic. However, with the thousands of additional cars from the Landmark building, JQZ/88 Christie and St Leonard's Square high rises all speeding and turning quickly (with no traffic calming measures implemented on either Oxley St or Nicholson St) to try and run through the green lights at the Oxley St/Pacific Highway intersections, this is a serious hazard for local families and we have personally witnessed 3 near collisions of cars with young children and pets in the last 6 months.

4. Reverses the recent move to make Christie St a one-way street near its intersection with Pacific Highway, and thereby allow another exit point for traffic in this area to Pacific Highway. Lithgow St and Christie St were both entry and exit points for traffic feeding to Pacific Highway. Lithgow St was recently blocked off as part of the JQZ/88 Christie St development and Christie St was turned into a one way between Christie and Nicholson St. This has caused unintended negative consequences to traffic and pedestrians, and the Christie St one way section should at the very least be changed to enabling two-way traffic.
5. Protects Nicholson Reserve by rejecting Lane Cove Council's TOD submission suggestion that seeks to destroy our increasingly scarce and valuable green space (i.e., Nicholson Reserve) and native trees (on the corner of Nicholson St and Oxley St). It is paramount that the State Government and North Sydney Council protect the Nicholson Reserve – a space for green and respite from traffic enjoyed by so many of us local community members – to protect from the 'concrete jungle' created by all the new developments in this area.

### **3. Background to broader support of objectives of Crows Nest TOD**

For background, as a long-term local resident and a young, working Australian, I recognise the current shortage of housing close to the CBD and this Government's commitment to improving this situation. I also recognise our privilege in being among just a handful of households occupying easily developable land within walking distance of employment opportunities (both commercial as well as the nearby Royal North Shore Hospital), as well as critical infrastructure including both Crows Nest and St Leonards train stations and their respective town centres.

Therefore, I hope to support the Government's ambitions to alleviate housing pressures and expand access to the infrastructure and employment privileges we as landowners next to Crows Nest Metro currently enjoy with more members of our community through our support of a rezoning of this site to accommodate higher density living. A re-zoning would enable the government to facilitate the accommodation of several hundred households on this site where there are currently only 10.

A re-zoning would be in line with both analyses conducted by urban planning consultancy Planning & Co, and research conducted by the NSW Productivity Commission which concluded that increasing density in areas such as the Lower North Shore would minimise infrastructure costs as compared to developing greenfield sites.

The area is well-served by transport, being c.100 metres from the entrance of Crows Nest metro station, 500 metres from the existing St Leonards station, and well served by buses along the Pacific Highway. It is also located less than 700 metres from Royal North Shore hospital, which has c.5,000 staff and a resultant requirement for accommodation close by. It is also well-served by retail, being a short walk from the Crows Nest town centre; therefore, increased density will also benefit the local commerce and hospitality industry, generating further economic uplift.

In 2023, the NSW Productivity Commission released a paper 'Building more homes where infrastructure costs less'<sup>1</sup>. This paper identified that Sydney would need to build at least 550,000 homes by 2041 to keep up with population increases. It advocates for increased density in suburbs with existing infrastructure, noting that building in such areas lowers the cost of infrastructure such as roads, rail, water, schools, and open space, and minimises the extra road congestion from new homes. The report identified that providing infrastructure in outer areas could cost up to \$75,000 more per dwelling than building in inner suburbs (such as Wollstonecraft) due to this additional cost in providing infrastructure. Crows Nest and surrounds were explicitly identified in the report as one of the most cost-effective suburbs to develop in Sydney.

#### 4. Summary

In summary, including the Nicholson Collective site (8-24 Nicholson St) in the TOD and rezoning this site to R4 High Density is consistent with the Government's ambition to address the shortage of urban housing, the approach to urban planning taken to our surrounding properties, and takes advantage of the excellent infrastructure in the surrounding region. This is in line with the NSW Productivity Commission's report advocating for infill development in inner suburbs such as those on the Lower North Shore. As a long-term local resident and homeowner, I am supportive of this and the principles of the Crows Nest TOD, subject to the amendments outlined in section 2 of this submission.

However, **to enable the Nicholson St site to be feasible for development, and to allow the proposed planning controls for uplift in FSR and height limits for nearby properties along Pacific Highway and Oxley St to be implemented** in line with sound planning policy and solar access controls, **this site (8-24 Nicholson St) needs to be granted a higher FSR (at or above 3:1).**

I hope we can be a part of the solution to the housing supply shortage in our local community, and the Government will take advantage of the shovel ready site that is Nicholson St.

This site is **shovel ready and can be immediately unlocked to provide additional housing**, whilst remaining in line with solar and other planning provisions, if granted a higher FSR and height limit that is feasible for development and is consistent with nearby properties in the TOD.

Yours sincerely,

████████████████████

████████████████████ NSW 2065

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<sup>1</sup> [Building more homes where people want to live | Commissioner for Productivity \(nsw.gov.au\)](https://www.nsw.gov.au/commissioner-for-productivity)

## Appendix A

Current proposed controls for 8-24 Nicholson St are a missed opportunity to provide immediate housing supply.

It is not economically feasible and is significantly below the FSR and height limit of surrounding properties. See figures 13 and figure 10 from Crows Nest EIE July 2024 (excerpts shown below).

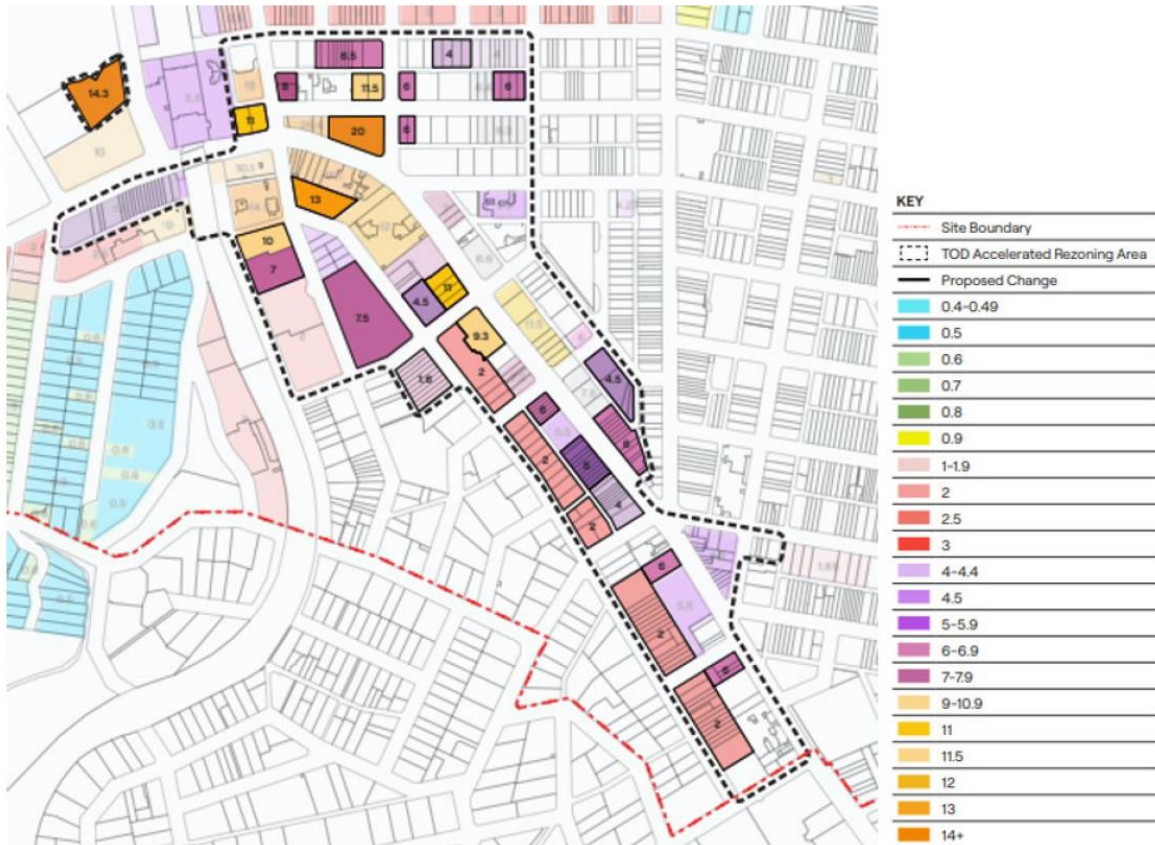


Figure 13: Proposed maximum FSR map (Source: SJB, 2024)

Source: Crows Nest TOD EIE pg. 20



Figure 10: Proposed maximum Height of Buildings map (height in metres) (Source: SJB, 2024)

Source: Crows Nest TOD EIE pg. 20



## Appendix B

The proposed July Crows Nest TOD does not provide the minimum 2 hours sunlight to private open spaces from 10am-3pm during the winter solstice.

The Government's own solar diagrams (pg.64 of the Crows Nest State-led Rezoning document) call out the fact that my property and those in the Nicholson Collective (8-24 Nicholson St) will receive less than the minimum 2 hours required solar access.

In order for the planning controls proposed in the TOD to be possible, these properties need to be redeveloped. For any redevelopment to be economically feasible, an FSR of 3:1 and height of 10 storeys is required. Otherwise, these properties will not be developed and the proposed planning controls for surrounding sites will be in breach of planning controls and objectives set by both North Sydney Council and the NSW Government re: solar access.

Masterplan Testing

Solar Studies

The control is to provide a minimum 2 hours sunlight to private open spaces from 10am to 3pm during the winter solstice (June 21). The adjacent diagrams are a heat map where each colour represents the amount of sunlight that surface is receiving. Areas in red receive the most possible sunlight and areas in blue are least.

A comparison has been performed between the impacts of the 2036 Plan, this proposal, and this proposal inclusive of the indicative heights shown on the previous incentives scheme page.

Overall, there are no significant impacts to the ground for any of these options, in particular, the incentive scheme does not negatively impact despite the increase in height. The properties at the corner of Oxley and Nicholson Street are already receiving low amounts of sunlight at ground from the 2036 Plan, therefore these properties have been considered for development. Development of these sites also exhibits no major impact to the facades of surrounding buildings ensuring solar access compliance.

This study is a cumulative study and further analysis would need to be performed on a site-by-site basis to confirm impacts.



SJB

Crows Nest State-Led Rezoning

64

Source: Crows Nest State-led Rezoning pg. 64

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** CM Record: Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 5:06:16 PM  
**Attachments:** [submission---19-23-rosalind-street,-cammeray.pdf](#)

---

Submitted on Thu, 29/08/2024 - 17:04

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am submitting on behalf of my organisation

## **Name**

### **First name**

Brendan

### **Last name**

Hoskins

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Sydney

### **Please provide your view on the project**

I object to it

### **Submission file**

[submission---19-23-rosalind-street,-cammeray.pdf](#) (735.05 KB)

### **Submission**

Refer to attachment

### **I agree to the above statement**

Yes

24135

29 August 2024

Ms Kiersten Fishburn  
Secretary  
Department of Planning, Housing and Infrastructure  
4 Parramatta Square, 12 Darcy Street  
Parramatta NSW 2150

Dear Ms Fishburn,

### **Crows Nest TOD rezoning proposal Submission on behalf of PERIFA**

This submission is made on behalf of PERIFA in relation to the rezoning proposal for the Crows Nest Precinct, which is being exhibited as an accelerated precinct under the NSW Government Transport Oriented Development Program (TOD) Program.

PERIFA is acting on behalf of the owner at [REDACTED] (the site). The site is approximately 4,102m<sup>2</sup> with a street frontage to Rosalind Street, representing a sizeable site within walking distance of the newly opened Crows Nest Metro Station.

This submission provides in-principle support for the rezoning proposal at a conceptual level, being a strategy to address the shortage of well-located and affordable housing, however, recommendations are made on areas of the rezoning proposal that must be addressed to adequately address the shortage of housing in NSW. These recommendations can be summarised as follows:

- expansion of the TOD Precinct boundary to the entire 1,200m radius committed in the TOD Program around the Crows Nest Metro Station;
- introduction of amendments to permit higher density across the whole precinct, reflecting the need to deliver housing during the committed National Housing Accord;
- provision of clear evidence for the proposed 10-15% rate of affordable housing; and
- require any affordable housing to be provided for a minimum of 15 years, and managed by a Community Housing Provider (not dedicated to Council).

Given the ongoing housing crisis, there is an urgent need to deliver new housing, particularly housing supported by well-designed public spaces, community amenities, and efficient public transport. The current rezoning proposal for Crows Nest signifies a solid step towards leveraging existing infrastructure to create well-located housing. However, the rezoning proposal, along with the broader TOD Program, is likely to fall short of meeting the NSW Government's commitment under the National Housing Accord to provide 377,000 new homes by 2029, leaving a significant housing shortfall unaddressed. It is within this context that this submission is made.

## **1.0 The Site**

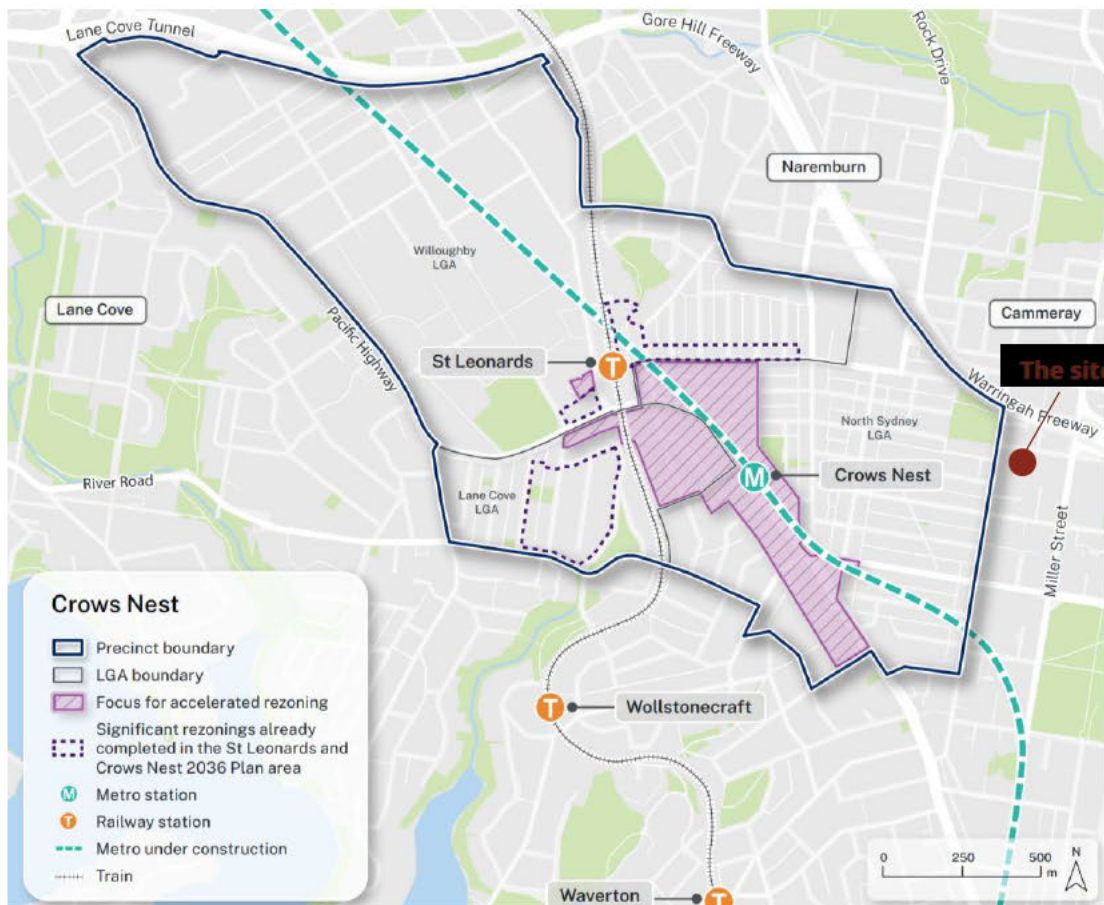
The site is located on the western end of Rosalind Street and is approximately 4,102m<sup>2</sup> in size as illustrated in **Figure 1**. The site currently contains three residential flat buildings and is zoned R4 High Density Residential, with a maximum 12m height of building under the *North Sydney Local Environmental Plan 2013* (North Sydney LEP 2013). The site has immediate access to St Thomas Rest Park, bus stops, facilities and community services. Importantly, the site is located approximately 800m from the Crows Nest metro station, positioning it within convenient walking distance of this transport infrastructure.



**Figure 1** – Aerial view of the site and surrounds (site outlined in pink)

Source: Spatial Viewer

In relation to the Crows Nest rezoning proposal, the site is located 60m from the immediate boundary of the precinct, despite being well within the 1,200m radius (i.e. less than 800m) identified in the TOD Program for consideration in the rezoning. **Figure 2** illustrates the location of the site in the context of the precinct boundary.



**Figure 2** – Location of the site in relation to the rezoning precinct boundary

Source: Explanation of Intended Effects

## 2.0 Key Areas of Refinement Required

While in-principle support to the concept of a precinct-wide rezoning proposal is provided, there are several important areas of the rezoning proposal which require reconsideration before finalisation. These matters are significant in nature, and it is imperative that the NSW Government consider them in full and address them to ensure that the opportunity of the rezoning is maximised, and to ensure that additional barriers to development are avoided in an effort to deliver housing as per the National Housing Accord.

The following sections outline these important areas which require further refinement.

### 2.1 The Precinct Boundary

The key initiative to achieve the NSW Government's commitment to the National Housing Accord is the TOD program, which seeks to adopt international best practice to better deliver homes that can leverage existing infrastructure. Suitably, the TOD program has identified eight accelerated precincts, which includes Crows Nest that can support the delivery of new homes in proximity to existing infrastructure. Under the TOD program, the accelerated precincts were to be master planned "*within 1,200 metres around stations*".

The rezoning proposal has been designed for a precinct that is significantly less than the previously indicated 1,200m radius, resulting in a significant missed opportunity to deliver greater density in this area.

The Explanation of Intended Effects (EIE) supporting the rezoning proposal reviews previous strategic planning in the area and uses the boundary defined in the St Leonards and Crows Nest 2036 Masterplan as the rezoning proposal boundary. While this approach integrates the rezoning with existing strategic plans, it significantly limits the potential for new housing around the metro station, reflecting a plan which did not adequately consider the delivery of density and was completed without the context of the current housing crisis.

This submission calls for the reconsideration of the precinct boundary to extend further than identified under the 2036 Masterplan and the exploration of areas for uplift within the TOD Precinct and beyond, consistent with the TOD Program.

The rezoning proposal only provides amendments for sites immediately surrounding the Pacific Highway, targeting density exclusively in this focussed area of the precinct. The outcome of the rezoning proposal is therefore only 3,255 new homes, which is substantially less when compared to other TOD precincts such as Bankstown, which has committed to 12,500 new homes. If amended controls were rolled out across the precinct, and uplift explored within the 1,200m precinct boundary, Crows Nest could significantly increase the housing provided to the commitment of the National Housing Accord, easing the stress of the housing crisis across Sydney.

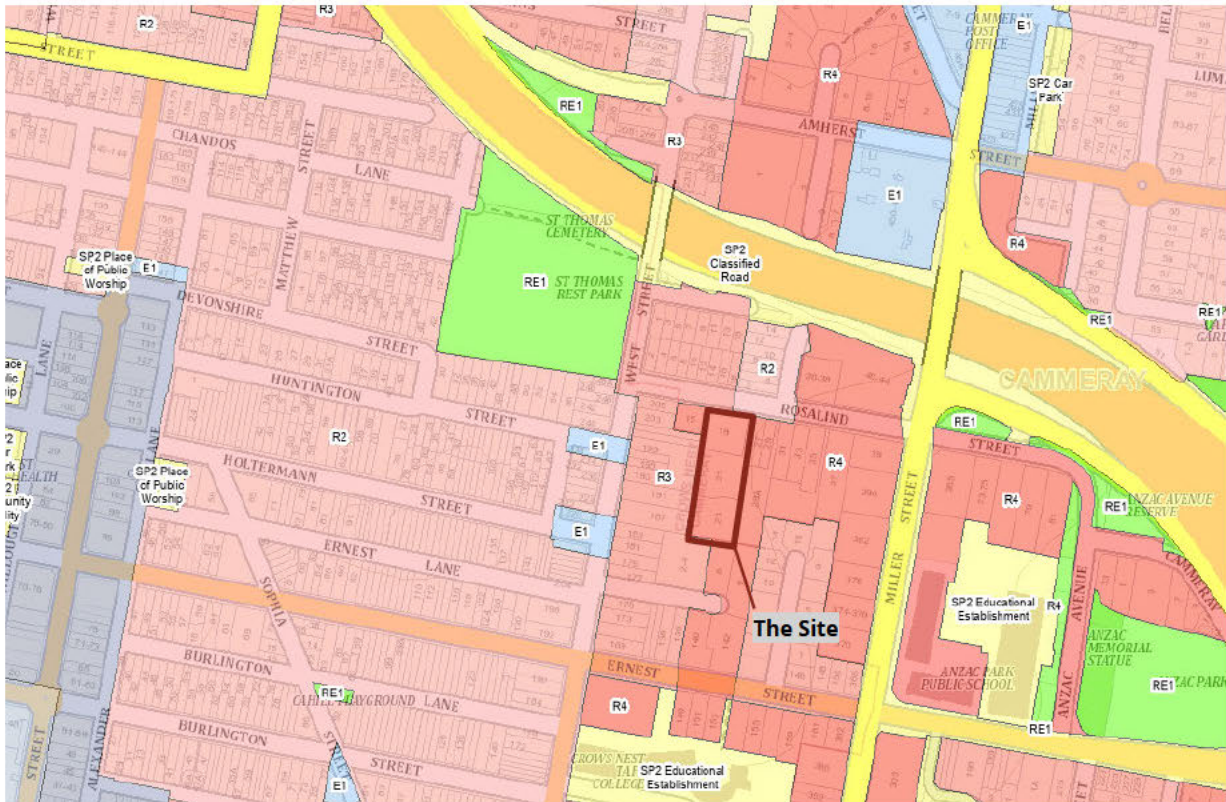
**The extent of this missed opportunity is reinforced when considering the total dwellings supported by the rezoning proposal in the context of the National Housing Accord commitments. The Crows Nest rezoning proposal will enable the delivery of approximately 3,255 new houses, only 0.01% of the National Housing Accord commitment.**

### 2.2 Relationship to other initiatives

The relationship of the subject site to other recent and proposed planning initiatives and reforms is important to understand the importance of including the site within the TOD Precinct boundary. If not addressed, the site, and surrounding high-density zoned land, will effectively be 'left-behind', with no change facilitated or incentivised. It is critical to recognise the potentially available opportunities to capitalise on existing infrastructure and achieve increased density on the site under the TOD Program.

#### Mid-Rise Policy Reforms

As identified in **Section 1.0** of this submission, the site is zoned R4 High Density Residential under the North Sydney LEP 2013. Immediately surrounding the site is a mixture of R2 Low Density Residential and R3 Medium Density Residential land, as illustrated in **Figure 3**.



**Figure 3** – Zoning map of the site and surrounding context

Source: Spatial Viewer

As the site is zoned R4 High Density Residential, it is understood that the mid-rise housing reforms currently being progressed by the NSW Government will not apply to the site. As such, the site will remain at a height of 12 metres, 10 metres less than the height opportunity identified under the mid-rise housing reforms.

In contrast, the adjacent R3 Medium Density zoned land will be subject to the mid-rise housing reforms and will therefore be eligible for heights up to 22 metres for residential flat buildings. The result of this is a perverse outcome where less intensive development will remain in areas zoned for ‘high-density’, and more density will be delivered in ‘medium-density’ zones.

While it is understood that the rezoning proposal is separate to the mid-rise housing reforms, it is important to consider the relationship between these initiatives, and to understand that the result of these separate reforms will be the subject site and surrounding R4 zoned land being isolated with no incentive for redevelopment.

In the context of these separate reforms, it is even more important that the rezoning proposal consider and take into account the subject site and surrounds, according with internationally accepted TOD principles to delivery density within walking distance of transport infrastructure.

### **Housing SEPP Bonuses**

Another relevant recent planning reform applicable to the site is the affordable housing bonus provision under Chapter 2, Division 1 of the *State Environmental Planning Policy (Housing) 2021* (the Housing SEPP). This recent reform provides the potential for up to an additional 30% building height and floor space as an incentive to provide up to 15% affordable housing within a new development.

Applying this policy to the current maximum building height of 12m on the site allows an increase in building height of 3.6m which equals one additional storey. Comparatively, with the mid-rise reforms applying to the nearby R3 zoned land, these sites would be able to access an additional 6.6 metres or two storeys.

This further exacerbates the inconsistencies between the building height opportunities across the R4 High Density and R3 Medium Density zones and does not reflect the objectives of these zones. The lack of available height within the R4 zone will result in any redevelopment of existing stock as development will not be feasible. This will result in a lack of any new dwellings or affordable housing.

### 2.3 Mandatory Affordable Housing Contributions

An objective of the rezoning proposal is to *“increase the amount of affordable housing in the TOD Precinct”*. This objective has been supported by the implementation of additional height and density on a number of sites, as well as a requirement for 10-15% affordable housing on key sites across the precinct. Unlike other TOD Precinct rezoning proposals, no draft Affordable Housing Contributions Plan is provided, meaning there is a lack of detail provided on the approach to delivering this affordable housing.

While limited sites are provided with incentives, the majority of sites within the TOD Precinct are proposed to be mandated with a requirement for 10-15% of the floor space as affordable housing, and for this to be provided in perpetuity. This is despite the sites not receiving any uplift on the existing planning framework.

While the importance of affordable housing is acknowledged, there are fundamental flaws in the proposed approach to delivering affordable housing in the context of the rezoning proposal and the stated objective to deliver housing. With no uplift in density, and a requirement to provide affordable housing in-perpetuity, this only results in additional barriers to development on the existing base case for redevelopment, and will therefore mean no development is likely to occur.

The EIE supporting the rezoning proposal identifies that no additional affordable housing incentives are available, including the infill affordable housing FSR and height bonuses under Chapter 2, Part 2, Division 1 of the Housing SEPP. As outlined above, the provisions under the Housing SEPP enable a 30% uplift in both height and floor space, substantial bonuses that reflect the need for affordable housing and incentivise development that provides affordable housing. As such, these provisions should apply to the Precinct, and in any review of a broader precinct (e.g. where the subject site is included).

Further to this, the provisions of the Housing SEPP require affordable housing to be provided for a minimum of 15 years. The rezoning proposal is therefore in conflict with this policy position, as the requirement for affordable housing within the Precinct is understood to be provided in perpetuity. Any affordable housing contribution required within the TOD Precinct should be therefore be provided for the minimum 15-year period, in line with the Housing SEPP. Additionally, affordable housing should be managed by a registered Community Housing Provider, and not dedicated to Council, consistent with the approach of the Housing SEPP.

Further to the above, there is a lack of any financial economic or feasibility modelling supporting the proposed 10-15% affordable housing rate to be provided in perpetuity. The above recommendations are therefore reinforced, with a need for a clear evidenced-based approach to delivering affordable housing without creating additional barriers to development, and in turn the delivery of housing.

### 3.0 Summary and Recommendations

This submission has been prepared on behalf of PERIFA to request a reconsideration of the proposed precinct boundary for the Crows Nest rezoning proposal. In summary:

- The National Housing Accord calls for the delivery of 1.2 million new homes over the next five years to address the housing crisis. In response, NSW has committed to delivering 377,000 of these homes. This initiative is strengthened by the TOD program, designed to facilitate the delivery of well-placed homes within eight accelerated precincts with a 1,200m radius.
- The rezoning proposal does not account for the entire 1,200m radius, identified in the original TOD program. The submission requests the broader 1,200m precinct be studied for opportunities for uplift. Further opportunities for uplift will improve the delivery of 3,255 new homes within the Crows Nest TOD Precinct.
- The EIE discusses the adoption of the St Leonards and Crows Nest 2036 Masterplan boundary as the precinct boundary for the TOD program but offers little explanation as to why areas outside of the precinct boundary, within the 1,200m radius were not explored as opportunities for density.

- The subject site is zoned R4 High Density Residential, excluding it from potential uplift under the mid-rise housing reforms. This results in the site remaining as a low-density outcome, compared to adjoining R3 Medium-density zone which can benefit from the mid-rise housing reforms.
- This disparity is exasperated by the Housing SEPP bonuses which allow for up to 30% additional height over the mid-rise reforms in the R3 zone. Ultimately, development is disincentivised in the R4 High Density Residential zone.
- Enforcing a mandatory affordable housing contribution without any incentives will significantly reduce the number of dwellings delivered, and only results in additional barriers to development.
- The recently introduced affordable housing incentives under the Housing SEPP, should be made available in the Precinct, ensuring that incentive is provided for development to support the delivery of affordable housing.
- Any required provision of affordable housing in the TOD Precinct should adopt the key Housing SEPP requirements, being the provision of affordable housing for a minimum of 15 years and management by a registered Community Housing Provider (not dedicated to Council).
- The broader TOD precinct offers a tremendous opportunity to deliver well-located homes, and it is recommended that the broader Precinct, including the subject site, be properly considered and planned for additional housing.

Kind regards

[Redacted signature]

[Redacted line]

**Director**

[Redacted line]



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** CM Record: Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Friday, 9 August 2024 2:21:10 PM  
**Attachments:** [crows-nest-tod-rezoning-objection-5.08.24.pdf](#)

---

Submitted on Fri, 09/08/2024 - 14:19

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am submitting on behalf of my organisation

## **Name**

### **First name**

Bill

### **Last name**

McGowan

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

St Leonards 2065

### **Please provide your view on the project**

I object to it

### **Submission file**

[crows-nest-tod-rezoning-objection-5.08.24.pdf](#) (615 KB)

### **Submission**

This submission is made on behalf of the St Leonards Strata Community Group and is included in the attached file.

### **I agree to the above statement**

Yes

# ST LEONARDS STRATA COMMUNITY GROUP

Address: P.O Box 94, Crows Nest, NSW 1585

INCORPORATING

Email: [REDACTED]

STRATA

Mobile: [REDACTED]

APARTMENTS:

---

5<sup>th</sup> August 2024

The Executive Director – State-led Rezoning,  
Department of Planning, Housing and Infrastructure,  
NSW State Government,  
Locked Bag 5022,  
Parramatta,  
NSW 2124.

Re: Crows Nest Transport Orientated Development Rezoning proposal.

The **St Leonards Strata Community Group (SLSCG)** was established to assist St Leonards Strata Committees in working together to investigate and carry out research into matters relating to or affecting St Leonards strata schemes. The 22 Strata Committees that are currently members of the group represent 3,993 units and approximately 8865 residents. The primary objective of the group is to enhance information sharing between residents/owners and decision makers in State Government and Councils, by providing a direct platform that engages all parties providing meaningful representation of residents and lot owners alike. We operate on an agreed set of processes, procedures, and governance. SLSCG is supportive of further development for St Leonards, as long as project proponents, developers, Local Councils and State Government, genuinely consult and seek input from the St Leonards community on the impact of development proposals on matters important to them, for example: the livability of their homes, necessary infrastructure, and amenities.

We object to the Crows Nest Transport Orientated Development Rezoning proposal as we believe it goes well beyond the North Sydney, Lane Cove and Willoughby Councils, local planning requirements, and if approved would have a detriment effect on all existing residents in the area. St Leonards is one of the most densely populated areas in New South Wales. The area also suffers from extremely heavy traffic flows, overburdened services, and major construction noise/congestion, due to all the ongoing development. It is lacking in greenspace, overall nature, public amenities, particularly when compared to most of its neighbouring suburbs. Our residents have to live in the area and put up with all the developments approved by the State Government and Councils, with some that go totally against local planning and residents' values and wishes.

All new developments in St Leonards must carefully consider liveability, social cohesion, neighbourhood resilience, protection from shadowing, wind tunnelling and provision of public amenities. All new developments should have considerable separation between buildings and have to

include green space and/or a recreational precinct. The loss of sunlight and shadowing that will occur due to the proposed height of some of these new developments (like the 62-storey State Government development proposed on the RNSH site in Herbert St) and overall size and height of all these proposed developments is of major concern. The St Leonards area currently has major wind tunnelling issues, and these proposed developments will only add to this. We note that the wind tunnelling and shadowing reports provided by developers to date were all completed prior to the completion of the St Leonards Square development, Landmark & 88 Christie St developments. The reports on wind and shadowing, included in the numerous development applications cannot be considered as relevant.

We are extremely concerned by the amount of development approved at any one time in the North Sydney, Crows Nest, St Leonards area, as this is causing major congestion, road closures and construction noise issues.

We do not believe that the proposal is in the best interests of the residents of St Leonards, and that the NSW State Government has not carried out sufficient research to consider the detrimental effect on our area, however, is prepared to unilaterally impose this Crows Nest Transport Orientated Development Rezoning proposal on us when the majority of residents oppose it.

**In Summary our reasons for objecting to future development in the St Leonards area are:**

**Population density:**

St Leonards is already one of the most densely populated areas in New South Wales. All new developments in St Leonards must carefully consider liveability, social cohesion, neighbourhood resilience and provision of public amenities. 22 St Leonards Strata buildings that are members of the St Leonards Strata Community Group represent 3,825 units and 8,544 residents, with the NSW state government planning to double this number of units in an area that is already heavily congested.

**Traffic congestion:**

The area also suffers from extremely heavy traffic flows, overburdened services, and major construction noise/congestion, due to all the ongoing development.

The NSW State Government or local government have not undertaken a major vehicular traffic study in the North Sydney, Crows Nest & St Leonards areas in many years. The studies referred to in the reports go back to 2013 and do not consider the current vehicular congestion we are experiencing in the St Leonards area. The only detailed studies undertaken relate to cyclists and pedestrians. No new developments for the area should be approved by the NSW State Government or Councils until such time as a detailed study is undertaken by the State Government concerning the current vehicular traffic congestion, traffic flows, construction congestion and parking. The Pacific Highway and side streets in this area are currently extremely congested at peak times with insufficient access to and from existing developments.

The traffic flow projections used are false and misleading. A recent survey completed by National Facilities Management at the Landmark, 500 Pacific Highway, St Leonards shows that 49.2% of vehicles leave the building on a daily basis. 43.3% use their vehicle to travel to work and only 35.8% of residents used the train to travel to work. Only 7% of residents did not own a vehicle. A copy of the survey is attached for your information. This Crow Nest rezoning proposal will result in major traffic and construction congestion in the area.

**Lacking Greenspace:** St Leonards is lacking in greenspace, overall nature, public amenities and recreational precincts, particularly when compared to most of its neighbouring suburbs. Our residents

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have to live in the area and put up with all the developments approved by the State Government and Councils, with some that go totally against local planning and residents' values and wishes.

**Wind tunnelling:**

Wind tunnelling that will occur due to the proposed increased height of planned new developments. The St Leonards area currently has major wind tunnelling issues, and the proposed developments will only add to this. Research provided by the developers was completed prior to the completion of the St Leonards Square development, Landmark & 88 Christie St developments. They do not consider the currenting wind tunnelling issues and their data is outdated and cannot be considered as relevant.

**Shadowing:**

The loss of sunlight and shadowing that will occur due to the proposed increased height of planned new developments. Research provided by the developers was completed prior to the completion of the St Leonards Square development, Landmark & 88 Christie St developments and cannot be considered as relevant.

**Liveability:**

All new developments should have separation between buildings and have to include green space and/or a recreational precinct. The current proposed developments before the NSW State Government do not give any consideration to liveability.

**Construction Congestion:**

We are extremely concerned by the amount of development approved at any one time in the North Sydney, Crows Nest, St Leonards area, as this is causing major congestion, increased heavy traffic, road closures, construction noise and dust issues. There currently does not appear to be any co-ordination between the Councils & State Government, resulting in ongoing construction congestion in the area.

St Leonards current proposed developments:

- 601 Pacific Highway (Nth Syd)
- 617-621 Pacific Highway (Nth Syd)
- 100 Christie St (North Syd)
- 55-69 Chandos St (North Syd)
- 71-89 Chandos St (North Syd)
- 448 Pacific Highway (Lane Cove)
- 524 -542 Pacific Highway (Lane Cove)
- 46-52 Nickolson St (Lane Cove)
- 29 to 57 Christie St (Lane Cove)
- St Leonards Southside Development Quarter (Lane Cove) [Canberra Ave, Holdsworth Ave & Berry St's.]
- RNSH land in Herbert Street (Willoughby) [Opposite the pedestrian bridge from the train station]

The areas marked on the map in green represent existing St Leonards Strata Community Group member strata buildings. The areas marked in red are all currently proposed development sites in the heart of St Leonards.

With no co-ordination between the Councils & State Government, what happens to St Leonards if developers all start construction within similar time frames?



The St Leonards Strata Community Group is prepared to meet with you to show you firsthand, why this Crow's Nest Transport Orientated Development Rezoning proposal is not in the best interests of the future development of St Leonards.

Consultation is about deliberation, discussion, and listening to the parties involved, we truly represent 3,993 units and approximately 8865 ST Leonards residents who wholeheartedly object to this

proposed State Government plan, when the existing Council's planning is already in the best interests for the ongoing development of the St Leonards area.

Regards



Chairman

**Summary of survey completed in September/October 2023 by National Facilities Management, of residents at the Landmark, 500 Pacific Highway, St Leonards 2065.**

**Landmark has 426 residential units & 7 penthouses housing some 1030 residents.**

**Landmark Carpark Occupancy Survey at given times.**

Wednesday 27/09/2023	Time of day Percentage of cars in carpark	7:00am	7:30	8:00	8:30	16:00pm	16:30	17:00	17:30
		58.9%	57.9%	56.2%	53%	50.2%	49.5%	50.7%	49.5%
Thursday 28/09/2023	Time of day Percentage of cars in carpark	7:00am	7:30	8:00	8:30	16:00pm	16:30	17:00	17:30
		58.9%	57.9%	56.2%	53%	50.2%	49.5%	50.7%	49.5%
Friday 29/09/2023	Time of day Percentage of cars in carpark	7:00am	7:30	8:00	8:30	16:00pm	16:30	17:00	17:30
		61.8%	60.3%	59.6%	59.9%	53%	53.7%	55.7%	55.2%
Saturday 30/09/2023	Time of day Percentage of cars in carpark	10:00am	10:30	11:00	11:30	12:00	12:30pm	13:00	13:30
		55.4%	54.7%	54.4%	54.9%	54.9%	54.2%	52.2%	52.2%
Sunday 01/10/2023	Time of day Percentage of cars in carpark	10:00am	10:30	11:00	11:30	12:00	12:30pm	13:00	13:30
		54.9%	55.2%	53.9%	51.5%	52%	49.5%	49%	49.8%

**The Landmark has an average of 406 vehicles parked in the garage every evening and the survey showed that an average of 49.2%, that represents 200 vehicles, leaving the carpark every day.**

**How many cars do you and your family park in the building's car park?**

Value	Percent
Do not have a car	7.00%
1 Car	72.40%
2 Cars	17.20%
3 Cars	1.70%
4+ Cars	1.70%

**What is your primary reason for using a car on a typical weekday? (Please tick up to 3 options that apply)**

Value	Percent
Dropping off / picking up children	17.80%

Shopping	53.30%
Health reasons	11.10%
Convenience	57.80%
Worried about heat / shade	4.40%
Worried about weather variation (e.g. rain, hail, wind etc.)	22.20%
Driving a car is cheaper	4.40%
Other, please specify	33.30%

**What is your primary reason for using a car on a typical weekend? (Please tick up to 3 options that apply)**

Value	Percent
Dropping off / picking up children	8.20%
Shopping	75.50%
Health reasons	6.10%
Convenience	67.30%
Worried about heat / shade	6.10%
Worried about weather variation (e.g. rain, hail, wind etc.)	14.30%
Driving a car is cheaper	14.30%
Other, please specify	20.40%

**How do you normally travel to work / school?**

Value	Percent
Car (as driver)	43.40%
Car (as passenger)	1.90%
Train	35.80%
Bus	9.40%
Taxi / Uber	1.90%
Walk	5.70%
Other, please specify	1.90%

**What time do you normally leave home for work/school?**

Value	Percent
6:00-6:30am	3.90%
6:30-7:00am	9.80%
7:00-7:30am	7.80%
7:30-8:00am	15.70%
8:00-8:30am	31.40%
8:30-9:00am	9.80%
After 9:00am	17.60%
Do not leave home (e.g. work from home, do not work etc.)	3.90%

**What time do you arrive home after work/school?**

Value	Percent
Before 4:00pm	2.00%
4:00-4:30pm	6.10%
4:30-5:00pm	12.20%
5:00-5:30pm	18.40%
5:30-6:00pm	30.60%

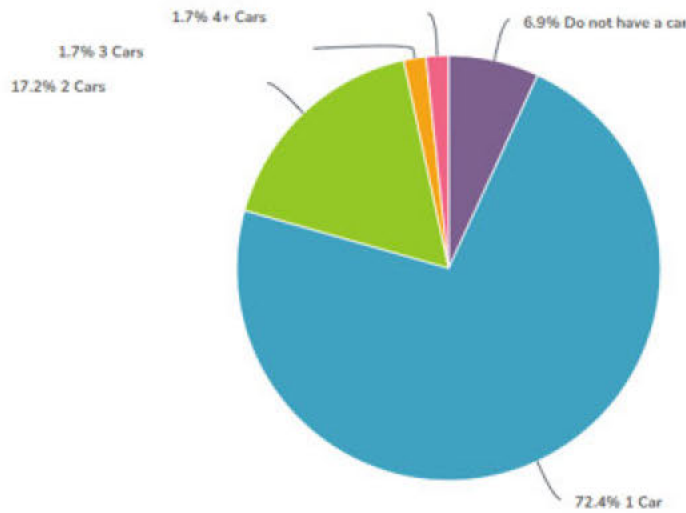
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6:00-6:30pm	8.20%
6:30-7:00pm	10.20%
After 7:00pm	12.20%

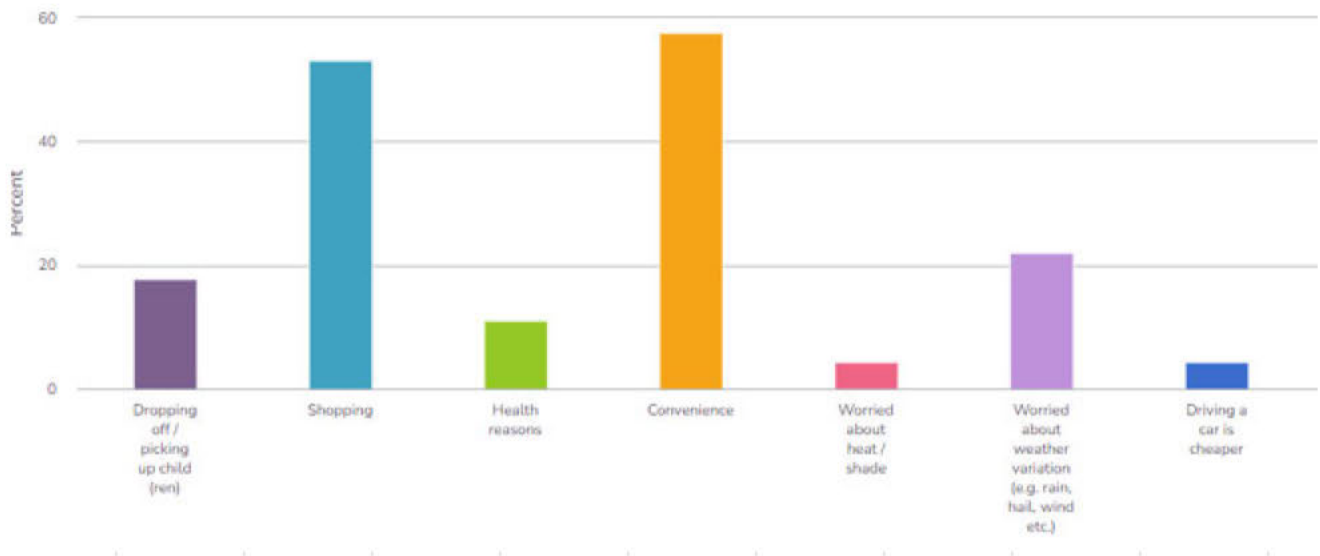
### How far do you travel from your home to workplace / school?

Value	Percent
0-2 km	2.10%
2-5 km	19.10%
5-10 km	44.70%
10-20 km	25.50%
20-30 km	6.40%
More than 30 km	2.10%

How many cars do you and your family park in the building's car park?

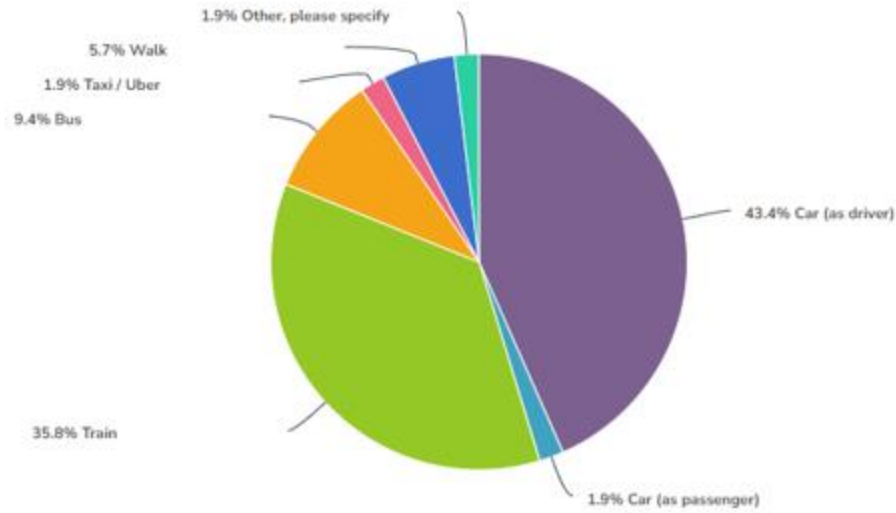


What is your primary reason for using a car on a typical weekday? (Please tick up to 3 options that apply)

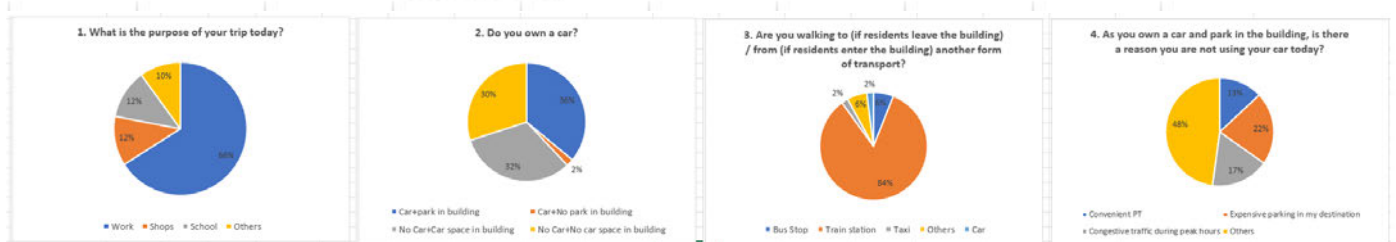
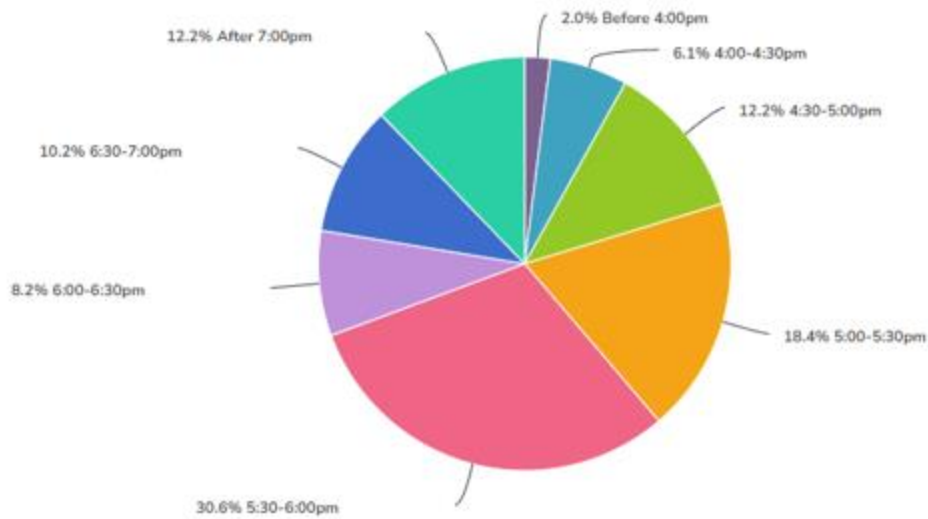




## How do you normally travel to work / school?



## What time do you arrive home after work/school?



1. What is the purpose of your trip today?				2. Do you own a car?				3. Are you walking to (if residents leave the building) / from (if residents enter the building) another form of transport?				4. As you own a car and park in the building, is there a reason you are not using your car today?				
Work	Shops	School	Others	Car+park in building	Car+No park in building	No Car+Car space in building	No Car+No car space in building	Bus Stop	Train station	Taxi	Others	Car	Convenient PT	Expensive parking in my destination	Congestive traffic during peak hours	Others
66%	12%	12%	10%	36%	2%	32%	30%	6%	84%	2%	6%	2%	13%	22%	17%	48%

**From:** [REDACTED]  
**To:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Cc:** [REDACTED]  
**Subject:** FW: The Atrium - 402-420 Pacific Highway, Crows Nest  
**Date:** Monday, 2 September 2024 9:23:24 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[30082024 402-420 Pacific Highway Crows Nest TOD submission.pdf](#)  
[20240007-AR-SK303A TOD Submission Report \(002\).pdf](#)  
[Crows Nest TOD - Growthbuilt Letter.pdf](#)

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Hi

Forwarding a late submission for 402-420 Pacific Highway received on Fri 30/8 for saving on CM10.

Regards

[REDACTED]

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**From:** [REDACTED]  
[REDACTED] August 30, 2024 7:22 PM  
**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** The Atrium - 402-420 Pacific Highway, Crows Nest

Good evening, Brendan,

I hope you're well. On behalf of Growthbuilt, please find attached letters and urban design advice in response to the Crows Nest TOD rezoning proposal.

We apologies for the delayed submission; we encountered some issues with our InDesign files, which prevented us from submitting our response online through the Crows Nest TOD rezoning portal.

We would welcome the opportunity to meet and discuss our recommendations.

Have a great weekend.

Kind Regards,

[REDACTED]

[REDACTED]

**GROWTHBUILT** 

L9, 100 William St Sydney NSW 2000 PO Box 927 NSW 2010

[www.growthbuilt.com.au](http://www.growthbuilt.com.au)



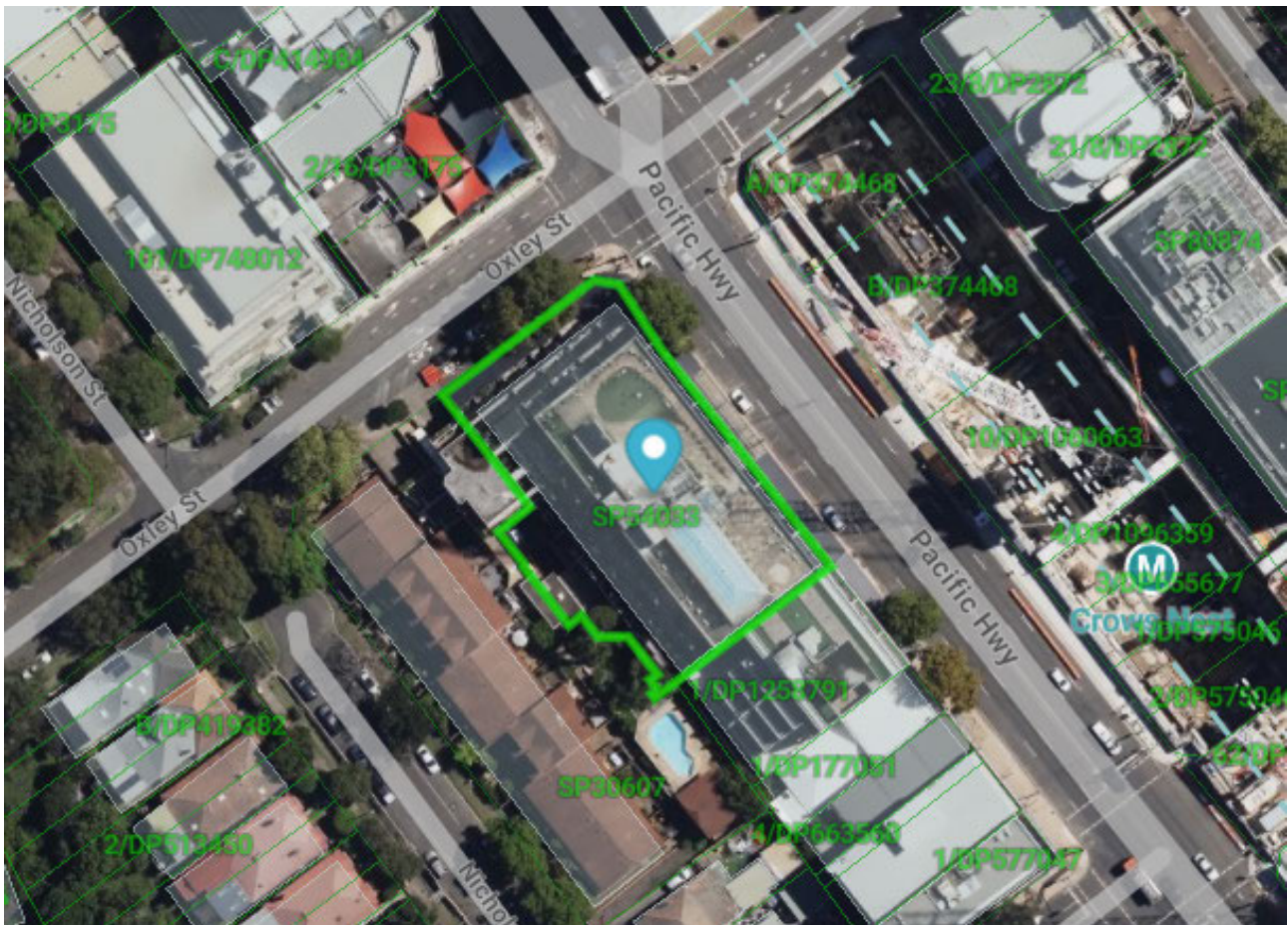
Director, State Rezoning  
Department of Planning, Housing and Infrastructure  
4 Parramatta Square, 12 Darcy Street  
Parramatta NSW 2150

**Re: Submission to the Crows Nest TOD Precinct rezoning proposal  
402-420 Pacific Highway, Crows Nest**

Dear Brendon,

This letter makes a submission to the public exhibition of the Crows Nest Transit Orientated Development (TOD) Precinct Rezoning on behalf of GrowthBuilt in relation to the 2,129sqm site at 402-420 Pacific Highway located at the corner of Pacific Highway and Oxley Street (see Figure 1 below). We appreciate the efforts DPHI have taken in preparing the exhibited material and while we are largely supportive of the proposal there are small but significant changes that need to be addressed to deliver on the proposed outcome for the precinct.

This letter accompanies urban design advice prepared by Studio SC which is attached.



**Figure 1 – site plan**

## Introduction

It is understood the TOD Precinct proposes the following controls for the subject site:

- Zoning: MU1 Mixed Use
- Height: 92m
- FSR: 9.3:1
- Minimum non-residential FSR: 2:1
- Base affordable housing requirement of 10-15% in perpetuity for all residential development.
- Incentive provisions where 15% affordable housing is provided:
  - Height 111m (approximately 35 storeys)
  - FSR: 12:1
  - Non-residential FSR: 1:1.
- Setbacks: 0m to Pacific Highway and Oxley Street
- Street wall: 4 storey
- Above podium setbacks: to be provided in accordance with Council DCPs.

The exhibited Urban Design Report prepared by SJB also highlights built form assumptions that are not reflected in the Design Guide, including:

- Upper level setback to Pacific Highway: 4m
- Rear setback: 4.5m
- Rear setback to tower: 9m.

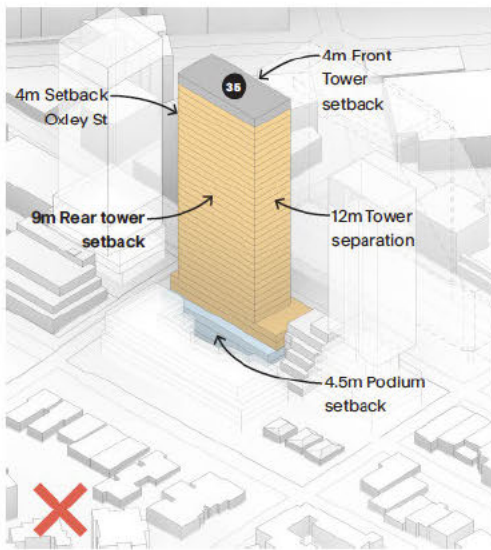
## Design testing

In preparing this submission, Studio SC has carried out design testing of the proposed built form controls and built form assumptions for this site. This testing demonstrates that under the setback controls and assumptions the incentive FSR for this site of 12:1 **would not be able to be achieved**.

Under the exhibited controls and assumption only 23,886sqm of the permissible 25,548sqm GFA would be able to be delivered, resulting in a shortfall of approximately 1,600sqm impacting on the delivery of housing, including affordable housing (see Figure 2 below).

The design advice illustrates that the following alternative setbacks would enable the incentive FSR of 12:1 to be delivered:

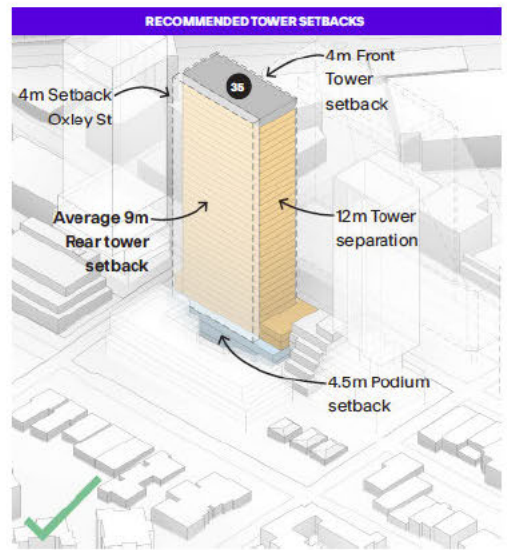
- 3m upper level setback to Pacific Highway and Oxley Street – noting this is consistent with the North Sydney DCP, Part C, Section 3 St Leonards Crows Nest Planning Area
- 9m **average** rear tower setback – which would allow for greater façade articulation and for the built form to respond to the varied rear boundary alignment whilst achieving the intent of the Apartment Design Guide.



TOD Scheme 9m Rear Setback 4m Pacific Hwy/Oxley St Setback

Setbacks	
Pacific Hwy & Oxley St	4m
35-51 Nicholson St (Rear)	4.5m Podium, 9m Tower
398-400 Pacific Hwy	ADG Separation
Base Built Form	
Total	~19,586 m <sup>2</sup> (9.2:1 FSR)
Height	27 Storeys
Incentive Built Form	
Total	~23,886 m <sup>2</sup> (11.2:1 FSR)
Height	35 Storeys

**Analysis Summary**  
 The TOD Incentive Scheme FSR of 12:1 cannot be achieved with a 9m setback to 35-51 Nicholson St at 35 Storeys. An FSR of only 11.2:1 can be achieved, falling ~1,660m<sup>2</sup> GFA short (2.5 Storeys).



Recommended 9m Average Rear Setback 3m Pacific Hwy/Oxley St Setback

Setbacks	
Pacific Hwy & Oxley St	3m Per DCP
35-51 Nicholson St (Rear)	4.5m Podium, Av. 9m Tower
398-400 Pacific Hwy	ADG Separation
Base Built Form	
Total	~19,586 m <sup>2</sup> (9.2:1 FSR)
Height	27 Storeys
Incentive Built Form	
Total	~25,548 m <sup>2</sup> (12.1 FSR)
Height	35 Storeys

**Analysis Summary**  
 The TOD Incentive Scheme FSR of 12:1 is achievable within the TOD 35 Storey Height when an average 9m setback to 35-51 Nicholson St and DCP Setbacks to Pacific Highway and Oxley St are applied. An FSR of only 12:1 can be achieved in 35 Storeys.

Figure 1 – Built form testing

**Recommendation**

To provide greater certainty at the DA stage that the incentive 12:1 FSR can be delivered on this site and to maximise the delivery of housing we recommend that the following built form controls should apply:

- 3m upper level setback to Pacific Highway and Oxley Street
- 4.5m rear podium setback.
- 9m average rear tower setback.

We recognise the significant investment of time the Department has undertaken preparing the TOD Precinct Rezoning and once again thank you for the opportunity input into its finalisation.

Yours sincerely,



Phone: [Redacted]  
 E-mail: [Redacted]

GROWTHBUILT   
**Studio.SC**  
Formerly Scott Carver

AUGUST 2024

**Document**  
20240007-AR-SK303 Revision A

**Project**  
402-420 Pacific Highway, Crows Nest

**Client**  
Growthbuilt

**Sydney**  
Level 1, One Chifley Square  
Sydney NSW 2000 AUS  
P. +61 2 9957 3988  
E. hello@studiosc.com.au

**Melbourne**  
Level 5, 447 Collins Street  
Melbourne VIC 3000 AUS  
P. +61 3 8584 1020  
E. hello@studiosc.com.au

**Nominated Architects**  
Doug Southwell 7362  
Edward Salib 9469  
Nicholas Bandounas 8499  
Thomas Hansen 9527

# TOD Submission

## 402-420 Pacific Highway Crows Nest

Crows Nest Transit Oriented Development Precinct Study



## Purpose & Summary

This document has been prepared to undertake an analysis of the draft Crows Nest TOD Precinct Study for the site located at 402-420 Pacific Highway, Crows Nest.

The analysis has been created to review and validate the massing envelope and proposed controls against the strategic objectives of the precinct and the SJB Crows Nest State-Led Rezoning Urban Design Report (SJB Report).

Our analysis has culminated in two recommendations which are summarised below with further details on the following pages.

### Recommendation 1: Setbacks

The following submission explores the setbacks identified in the Draft TOD controls and the ability to achieve the nominated FSR for the subject site.

The investigation demonstrates that the allowable FSR is not achievable when applying the setbacks, building height and efficiency ratios nominated by the TOD controls.

A recommendation is put forward to allow for adjustment to the setbacks in line with DCP controls to Pacific Highway and Oxley Street, while allowing an average 9m setback to the heavily articulated boundary of 35-51 Nicholson Street. This approach will allow the development to achieve built form articulation within the nominated TOD height and FSR controls.

### Recommendation 2: Affordable Housing Provision

The following submission explores the impact of the affordable housing provision outlined in the Draft TOD controls on the development.

The investigations have identified the impact of the 15% affordable housing in perpetuity on the development viability.

A recommendation is put forward to reduce the affordable housing provision to 10% of residential GFA in perpetuity to ensure the development is viable and can achieve the objectives of the TOD. This approach seeks to minimise departures from the built form controls outlined in the Draft TOD incentive provisions, by dedicating reduced affordable housing GFA into market residential GFA, allowing the development to be viable while delivering upon key objectives of the TOD.

# Contents

**Prepared For:**

**GROWTHBUILT** 

**Prepared By:**

NSW Registered Architect

**Reviewed By:**

NSW Nominated Architect 9527

+6

**StudioSC Pty Ltd**

Level One,  
One Chifley Square,  
Sydney NSW 2000  
+61 2 9957 3988

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**2.0 TOD Affordable Housing Provision 7**

2.1 Affordable Housing Provision 8

**Document History**

Revision	Date	Remarks	Authorised
A	30.08.2024	TOD Submission	TH

1.0

# TOD Setback Analysis

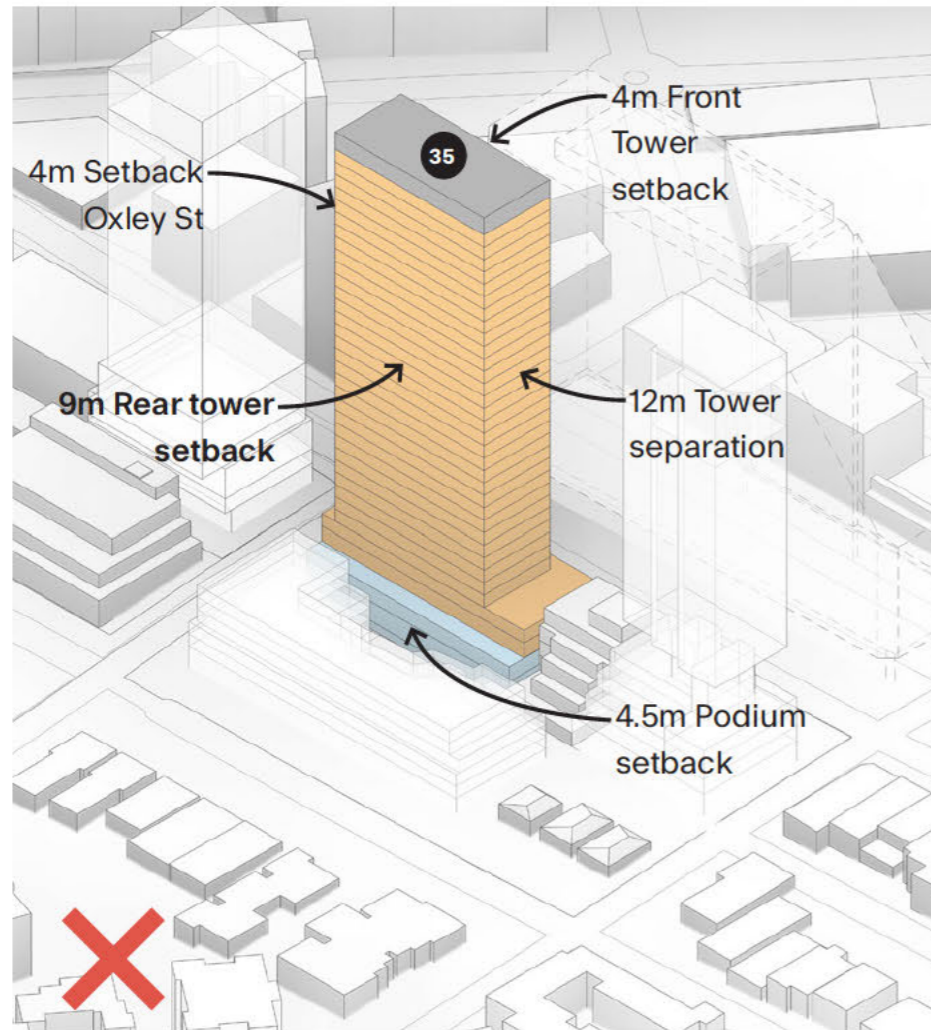
1.0

# 1.1

## Rear Setback Validation Recommended Setback Controls

The 9m rear setback to 35-51 Nicholson St, and 4m upper podium setbacks on Pacific Hwy & Oxley St have been tested to validate the TOD height and FSR controls. The analysis shows that applying these parameters to the sites staggered rear boundary, combined with the efficiency ratios outlined in the SJB report, inhibit the ability to achieve the 12:1 FSR nominated in the TOD.

It is therefore recommended that an **average 9m rear setback**, and **3m upper podium setbacks** (in-line with DCP) be adopted to provide the flexibility for the development to achieve built form articulation within the nominated TOD height and FSR controls.



**TOD Scheme 9m Rear Setback 4m Pacific Hwy/Oxley St Setback**

**Setbacks**

Pacific Hwy & Oxley St	4m
35-51 Nicholson St (Rear)	4.5m Podium, 9m Tower
398-400 Pacific Hwy	ADG Separation

**Base Built Form**

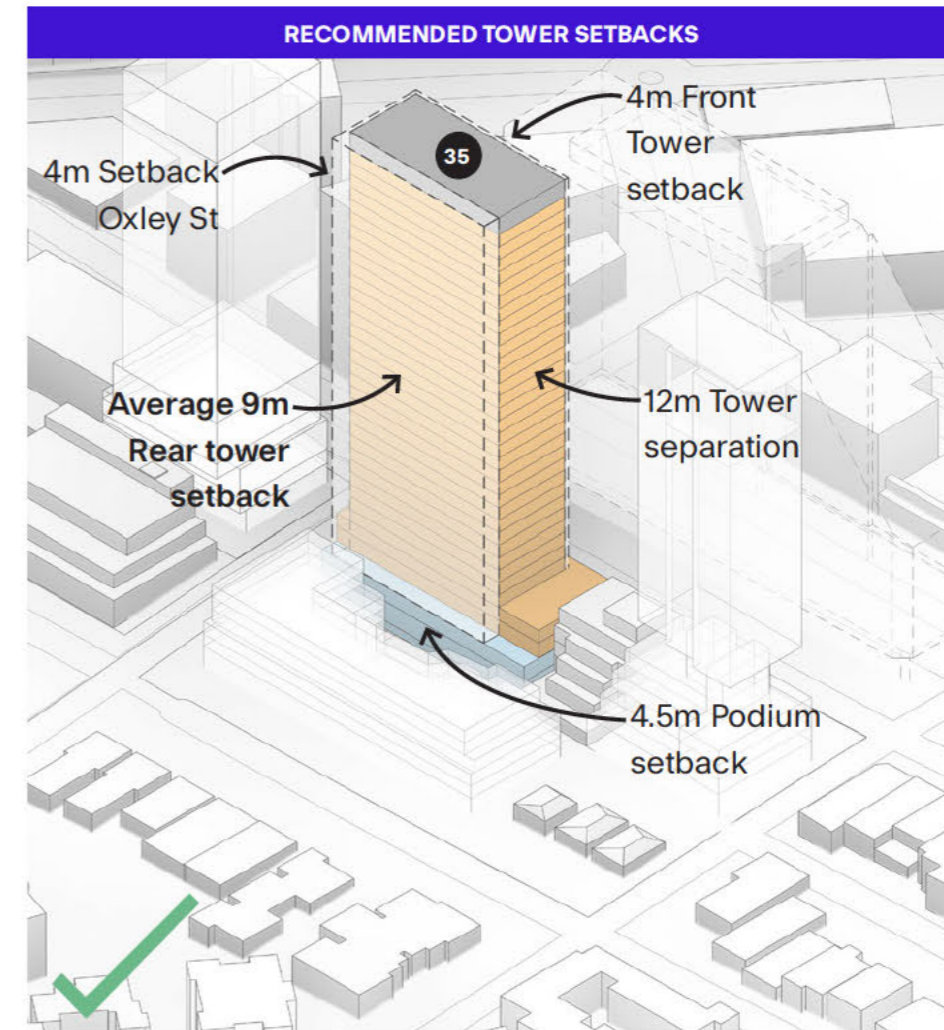
Total	~19,586 m <sup>2</sup> (9.2:1 FSR)
Height	27 Storeys

**Incentive Built Form**

Total	~23,886 m <sup>2</sup> (11.2:1 FSR)
Height	35 Storeys

**Analysis Summary**

The TOD Incentive Scheme FSR of 12:1 cannot be achieved with a 9m setback to 35-51 Nicholson St at 35 Storeys. An FSR of only 11.2:1 can be achieved, falling ~1,660m<sup>2</sup> GFA short (2.5 Storeys).



**Recommended 9m Average Rear Setback 3m Pacific Hwy/Oxley St Setback**

**Setbacks**

Pacific Hwy & Oxley St	3m Per DCP
35-51 Nicholson St (Rear)	4.5m Podium, Av. 9m Tower
398-400 Pacific Hwy	ADG Separation

**Base Built Form**

Total	~19,586 m <sup>2</sup> (9.2:1 FSR)
Height	27 Storeys

**Incentive Built Form**

Total	~25,548 m <sup>2</sup> (12:1 FSR)
Height	35 Storeys

**Analysis Summary**

The TOD Incentive Scheme FSR of 12:1 is achievable within the TOD 35 Storey Height when an average 9m setback to 35-51 Nicholson St and DCP Setbacks to Pacific Highway and Oxley St are applied. An FSR of only 12:1 can be achieved in 35 Storeys.

2.0

# TOD Affordable Housing Provision

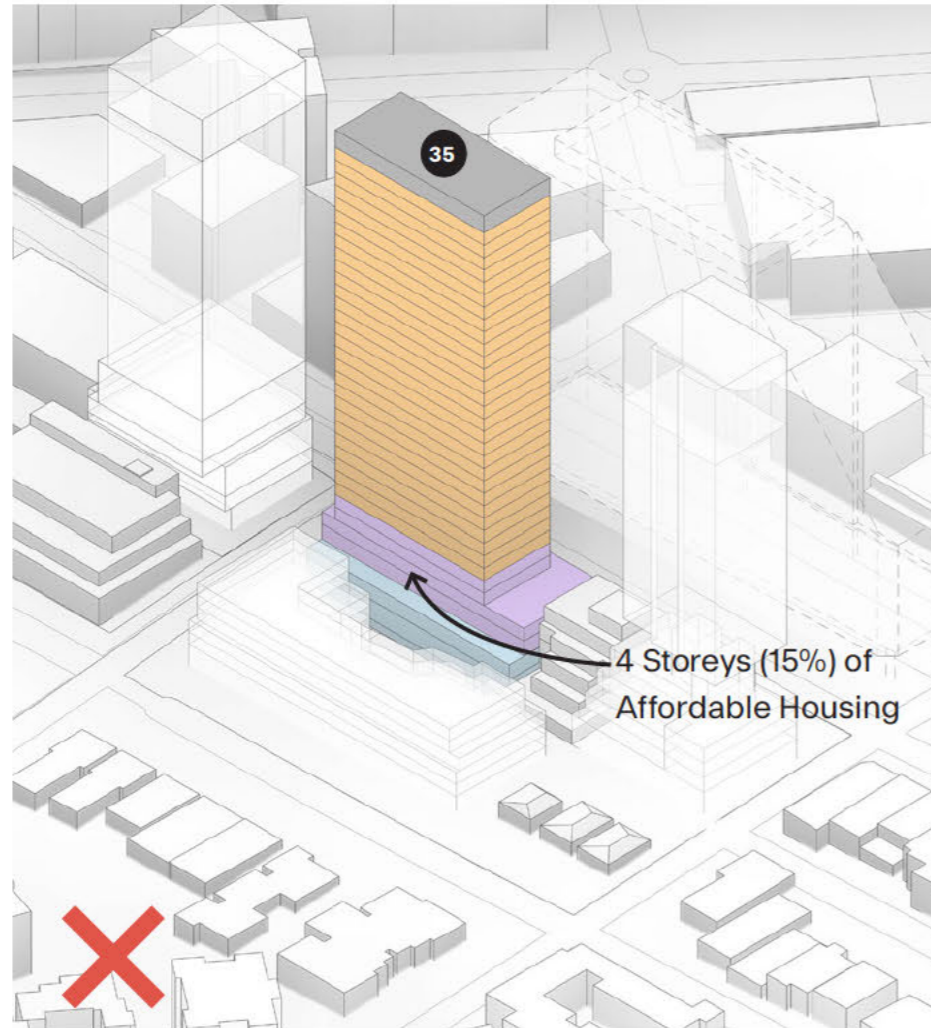
2.0

## 2.1

# Affordable Housing Provision Recommended AH Provision

The affordable housing provision outlined in the TOD incentive scheme nominate a 15% provision in perpetuity. This metric has been tested to validate economic viability and results in an unviable development outcome, further outlined in the attached letter.

**It is therefore recommended that an affordable housing provision of 10% in perpetuity be adopted to ensure the viability of the TOD scheme is feasible thereby achieving it's objectives**



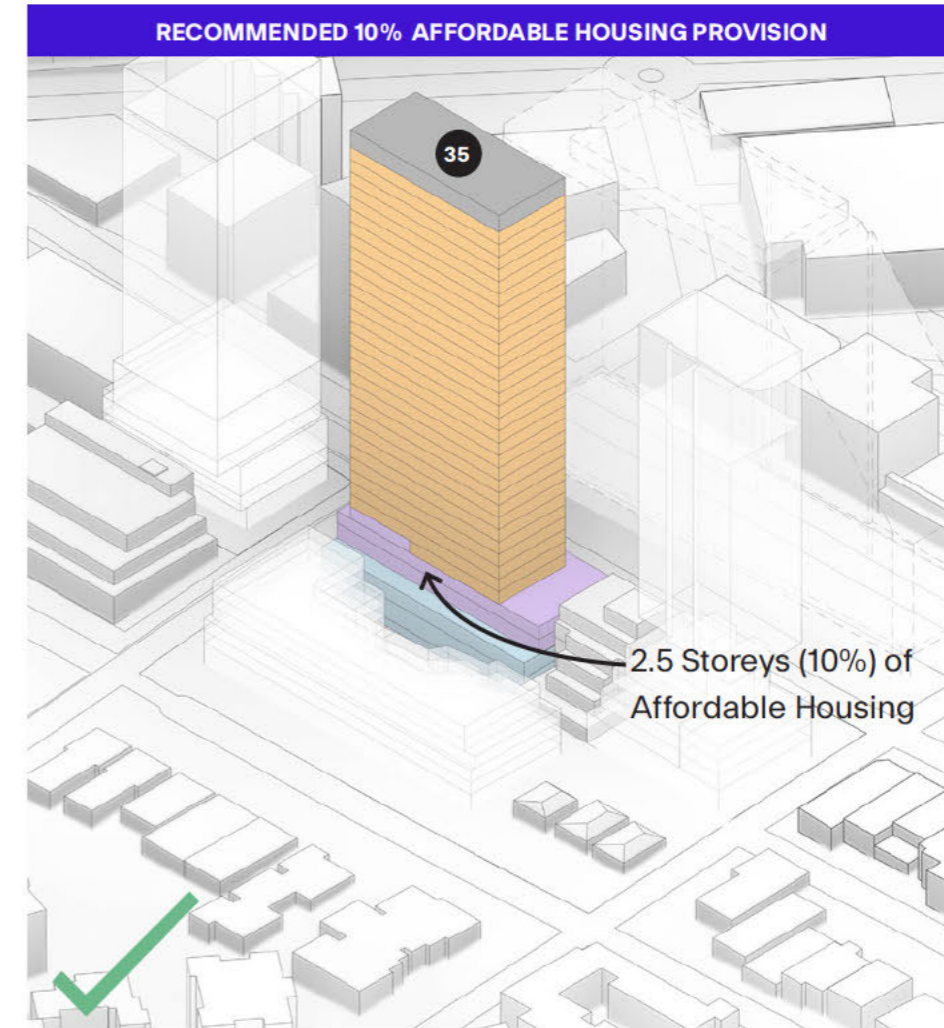
### TOD 15% Affordable Housing Provision

#### Incentive Built Form

Total	~25,548 m <sup>2</sup> (12:1 FSR)
Height	35 Storeys
Affordable Housing	4 Storeys

#### Analysis Summary

The Incentive Scheme nominates 15% of affordable housing the Draft TOD controls. This equates to ~3,513m<sup>2</sup> of GFA and approximately 4 Storeys.



### Recommended 10% Affordable Housing Provision

#### Incentive Built Form

Total	~25,548 m <sup>2</sup> (12:1 FSR)
Height	35 Storeys
Affordable Housing	2.5 Storeys

#### Analysis Summary

Based on detailed feasibility studies and ensuring the objectives of the TOD are achievable, we request the review of the Incentive Scheme to nominate 10% affordable housing provision in the TOD controls. This equates to ~2,342m<sup>2</sup> of GFA and approximately 2.5 Storeys.

**Sydney**

Level 1, One Chifley Square  
Sydney NSW 2000 AUS  
P. +61 2 9957 3988  
E. hello@studiosc.com.au

**Melbourne**

Level 5, 447 Collins Street  
Melbourne VIC 3000 AUS  
P. +61 2 9957 3988  
E. hello@studiosc.com.au

**Nominated Architects**

Doug Southwell 7362  
Edward Salib 9469  
Nicholas Bandounas 8499  
Thomas Hansen 9527

██████████  
Director,  
NSW Department of Planning,  
By Email

Dear Brendan,

This letter is a submission to the public exhibition of the Crows Nest Transit Orientated Development (TOD) Precinct Rezoning in relation to the 2,129sqm site at 402-420 Pacific Highway located at the corner of Pacific Highway and Oxley Street (refer to Figure 1 outlined in the attached FDP Planning letter). This intent of this letter is to focus on affordable housing in perpetuity, while the accompanying FDP Planning letter specifically addresses setbacks. Urban design advice has been prepared by Studio SC, showing both the setback and affordable housing recommendations.

Growthbuilt appreciate the efforts DPHI have taken in preparing this and we are largely supportive of the proposal, however there are small but significant changes that need to be addressed to deliver a feasible development on the proposed outcome for the precinct.

Growthbuilt is an established builder developer, wanting to deliver the development, within the timeframes set out by DPHI in the proposed EIE for the Crows Nest TODs. We understand and appreciate the work that has gone into the TOD Precinct Rezoning and as previously mentioned are largely in support of the proposal, however for us to activate the site and get a feasible development outcome on this property, inline with the timeframes outlined in the Crows Nest EIE, we recommend the department:

1. Adjust setbacks in line with DCP controls to Pacific Highway and Oxley Street, while allowing an average 9m setback to the heavily articulated boundary of 35-51 Nicholson Street. This approach will allow the development to achieve built form articulation within the nominated TOD height and FSR controls. The accompanying planning letter and design advice further speaks to this.
2. Reduction of the affordable housing requirement in perpetuity to 10% of the residential GFA
3. DPHI to provide clarity / change the definition of affordable housing from the ministerial direction issued in February 2024, which caps it at no more than 30% of low to moderate incomes. Adopt an industry-standard definition allowing rents up to 75%-80% of market rents, as is common practice within CHP sector. In order to achieve a feasible outcome, we need to negotiate a commercial arrangement with the community housing provider; their ability to fund new affordable housing is significantly limited by the current definition.
4. Consistent with above more detail is needed around ownership and management arrangements for affordable housing component.

Growthbuilt is keen to work with the State Government to deliver affordable housing within the Crows Nest precinct. However, the Department needs to understand the current feasibility challenges posed by the introduction of the 15% affordable housing in perpetuity requirement.



The required land price to get the large strata to sell, coupled with the increased price of construction, debt and remaining development costs have increased drastically over the past few years, given the wider macro-economic conditions. This coupled with the rather onerous definition of affordable housing, **reference 1 below**, has led to a non-viable development outcome, with the current proposal of 15% affordable housing in perpetuity, under the TOD's incentive controls.

**Reference 1 – Affordable Housing Ministerial Guidelines Definition:**

- **Affordable housing** is housing that is appropriate for the needs of a range of very low to moderate income households and priced so that these households are also able to meet other basic living costs, such as food, clothing, transport, medical care and education<sup>4</sup>. As a rule of thumb, housing is usually considered affordable if it costs less than 30% of gross household income.<sup>5</sup>

While Growthbuilt acknowledges a minor deviation from the previous submission to the DPHI, which proposed a 12:1 floor space ratio with 12% affordable housing in perpetuity, the points outlined above were firmed up coinciding with the drafting of the proposed TODs SEPP, leading to findings that does not support affordable housing in perpetuity, greater than 10%.

As department are aware, 402-420 Pacific Highway is a complex strata, containing 81 lot owners. Growthbuilt are in a slightly unique position compared to the neighboring owners, as we are still working with the owners to execute all option agreements. Making this transaction live and more susceptible to the unfortunate and challenging market conditions. While we understand the complexities of this exercise, the concern, is if we cannot get this transaction to generate a feasible development outcome, the buildings strata renewal committee (SRC) will be dismantled, and the property will remain dormant, leading to no additional housing being provided.

Growthbuilt are wanting to deliver a feasible outcome that will provide much need housing to the market, within the 2-year timeframe, outlined in the Crows Nest EIE. For this to be achieved we recommend:

1. Reduction of the affordable housing requirement in perpetuity to 10% of the residential GFA. With the balance of the proposed 15% affordable housing GFA to be assigned to market build-to-sell residential GFA.
2. DPHI to provide clarity / change the definition of affordable housing.

These recommendations, coupled with the recommendation for adjustment of setbacks, further outlined in FDP Planning letter & urban design advice prepared by Studio SC, will allow much-needed housing to be delivered to the market within the two-year timeframe set out in the Crows Nest EIE.

Regards,


**From:** [REDACTED]  
**To:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** FW: Webform submission from: Proposed pathway changes to support Transport Oriented Development  
**Date:** Monday, 5 August 2024 2:00:33 PM

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Monday, August 5, 2024 6:45 AM  
**To:** DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>  
**Cc:** DPIE PA Systems Productivity Policy Mailbox  
<SystemsProductivity.Policy@planning.nsw.gov.au>  
**Subject:** Webform submission from: Proposed pathway changes to support Transport Oriented Development

Submitted on Mon, 05/08/2024 - 06:44

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

[REDACTED]

**Suburb/Town & Postcode**

Wollstonecraft 2065

**Please provide your view on the project**

I am just providing comments

**Submission**

Whilst the overdevelopment of Crows Nest is a concern - primarily loss of local character, the lack of public facilities to support increased population in the area, the impact on roads, schools & hospitals - I am relieved to note the development is not a blanket approach across all local areas which would have had far reaching consequences for local residents, their homes and their families (lifestyle, green space, heritage homes etc). It is pleasing to note that in this instance the government have taken into account the local councils existing plans for development and built upon those plans.

**I agree to the above statement**

Yes

**From:** [REDACTED]  
**To:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** FW: Webform submission from: Proposed pathway changes to support Transport Oriented Development  
**Date:** Monday, 26 August 2024 1:03:22 PM

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Friday, August 23, 2024 4:59 PM  
**To:** DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>  
**Cc:** DPIE PA Systems Productivity Policy Mailbox  
<SystemsProductivity.Policy@planning.nsw.gov.au>  
**Subject:** Webform submission from: Proposed pathway changes to support Transport Oriented Development

Submitted on Fri, 23/08/2024 - 16:59

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am submitting on behalf of my organisation

## Name

### First name

Larissa

### Last name

Penn

**I would like my name and personal contact details to remain confidential**

No

## Info

### Email

[REDACTED]

### Suburb/Town & Postcode

Naremburn

**Please provide your view on the project**

I object to it

**Submission**

Dear DPHI,

We are writing to you regarding the proposed policy changes to streamline development assessment around the Crows Nest Metro TOD. At a recent meeting of our Association Members voted to write to you to object to the application of these rules and in particular that waiving of the concurrence provisions should not be permitted in this area. The following reasons demonstrate why:

**Stormwater:** The proposal to re-zone the Crows Nest TOD area notes that the majority of stormwater overflow from the re-zoning will descend into Willoughby and Naremburn in particular. Naremburn already suffers from flooding and major contamination events involving Flat Rock Creek have occurred as a result. Stormwater management needs to be carefully planned.

**Sewer System:** The sewage system is already at capacity (the 4B Herbert St documents state that the area is at trunk capacity) and there has been major sewage overflow events in recent history in Naremburn affecting children playgrounds, homes and bushland in Flat Rock Gully

**Parks:** The Crows Nest Rezoning Plan relies heavily on Willoughby Parks - most are in Naremburn. The ratio of green space to population is very low and parks are becoming very degraded with heightened competition between sporting bodies, dog walkers and recreational users. Adding more development without proper consultation with the relevant Council's and authorities will result in a very poor livability outcome

**Traffic:** The 2036 Plan traffic study pointed out that Naremburn will become effectively a parking lot for commuters and overflow parking from high rise developments if parking issues are not addressed in line with the uplift. Additionally the Crows nest TOD rezoning proposal erroneously claims that the Warringah Freeway ramp changes (Falcon St, Brook St, Willoughby Rd) will improve traffic flows - this is a false statement with ample evidence provided within the EIS and via subsequent meetings and correspondence that this area stands to experience increased traffic delays as a result of these changes. The 2036 Plan and TOD rezoning proposal is predicted to add 1605 vehicles to the AM Peak - each new development needs to be carefully considered in conjunction with TfNSW.

We would be very happy to meet with the department to discuss further.

Yours Sincerely,

[REDACTED]

[REDACTED] Naremburn Progress Association

On Behalf of the Naremburn Progress Association Executive Committee and  
Members

Note: The President has previously run as a self funded candidate in a State Election.  
The NPA have not made any political donations.

**I agree to the above statement**

Yes

**From:** [REDACTED]  
**To:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** FW: Webform submission from: Proposed pathway changes to support Transport Oriented Development  
**Date:** Friday, 26 July 2024 9:35:27 AM

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Tuesday, July 23, 2024 10:12 PM  
**To:** DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>  
**Cc:** DPIE PA Systems Productivity Policy Mailbox  
<SystemsProductivity.Policy@planning.nsw.gov.au>  
**Subject:** Webform submission from: Proposed pathway changes to support Transport Oriented Development

Submitted on Tue, 23/07/2024 - 22:11

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

rodney

### Last name

Mountford

**I would like my name and personal contact details to remain confidential**

No

## Info

### Email

[REDACTED]

### Suburb/Town & Postcode

Naremburn

**Please provide your view on the project**

I object to it

**Submission**

I object to the developments impacting certain residential areas in Crows Nest and St Leonards. Another option is to expand the redevelopment zone along Herbert Street Leonards and rezone some of the Industrial area up to the Freeway and as far west as Reserve Road. This will have less impact on traffic and lower the density around the two stations. This development could run along the railway and any new residents could have access to the freeway and both St Leonards and Artarmon rail way stations. Housing for Hospital workers could be provided almost next to the hospital.

**I agree to the above statement**

Yes



**From:** [REDACTED]  
**To:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** FW: Webform submission from: Proposed pathway changes to support Transport Oriented Development  
**Date:** Thursday, 8 August 2024 9:04:52 AM

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Thursday, August 8, 2024 8:55 AM  
**To:** DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>  
**Cc:** DPIE PA Systems Productivity Policy Mailbox  
<SystemsProductivity.Policy@planning.nsw.gov.au>  
**Subject:** Webform submission from: Proposed pathway changes to support Transport Oriented Development

Submitted on Thu, 08/08/2024 - 08:55

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

Michael

### Last name

Springer

**I would like my name and personal contact details to remain confidential**

No

## Info

### Email

[REDACTED]

### Suburb/Town & Postcode

North Bondi

**Please provide your view on the project**

I support it

**Submission**

As a joint owner of [REDACTED], we can't understand why we have been excluded from TOD, when our neighbours right next door are included. I understand properties on Willoughby rd have been excluded, but we are not on Willoughby rd.

**I agree to the above statement**

Yes

**From:** [REDACTED]  
**To:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** FW: Webform submission from: Proposed pathway changes to support Transport Oriented Development  
**Date:** Friday, 26 July 2024 9:19:34 AM

---

Hi Crows Nest TOD team,

Please see a submission below.

Kind regards,

[REDACTED]  
Senior Planning Officer | Assessment and Systems Policy  
Resilience and Sustainability  
**Department of Planning, Housing and Infrastructure**

---

**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Friday, July 19, 2024 5:54 PM  
**To:** DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>  
**Cc:** DPIE PA Systems Productivity Policy Mailbox  
<SystemsProductivity.Policy@planning.nsw.gov.au>  
**Subject:** Webform submission from: Proposed pathway changes to support Transport Oriented Development

Submitted on Fri, 19/07/2024 - 17:53

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am making a personal submission

**Name**

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Crows Nest

### **Please provide your view on the project**

I support it

### **Submission**

Good idea. My view would be to eliminate all zoning within 500m radius.

The strip of commercial space running down Pacific Highway should be turned into housing. It is currently typified by empty shops and run down buildings. Also suggest a pedestrian tunnel be built on the other side of Pacific Highway opposite the new Metro site to better facilitate pedestrian traffic.

### **I agree to the above statement**

Yes

**From:** [REDACTED]  
**To:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** FW: Webform submission from: Proposed pathway changes to support Transport Oriented Development  
**Date:** Tuesday, 13 August 2024 4:30:11 PM

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---

**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Tuesday, August 13, 2024 2:59 PM  
**To:** DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>  
**Cc:** DPIE PA Systems Productivity Policy Mailbox  
<SystemsProductivity.Policy@planning.nsw.gov.au>  
**Subject:** Webform submission from: Proposed pathway changes to support Transport Oriented Development

Submitted on Tue, 13/08/2024 - 14:59

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

[REDACTED]

**Suburb/Town & Postcode**

Cammeray

**Please provide your view on the project**

I support it

**Submission**

Regarding the Government's proposal for future development in the Crows Nest precinct, I would like to submit my recommendation that extensions to the proposed zoning map should be considered for certain areas - In particular to include Rosalind Street.

This street is still within walkable distance to Crows Nest Metro and the type of buildings currently on the street make it a good opportunity for development. There are old apartment blocks with large unused land area, which would support a push for higher density in the area.

Rosalind St is situated in Cammeray postcode, however its location on the western side of the freeway means that it is heavily influenced by activities in Crows Nest. For example, it is in the catchment for Anzac Park School, rather than Cammeray School.

I would appreciate your consideration to include Rosalind Street within the new zoning areas for development.

Kind regards.

**I agree to the above statement**

Yes

**From:** [REDACTED]  
**To:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** FW: Webform submission from: Proposed pathway changes to support Transport Oriented Development  
**Date:** Monday, 12 August 2024 8:59:22 AM

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---

**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Thursday, August 8, 2024 8:55 AM  
**To:** DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>  
**Cc:** DPIE PA Systems Productivity Policy Mailbox  
<SystemsProductivity.Policy@planning.nsw.gov.au>  
**Subject:** Webform submission from: Proposed pathway changes to support Transport Oriented Development

Submitted on Thu, 08/08/2024 - 08:55

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

Michael

### Last name

Springer

**I would like my name and personal contact details to remain confidential**

No

## Info

### Email

[REDACTED]

### Suburb/Town & Postcode

North Bondi

**Please provide your view on the project**

I support it

**Submission**

As a joint owner Of the properties at [REDACTED], we can't understand why we have been excluded from TOD, when our neighbours right next door are included. I understand properties on Willoughby rd have been excluded, but we are not on Willoughby rd.

**I agree to the above statement**

Yes



**From:** [REDACTED]  
**To:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** FW: Webform submission from: Proposed pathway changes to support Transport Oriented Development  
**Date:** Thursday, 15 August 2024 7:51:12 AM

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Monday, August 12, 2024 3:27 PM  
**To:** DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>  
**Cc:** DPIE PA Systems Productivity Policy Mailbox  
<SystemsProductivity.Policy@planning.nsw.gov.au>  
**Subject:** Webform submission from: Proposed pathway changes to support Transport Oriented Development

Submitted on Mon, 12/08/2024 - 15:26

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

[REDACTED]

**Suburb/Town & Postcode**

Sydney

**Please provide your view on the project**

I object to it

**Submission**

I strongly object to the building of residential in the hospital precinct as this proposal is too high and will overshadow the area. Anything built on government land in the health precinct should be health related and not residential as there is a shortage of health services already and this will only lead to more shortage. How can any residential property built on a hospital site be guaranteed to be used only for health workers and not sold or rented out to non health workers. What about the disruption to the hospital whilst the development is taking place, The land should be used to build a health facility that is lacking.

**I agree to the above statement**

Yes

**From:** [REDACTED]  
**To:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** FW: Webform submission from: Proposed pathway changes to support Transport Oriented Development  
**Date:** Friday, 26 July 2024 9:40:04 AM

---

---

**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Thursday, July 25, 2024 3:28 PM  
**To:** DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>  
**Cc:** DPIE PA Systems Productivity Policy Mailbox  
<SystemsProductivity.Policy@planning.nsw.gov.au>  
**Subject:** Webform submission from: Proposed pathway changes to support Transport Oriented Development

Submitted on Thu, 25/07/2024 - 15:27

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

[REDACTED]

**Suburb/Town & Postcode**

2065

**Please provide your view on the project**

I object to it

**Submission**

Traffic on Christie St and Pacific's Hwy is already worse now. St Leonards will be a carpark if more people and car are living in the area. They area already over developed around south St Leonards and near the station with no green space and just wind tunnel. The town will be soulless and not liveable.

**I agree to the above statement**

Yes

**From:** [REDACTED]  
**To:** [DPTE PDPS St Leonards Crows Nest Mailbox](mailto:DPTE_PDPS_St_Leonards_Crows_Nest_Mailbox)  
**Cc:** [northshore@parliament.nsw.gov.au](mailto:northshore@parliament.nsw.gov.au)  
**Subject:** Proposed Development 378 - 398 Pacific Hwy; Crows Nest  
**Date:** Monday, 5 August 2024 12:31:30 PM

---

I refer to the proposed development , which I strongly object to.

Already the very high developments closer to St. Leonards station on the Highway have create a wind tunnel environment and have changed the total character of that Suburb. It would be a huge mistake if the same were to occur in Crows Nest which has unique features and ambience because of the town planning that has occurred in the past. I acknowledge that higher density housing is inevitable; but developments of this size and height will turn our city into an eyesore. (Paris is densely populated; but the inner city has for the most part have a limit of 6 stories! – It is a very liveable city)

The parking proposal for an entrance to their parking entrance in Hume St (for this development); will create, yet another bottleneck for those residence who live on the Western side of the Highway; and have already had to put up with a blocked street (and access to Crows Net shopping area) for 3 + years, whist the new light rail has been developed.

These ultra dense developments are tomorrows future ghettos as little thought is being given to additional outdoor amenities for families. This is almost impossible task in the older suburbs, such as the North Sydney Council area, unless developers give up some of their land. The North Sydney Council Area is already one of the most densely developed area in Sydney.

Regards

[REDACTED]





**ANGEL PLACE  
LEVEL 8, 123 PITT STREET  
SYDNEY NSW 2000**

URBIS.COM.AU  
Urbis Ltd  
ABN 50 105 256 228

26 August 2024

Mr [REDACTED]  
Department of Planning, Housing & Infrastructure  
4 Parramatta Square  
12 Darcy St  
Parramatta  
NSW 2150

Dear Brendan,

## **SUBMISSION: CROWS NEST TOD REZONING PROPOSAL**

### **INTRODUCTION**

We write on behalf of our client Greatland Properties Pty Ltd in relation to their site at 238-242 Pacific Highway, 1 Bruce Street and 47-49 Sinclair Street, Crows Nest (the site). This submission is made to the exhibition of the Crows Nest Transport Oriented Development Program (TOD) rezoning proposal.

We have previously made a submission for this site to the Department of Planning, Housing & Infrastructure (DPHI) in April 2024 as part of the Government's investigation into the Crows Nest TOD precinct. The submission included an urban design study prepared by PTW to inform building heights and massing for the development of the site. This submission reinforces the capability of the site to deliver high quality housing in the short-term, as well as providing specific feedback on the rezoning proposal.

This submission is accompanied by the following documents:

- Appendix A: **Design Report** prepared by PTW
- Appendix B: **Development Feasibility Advice** prepared by Urbis.

### **OVERVIEW**

The site represents a key strategic opportunity of six consolidated lots and presents a corner site that 'book ends' the Pacific Highway TOD precinct.

The site is located approximately 400m from the Crows Nest Metro Station and approximately 200m north of Mater Hospital. Existing surrounding building heights are up to 17 storeys. The landowner is committed to action the proposed refined rezoning controls as outlined in this submission with the team assembled to commence immediate development application process.

We support the site's rezoning as part of the TOD precinct however, our feasibility analysis has clearly identified the proposed controls would yield a negative commercial return as thus in order to facilitate the desired housing supply, refinements are required to the following key aspects:



1. **Building Height:** The Feasibility assessment has tested the proposed built form controls for the site and found whilst there is a proposed building height increase, the increase coupled with the 10% affordable housing dedication obligation yields a negative project development return. So clearly the current draft controls render development of the site as unviable.

As a result, the project team has worked collaboratively to model an alternate building scale and density that balances the key urban design and place principles from the TOD study with requirements for the project to achieve industry basement feasibility. This is outlined further in this letter an accompanying documents.

2. **Non-Residential Floor Space Ratio:** The proposed non-residential FSR of 2:1 has been a factor that has an adverse impact on development feasibility. Furthermore, having regard to the location of the site in the precinct, which sits midway between St Leonards/Crows Nest Centre and North Sydney CBD, and the low surrounding non-residential ratio's (of 0.5:1), we conclude the proposed control is excessive.

As a result, a proposed refinement to the non-residential FSR provision is outlined in this submission.

3. **Affordable Housing:** The draft rezoning requirement for the dedication of 10% affordable housing is significant. It is unclear if this calculation only applies to the residential component or the whole site, but we have assumed it to be for only the residential component of the development.

Our feasibility testing modelled this requirement with the building proposed building height and other relevant built form controls and it yields a negative project development return.

In order to offer a solution that incorporates the two key state government objectives of: increase housing supply and delivery of more affordable rental housing. So, we have developed two options that deliver on these state goals, in manner that is viable to trigger redevelopment of the site in the desired short term period.





## SITE CONTEXT

A description of the site context is provided in **Table 1** below. See **Figure 1** and **Figure 2** for site aerial and site context.

Table 1 Description of site and context

Quality	Description
Address	238-242 Pacific Highway, 1 Bruce Street and 47-49 Bruce Street, Wollstonecraft
Site Area	Approximately 2,230m <sup>2</sup>
Site Description	The site comprises small scale retail premises and smash repairs fronting Pacific highway and part of Bruce Street, whilst separate residential dwellings front Sinclair Street.
Local Government Area	North Sydney Council
Zoning	Part MU1 Mixed Use and part R3 Medium Density residential
Local Context	<p><b>To the north</b> of the site is a significant retail and commercial centre – Crows Nest. This includes a full-line supermarket, food and goods retail, and office space. Crows Nest metro station is less than 400m to the north and will provide direct connection to the CBD and Chatswood. Further to the north is the St Leonards train station, Gore Hill Oval, and the Royal North Shore hospital.</p> <p><b>To the east</b> of the site is the Pacific Highway, and some shop-top housing, residential flat buildings, and commercial offices along the road. The Pacific Highway has several bus services running along the length connecting to major nodes including the Crows Nest metro and North Sydney.</p> <p><b>To the south</b> of the site is a combination of low and medium density residential. The site is proximate to the Mater Hospital – a private hospital.</p> <p><b>To the west</b> of the site is a combination of low and medium density residential. Further west is Wollstonecraft train station, connecting to the T1 North Shore line.</p>

Figure 1 Site Aerial Map



Source: PTW

Figure 2 Future Site Height Context Map



Source: DPHI



## DRAFT SITE CONTROL SUMMARY

The draft rezoning TOD controls currently on exhibition for the site are as follows:

Provision	Control
Zoning	R4 – High Density Residential
Height	29m with an indicative 8-storey floor height
Floor Space Ratio	2:1
Deep Soil	A minimum area of 3m by 3m with 20% canopy coverage and a 15% deep soil area. For every 575sqm of site, at least one large tree or two medium trees need to be planted within the deep soil area.
Street Wall Height	2 storeys
Setbacks	6m front setback (Sinclair Street) 1.5m secondary setback (Bruce Street) 12m rear setback (indicative only)
Affordable Housing	10-15% - however we assume it is proposed at 10% to the total residential floorspace (not total overall floorspace).

## DPHI HOUSING POLICY OVERVIEW

The government has established a clear hierarchy of incentive planning policies and controls to facilitate housing growth across metropolitan centre as the means to address the housing crisis and delivery new housing in accordance with commitments to the federal government under the Housing Accord.

The eight TOD tier 1 precincts set around the new metro stations represent the ‘highest order’ policy controls given these precincts are best served to accommodate the greatest development to capitalise on the infrastructure investment and accessibility improvements. From the highest order TOD tier 1 sites, the policy settings cascade down, reflecting the scaler scale centre precincts, down to ultimately the Low to Mid Rise Housing (LMRH) being the lowest order incentive controls.

To examine the implications of the proposed draft controls, we considered the key relevant finalised and draft state housing policy initiatives. What this quickly confirmed is that modest built form changes coupled with the significant obligation of affordable housing acts to disincentivise redevelopment and is comparatively the least incentivised controls in comparison.



A summary of our policy comparable findings can be found in the table below:

Name	FSR	Height (storeys)	Height (m)	Affordable Housing Provision
<b>LMRH Reform (Draft)</b>	2.2:1	6 storeys	22m	0%
<b>TOD Tier 2</b>	2.5:1	6 storeys	22m	2%
<b>Crows Nest TOD – Accelerated Precinct</b>	Site A: 4:1 residential 2:1 non-residential	12 storeys	44m	10% overall
	Site B: 2:1 residential	8 storeys	29m	
<b>Option 1</b>	Site A: 7.63:1 residential 1:1 non-residential	17 storeys	58.8m	10% of total residential floorspace for 15 years; or 5% dedicated in perpetuity
	Site B: 4.66:1 residential 0.18 non residential	11 storeys	36.1m	
<b>Option 2</b>	Site A: 7.8:1 residential 1.2:1 non-residential	17 storeys	58.8m	6% of total residential floorspace for 15 years; or 3% dedicated in perpetuity.
	Site B: 2.5:1 residential	8 storeys	30.9m	

The TOD Tier 1 accelerated precincts have been specifically identified because they are capable of high density development. In order for the Crows Nest TOD rezoning to achieve the assumed housing outcomes, the built form setting for the site has to be amended to become a true ‘incentive’ for landowners to sell and developers to acquire and construct within the short timeframes permitted.

The current working draft of the LMRH policy currently aims to facilitate a FSR of 2.2:1 and 6 storeys as a ‘blanket’ policy position for areas that are outside the designated metro or heavy rail centres with capacity for significant growth. The current proposed TOD controls for the site propose a density below this, which, if left unchanged, would clearly not incentivise redevelopment of this strategic site, and the opportunity will be missed.

Furthermore, the current exhibited built form controls would again create an outcome where the proposed site would receive less density uplift within an accelerated precinct than if it was in the lower scaled centre Tier 2 TOD, and furthermore, would require 10% affordable housing contribution as opposed to 2%. Applying the additional infill affordable housing bonus provisions for the Tier 2 TOD areas would further increase the dwelling yield potential on the site compared with the current draft controls.



As outlined above, the accelerated precincts have been specifically identified because they are capable of high density development given they will be benefiting from significant transport infrastructure investment. In order for the TOD rezoning to achieve the assumed housing outcomes, the built form setting has to be amended to become a true 'incentive' for landowners to sell and developers to acquire and construct within the short timeframes permitted.

Consequentially, we undertook development feasibility work in conjunction with PTW undertaking concept design analysis to identify a scheme and community benefit offer that would facilitate redevelopment.

## **DEVELOPMENT FEASIBILITY TESTING**

The Urbis valuations and development advisory team have undertaken financial feasibility analysis of the draft rezoning controls for the site, applying industry accepted assumptions and benchmarks.

**This analysis found that imposing the proposed TOD rezoning controls (*assuming 10% affordable housing dedication*) would result in a negative 4.16% development margin or a \$6mill development loss.**

This clearly would not incentivise any development and the assumed housing supply for the site would be lost.

As a result, the team worked with PTW to develop two x options which would facilitate a viable redevelopment proposition. A copy of their work has been provided to DPHI to demonstrate the legitimacy of our work and is attached as *Commercial in Confidence* – not to be included in any public accessible online platform.

Given it is unknown what position DPHI is willing to take with respect to a change in affordable housing yields and its tenure), we have presented sub-options in terms of commitment to affordable housing for consideration.

## **OUTCOMES FROM URBAN DESIGN TESTING**

Two alternative built form options (Option 1 and 2) have been prepared by PTW to develop a set of built form controls and public benefits that are more appropriate for the site in its strategic setting whilst also having careful regard to urban contextual and impact outcomes.

The Options in summary would achieve the following:

- **Option 1:** incorporates a part building height increase (on the highway) to achieve 13,706sqm of residential floorspace, and 1,435sqm of retail/commercial floorspace.
  - Yielding the potential of 141 apartments of which 10% (of residential GFA) would be dedicated to affordable housing for 15 years and then revert back, or alternatively, 5% (of residential GFA) dedicated in perpetuity.
- **Option 2:** incorporates a part building height increase (on the highway) to achieve 11,484sqm of residential floorspace, and 1,338sqm of retail/commercial floorspace.
  - Yielding the potential of 115 apartments of which 6% (of residential GFA) would be dedicated to affordable housing for 15 years and then revert back, or alternatively, 3% (of residential GFA) dedicated in perpetuity.

The options achieve a comparable development return that would incentivise redevelopment as envisaged by the new settings.

## **Maximum Building Height**

The options assessed have had specific urban context of the site, both in terms of surrounding buildings and the relationship to the Crows Nest Pacific Highway precinct.

In terms of building height, the decision was made to not alter the planned height along the Sinclair frontage, but rather explore potential for increased building height along the highway. The proposed increase in the highway fronting building height will achieve a contextually comparable scale having regard to the existing and surrounding context. Specifically, it identified:

- The building heights vary considerably in the immediate surrounding Pacific Highway corridor, which thus is part of the urban character that will continue as part of this rezoning plan.
- The scale of height increase is consistent with existing and planned buildings in the immediate locality. Including the presence of existing building heights of up to 17 storeys, notably 220 Pacific Highway to the south.
- As identified through the rezoning proposal, southwards of the Crows Nest centre, building heights on the western side of the Pacific Highway are punctuated by taller buildings over 50m in height.
- As a corner site, located between the existing taller buildings to the north and south, the site represents an appropriate location for a building height of 17 storeys.
- The proposed building height remains consistent with the key design principles underpinning the proposed rezoning and would not trigger the need to reconsider other sites.
- In addition to considering urban scale context, PTW studied the overshadowing impact and that analysis found that the increased building height (in both options) still enable existing residential properties to achieve in excess of the minimum solar access as per the ADG.

These considerations informed the view that the proposed 2 x options comprising building height increases were valid from an urban design and planning perspective.

## **Residential Floor Space Ratio**

Linked to the need to identify built form changes to achieve a viable setting of key planning controls, the built form study identified two built form options with increased FSR from that proposed that reflect the increased building height sought in this submission.

Option 1 establishes a continuous building form that steps down the slope from 17 storeys at Pacific Highway to 6 storeys fronting Sinclair Street. To enable this scheme would effectively require a blended overall site FSR.

Option 2 on the other hand has two separate residential forms comprising the highway tower and the Sinclair Street 8 storey building and could comprise two separate FSRs.

The justification for the increased FSR is in effect linked to that provided above for the building height. Furthermore, it results in the site delivering additional overall market and affordable housing on a strategically located site in close walking distance to the metro station and centre.

## Non-Residential Floor Space Ratio

The rezoning proposal includes a minimum non-residential 2:1 FSR requirement for the part of the site fronting the Pacific Highway. The current North Sydney Local Environmental Plan (LEP) FSR control is 0.5:1. The draft exhibited material provides no evidence base to justify the need nor viability of requiring 4 x times the amount of non-residential floorspace on the site from the 2026 Plan.

From a commercial use perspective, the site is an edge-of-centre site, being the site within the precinct located from the Crows Nest commercial core. Sites 500m north of the site, adjacent to the commercial core, have a proposed non-residential FSR requirement of 2:1. The Crows Nest over station development has also reduced its FSR from 11:1 commercial to 1:1. So by any reasonable comparison, the FSR required on this suite is excessive and as demonstrated in our feasibility analysis acts to adversely impact development feasibility.

There will be very limited market demand for commercial uses at second and third floor level at this location on the Pacific Highway. Instead of delivering vacant commercial space at upper levels, we submit that this space should be delivered as residential dwellings, contributing to precinct housing target. The urban design study and feasibility analysis determined a non-residential FSR in the order of 1.2:1 to 1.29:1 depending on which option, is the optimal outcome.

The justification for the proposed non-residential FSR is as follows:

- The proposed rezoning controls is unjustified to increase to the controls four-fold from 0.5:1 to 2:1
- A non-residential FSR of 2:1 is out of step with similarly located sites outside the commercial core.
- DPPI are reducing the quantum of commercial floorspace centrally within the centre where employment should be focused, which is further supports our view the significant increase on this site is unjustified.
- Our requested non-residential FSR changes will deliver more than double the non residential FSR compared with eh 2036 Strategy, so it will contribute towards employment growth aims.
- The controls proposed would deliver active retail/commercial ground and first floor uses at the site that satisfy the design principles and Design Guide controls.
- Ultimately, it strikes a more fair and reasonable position that is a proportionate increase to the increased residential FSR sought, and our feasibility analysis has identified it would incentivise redevelopment.

## Affordable Housing

The TOD rezoning proposes an affordable housing contribution of 10% for the site, to be held in perpetuity. This is inconsistent with state infill affordable housing policy in place and as outlined, would render the site unviable for redevelopment in the manner the policy envisages.

Given the evolving government policy position with respect to affordable housing, we submit that there must be a degree of flexibility applied as landowner/developers grapple with the multiple factors affecting development plans, including the cumulative impact of development contribution costs in addition to construction and labour costs.

In order to try and offer a solution to DPPI to support the current housing supply policy initiative, we have proposed two affordable housing options to consider. We are not privy as to whether the





quantum of affordable housing outcomes for the next 15 years is more important over quantum of permanent affordable housing outcomes or not.

Regardless, we believe the affordable housing offers in this submission, strike the right balance in meeting government housing and social policy ambition in a manner that will facilitate redevelopment.

## **RECOMMENDATIONS & CONCLUSION**

We'd like to thank DPHI for the opportunity to engage in this policy setting process. Our client is motivated to action new policy settings that are viable, which would contribute to both employment and housing growth on this strategic site.

In order to undertake a thorough assessment a project team was assembled to test the draft controls from an urban design, planning and development feasibility perspective.

In providing our findings, we have sought to offer two practical solutions that we believe deliver on the Crows Nest TOD ambition and is capable of immediate adoption as part of this finalisation process.

### **Recommendations:**

Accordingly, we request the following changes:

- **Amend the maximum Height of Building for Site A (highway frontage) to 58.8m (17 storeys)**
- **Amend the maximum Height of Building for Site B – to accord with the heights in the table depending on the preferred option (either 30.9m or 36.1m).**
- **Amend the maximum FSR to either 6.79:1 (option 1) or 5.75:1 (option 2)**
- **Amend the non-residential FSR to either 1.29 (option 1) or 1.2:1 (option 2)**

We trust this submission will be taken into careful consideration by DPHI in the finalisation of the rezoning proposal.

We would welcome the opportunity to discuss the proposal for the site with DPHI. Should you require any further information, please contact the undersigned.

Yours sincerely,

A solid black rectangular redaction box covering the signature of the undersigned.

A solid black rectangular redaction box covering the contact information of the undersigned.

The logo for URBIS, featuring the word "URBIS" in a bold, white, sans-serif font. The text is contained within a white square frame that is partially open on the right side. A white horizontal line extends from the right side of the square frame across the top of the page.

**URBIS**

# **APPENDIX A**

Design Report

# 238-242 PACIFIC HIGHWAY, 1 BRUCE STREET & 47-49 SINCLAIR STREET, CROWS NEST

SUBMISSION DESIGN REPORT

08.2024

TRANSPORT ORIENTED DEVELOPMENT PROGRAM





*Option 1 - View from Sinclair Street*

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- 2.2 PROPOSAL MASSING**
- 2.3 BUILDING HEIGHT ANALYSIS**
- 2.4 CROWS NEST PACIFIC HIGHWAY CORRIDOR**
- OPTION 1**
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*Option 1 - View from Pacific Highway*

238-242 PACIFIC HIGHWAY, 1 BRUCE STREET & 47-49 SINCLAIR STREET, CROWS NEST, NSW, 2065

08. 2024

### 1.0 OVERVIEW

We act for Greatland Properties Pty Ltd, the owners of the following properties:

- 240-242 Pacific Highway
- 1 Bruce Street
- 47-49 Sinclair Street

In addition, the submission has considered the adjoining property at 238 Pacific Highway as we have identified that ideally it should be amalgamated with the client's landholdings for future redevelopment.

This submission has been jointly prepared by PTW Architects and Urbis.

On behalf of our client, this submission comprises formal landowner feedback to the Crown Nest TOD Rezoning Precinct.

As one of the 8 priority transport hubs in the TOD accelerated Precinct program(part 1), this submission aims to inform Department of Planning, Housing and Infrastructure that the property owner is in support of the overall direction of the TOD, and proposes a scheme that support additional housing growth, reflecting the opportunities available with the current amalgamated landholding.



Option 2 - View from Pacific Highway

**1.1 LOCATION**

- The site is located on Pacific Highway and within the boundary of the TOD (Transport Oriented Development) Accelerated Rezoning Area.
- The site falls between the Victoria Cross and Crows Nest Metro Stations, which is notably one of eight priority transport hubs in the TOD Accelerated Precinct Program.
- Furthermore, proximity to existing education and health facilities will ensure that the site will be attractive to future new workers and residents.



**1.2 CONTEXT**

- The site serves as both the visual and functional focal point as Alexander St intersects with Pacific Highway, bringing a great new potential to the already bustling commercial and retail mixed-use character of the Pacific Highway Corridor.
- The site is divided into two main parts, where Site A fronts Pacific Highway while Site B is located on the quieter Sinclair Street to the south. There is an approximately 5m fall from Pacific Highway to Sinclair Street, vindicating its sudden change in urban character, comprising of mostly low-rise dwellings. The Development Land Lots are divided as such:

Development Land Lots:

- |                        |          |                      |
|------------------------|----------|----------------------|
| 1. 238 Pacific Highway | ] SITE A | 1,115 m <sup>2</sup> |
| 2. 240 Pacific Highway |          |                      |
| 3. 242 Pacific Highway |          |                      |
| 4. 1 Bruce Street      | ] SITE B | 1,115 m <sup>2</sup> |
| 5. 47 Sinclair Street  |          |                      |
| 6. 49 Sinclair Street  |          |                      |





**1.3 SITE PHOTOS**



**A:**View from Pacific Highway looking north-west



**B:**View from Pacific Highway looking west



**C:**View from Pacific Highway looking south



**D:**View from Bruce Street looking south-west

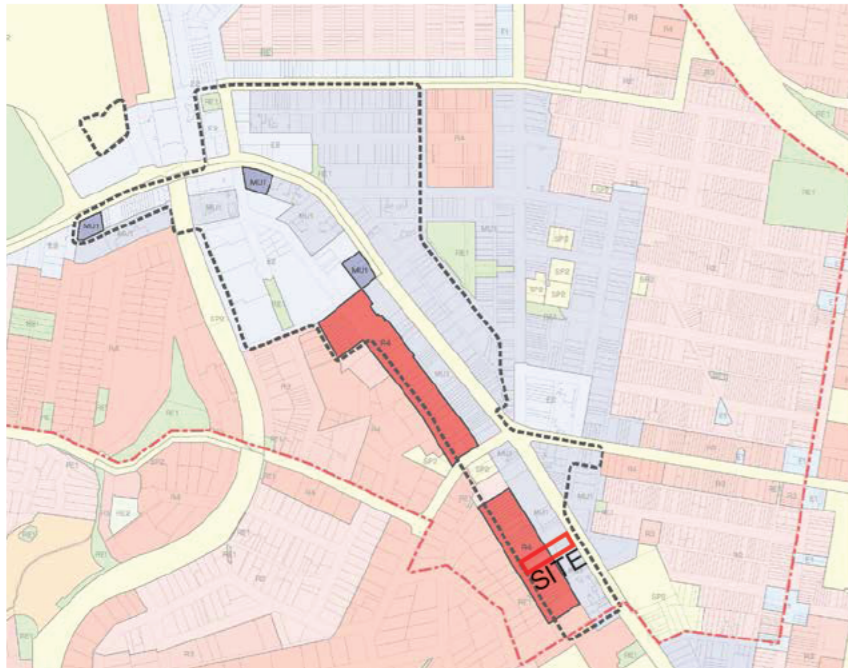


**E:**View from Sinclair Street looking east



**F:**View from Sinclair Street looking north

**1.4 DRAFT PLANNING CONTROLS**



**LAND ZONING**

**LEGEND**

	Site Boundary
	TOD Accelerated Rezoning Area
	Proposed Change
	MU1 - Mixed Use <b>SITE A</b>
	E1 - Local Centre
	E2 - Commercial Centre
	E3 - Productivity Support
	E4 - General Industrial
	R2 - Low Density Residential
	R3 - Medium Density Residential
	R4 - High Density Residential <b>SITE B</b>
	RE1 - Public Recreation
	RE2 - Private Recreation
	SP1 - Special Activities
	SP2 - Infrastructure
	C2 - Environmental Consideration



**FLOOR SPACE RATIO**

**LEGEND**

	Site Boundary
	TOD Accelerated Rezoning Area
	Proposed Change
	0.4-0.49
	0.5
	0.6
	0.7
	0.8
	0.9
	1-1.9
	2 <b>SITE B</b>
	2.5
	3
	4-4.4
	4.5
	5-5.9
	6-6.9 <b>SITE A</b>
	7-7.9
	9-10.9
	11
	11.5
	12
	13
	14+



**NON-RESIDENTIAL FSR**

**LEGEND**

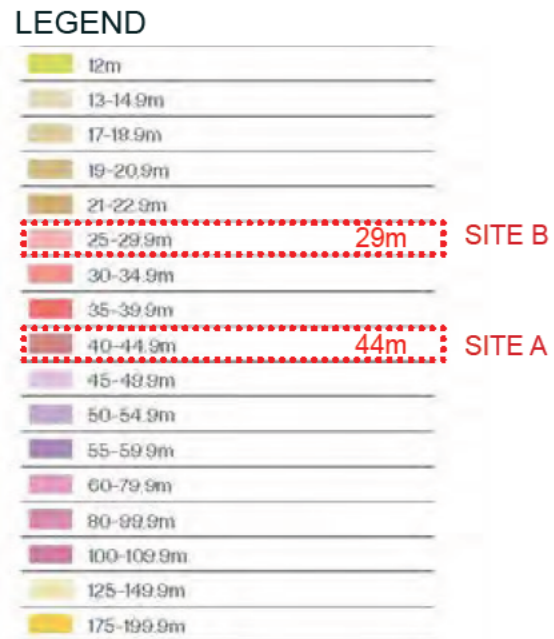
	Site Boundary
	TOD Accelerated Rezoning Area
	Proposed Change
	0.4-0.49
	0.5
	0.6
	0.7
	0.8
	0.9
	1-1.9
	2 <b>SITE A</b>
	2.5
	3
	4-4.4
	4.5
	5-5.9
	6-6.9
	7-7.9
	9-10.9
	11
	11.5
	12
	13
	14+

Source: Crows Nest State-Led Rezoning Urban Design Report by SJB July 2024

**1.4 DRAFT PLANNING CONTROLS**



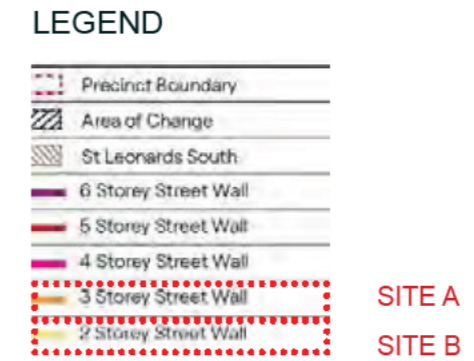
**HEIGHT OF BUILDING**



**SETBACKS**



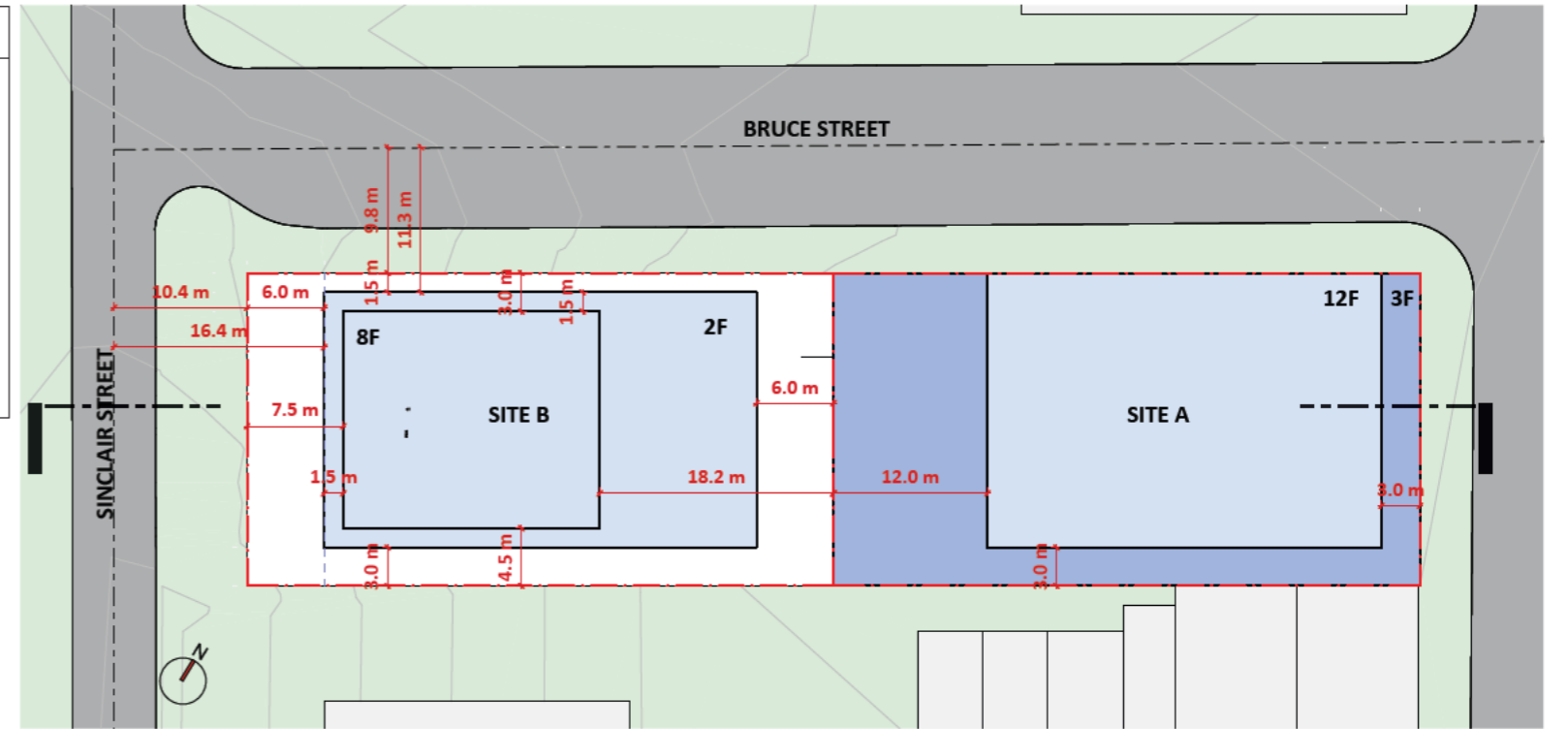
**STREET WALL HEIGHTS**



Source: Crows Nest State-Led Rezoning Urban Design Report by SJB July 2024

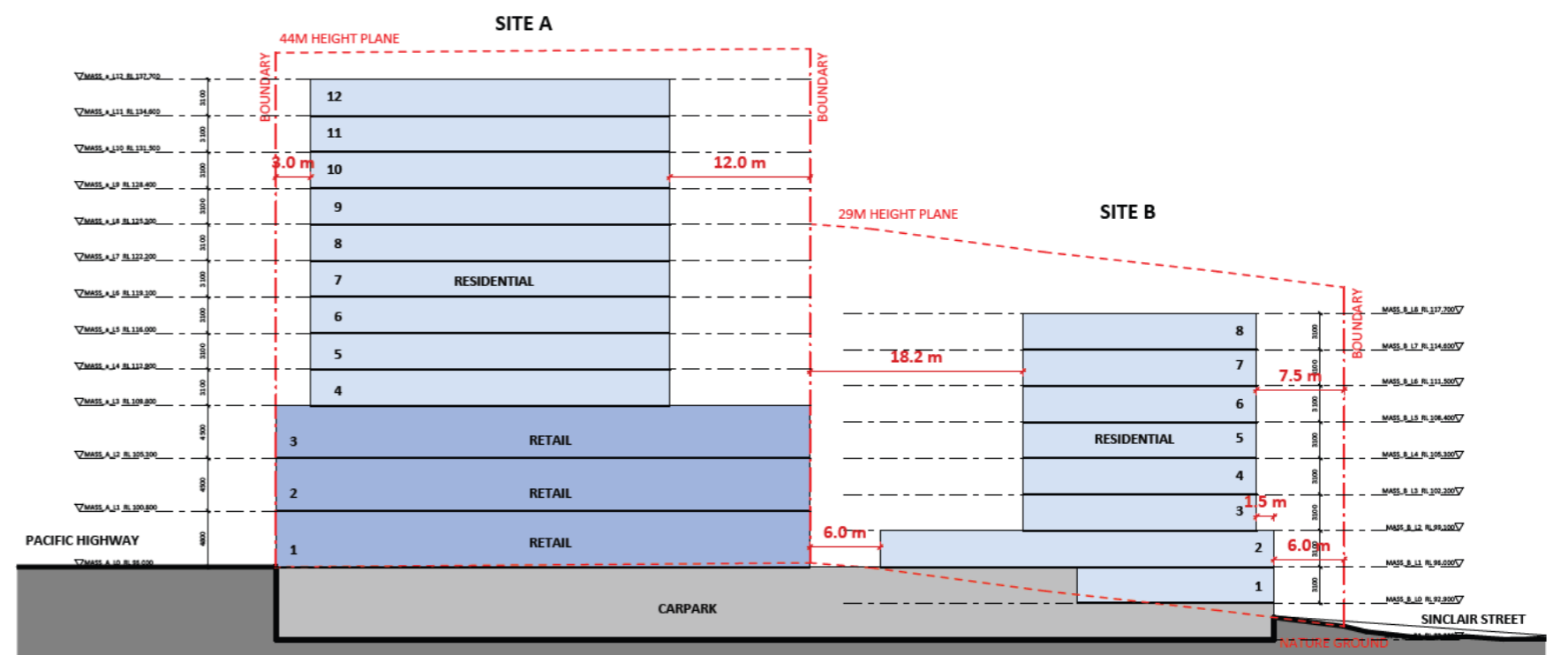
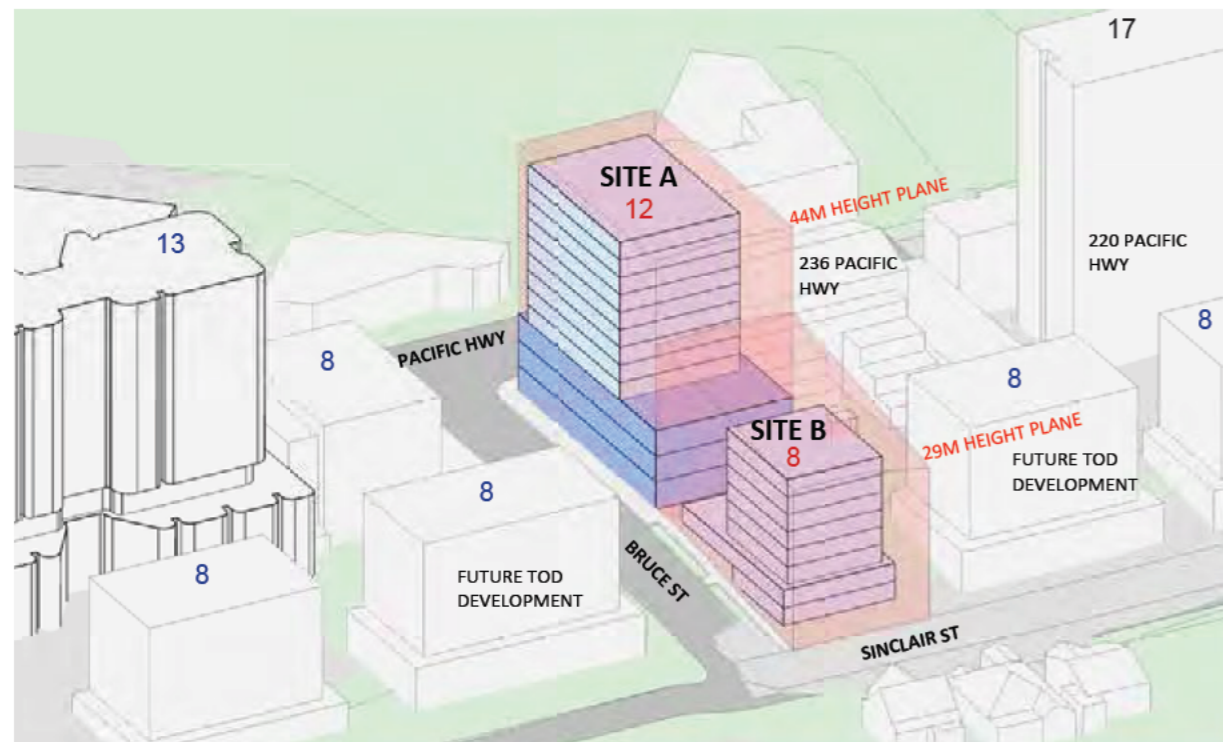
**1.5 CONTROL MASSING TEST - DRAFT CONTROLS**

	STOREY	FSR	MAX HEIGHT	AFFORDABLE HOUSING
<b>SITE A</b> (1,115 m <sup>2</sup> )	12	RESIDENTIAL 4:1 COMMERCIAL 2:1	44m	10% ( IN PERPETUITY) GFA 892 m <sup>2</sup>
<b>SITE B</b> (1,115 m <sup>2</sup> )	8	RESIDENTIAL 2:1	29m	



PLAN

By utilising the Planning Control Test's Height Plane and Setbacks, the FSR can be achieved.



SECTION

238-242 PACIFIC HIGHWAY, 1 BRUCE STREET & 47-49 SINCLAIR STREET, CROWS NEST, NSW, 2065

08. 2024

**2.0 SITE AND CONTEXT ANALYSIS**

**CONNECTIVITY**

TOD Accelerated Rezoning Area



There are an abundance of public transport options connecting residents from the site to Greater Sydney: the nearby Crows Nest and Victoria Cross Metro Stations, bus routes along Pacific Highway to North Sydney and St Leonards Train Stations and an easy access to main roads such as Pacific Highway and Warringah Freeway.

Closer to the site, the Crows Nest retail and commercial precinct along Willoughby Road is within walking distance. Numerous parks and green spaces (such as North Sydney Oval) are also easily accessible by foot or bicycle.

**VIEW OPPORTUNITY**

TOD Accelerated Rezoning Area



The elevated part of the site at the Pacific Highway side will provide an abundance of view opportunities for residents.

To the south-east the City Skyline is visible while to the south and south-west many vistas of the Harbour and rivers are made possible.

**2.1 DESIGN PRINCIPLES**



**LAND USE**

As the site is in proximity to world-class health and education facilities, its expansion of residential opportunities through mixed-use development provides opportunities for employment growth in the future and as such long-term activation across the precinct.

The Proposal facilitates all types of development around existing networks of public transport, providing a balance of both residential and non-residential land uses; retail and commercial uses at podium level on the corner of Pacific Highway and Bruce St while on Sinclair St there are Ground Floor units and terraces. With a residential tower above, the Proposal delivers affordable housing with the TOD Program and Housing Accord objectives.

With its dual urban character, the Proposal's expected land uses with development controls and the desired future street character, including Future TOD.



**MOVEMENT**

With massing built up to one side of the site (Pacific Highway) and receding to the other (Sinclair Street), the Proposal facilitates multi-modal transport and connections to amenities in its immediate context and those beyond in Greater Sydney.

This dichotomy establishes a clear hierarchy of streets that cater to various uses: pedestrians, cyclists and vehicles. Not only will this prioritise safety by mitigating the conflicts between these different modes of transport but it will also promote urban legibility of key public spaces with key sightlines and corridors.



**ENVIRONMENT**

The Proposal Massing recognises its role as a key node in creating a network of new and existing useable, public open spaces which prioritise pedestrian movement, cycling and access to public transport.

In supporting the 6m setback to the south on Sinclair St, not only are the existing trees able to be retained but it also allows for deep soil area and further tree canopy cover to encourage the growth of local biodiversity and active pedestrian uses, acknowledging the importance of the land to the Cammeraygal people.

The built form is manipulated to minimise overshadowing to neighbouring public spaces, protecting the amenity of its immediate context. In early explorations of materiality, brick, timber screening and rooftop and balcony planting have been considered for the podium, thereby reflecting the existing context and simultaneously providing ecological benefits.



**BUILT FORM**

The Proposal Massing's built form is distinctly two-fold: built up to 17 storeys facing Pacific Highway, aligning with the height of existing neighbour 220 Pacific Highway while respectfully receding to a height of 8 storeys towards the R4 residential zone of Sinclair St to the south.

While the tower form on Pacific Highway accentuates its position of focus and wayfinding potential, it respects Sky Country and the exiting mountain vistas by decorously integrating into a sequence of tall buildings that gradually ascend towards St Leonards. Nonetheless, the tower form will provide residents with ample view opportunities to the south, where the City skyline, Harbour and major rivers are visible.

The lower building height to the south follows the site's slope of 5m and respects the existing low-rise residential character of Sinclair Street and is set back 6m to promote active pedestrian use. Furthermore, this shorter built form will match the building heights of Future TOD along Sinclair St.

**2.2 PROPOSAL MASSING**

**OPTION 1**

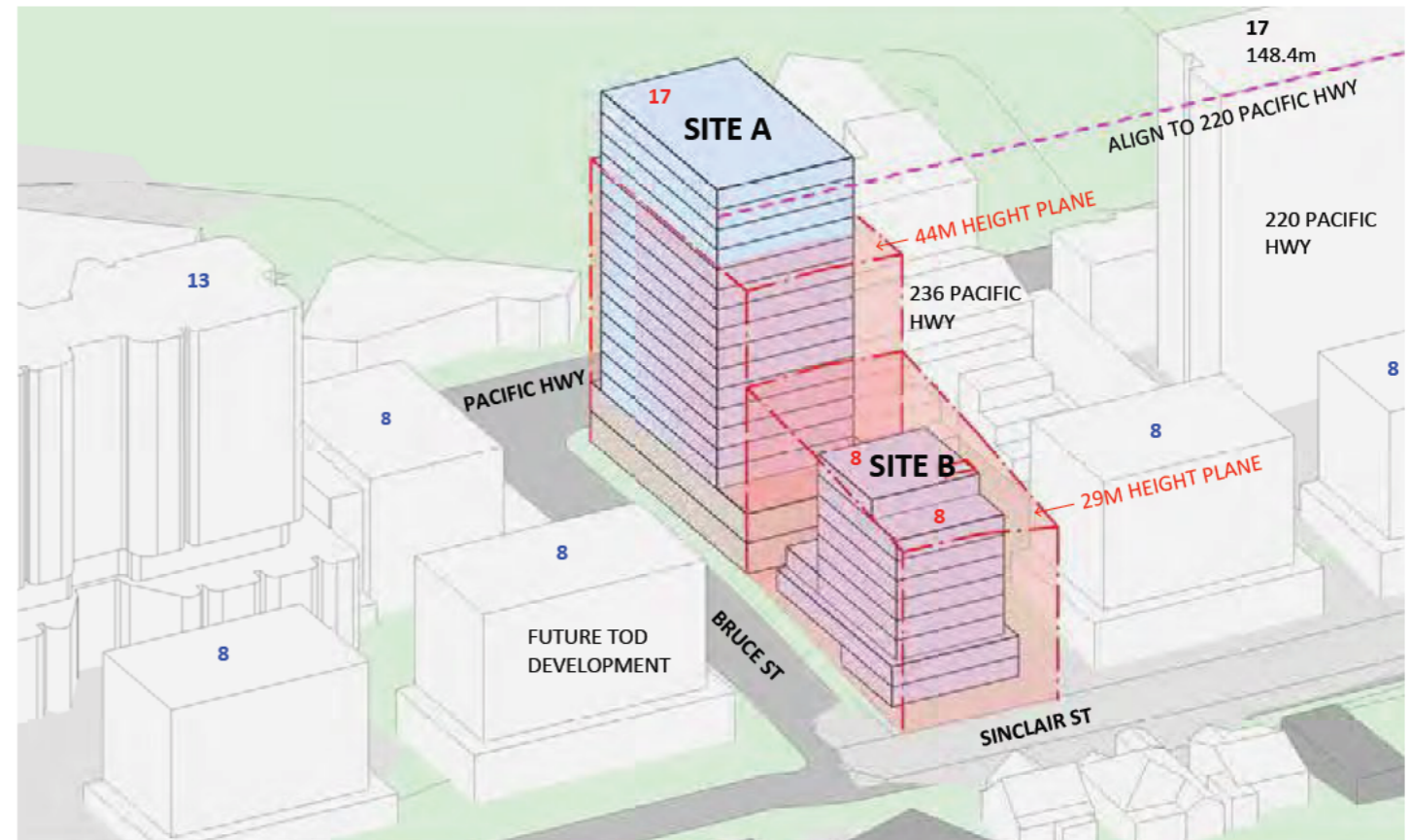
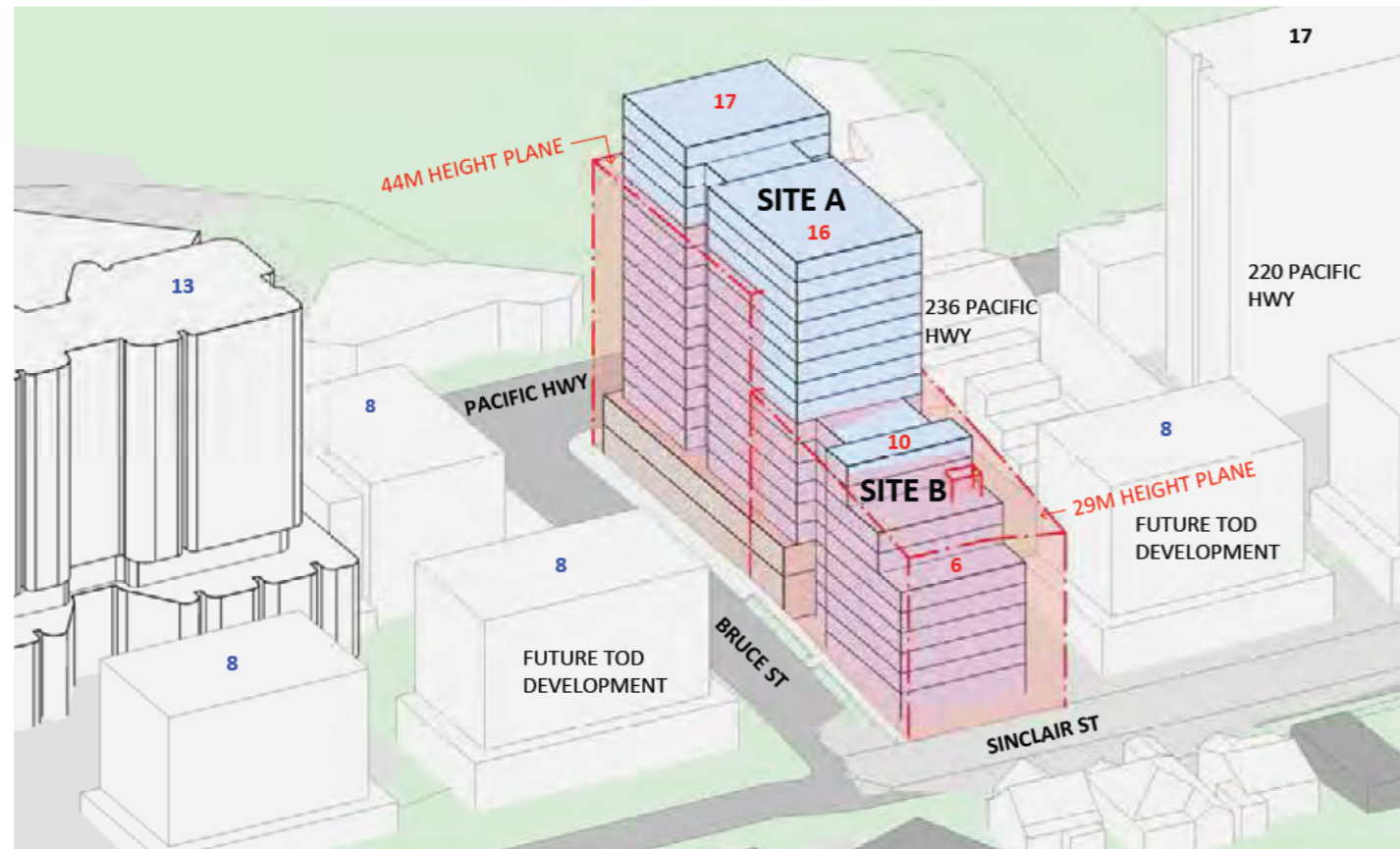
	STOREY	FSR	AFFORDABLE HOUSING
<b>SITE A</b> (1,115 m <sup>2</sup> )	17	RESIDENTIAL 7.63 COMMERCIAL 1.11	10% ( FOR 15 YEARS) - GFA 1514m <sup>2</sup> OR 5% ( IN PERPETUITY) - GFA 757 m <sup>2</sup>
<b>SITE B</b> (1,115 m <sup>2</sup> )	11	RESIDENTIAL 4.66 COMMERCIAL 0.18	

**OPTION 2**

	STOREY	FSR	AFFORDABLE HOUSING
<b>SITE A</b> (1,115 m <sup>2</sup> )	17	RESIDENTIAL 7.8 COMMERCIAL 1.2	6% ( FOR 15 YEARS) - GFA 769m <sup>2</sup> OR 3% ( IN PERPETUITY) - GFA 385m <sup>2</sup>
<b>SITE B</b> (1,115 m <sup>2</sup> )	8	RESIDENTIAL 2.5	

- Option 1 combines Site A and B in one development
- Building height on Pacific Highway matches existing neighbour 220 Pacific Highway (17 storeys)
- Tower is set back 2m from Bruce St
- To the south at Site B the massing drops to 6 storeys to respond to its context of R4 low rise zoning

- Option 2's massing is of two distinct built forms: Site A tower matches existing neighbour 220 Pacific Highway (17 storeys)
- Site B massing responds to Crows Nest Rezoning Future TOD (8 storeys)



238-242 PACIFIC HIGHWAY, 1 BRUCE STREET & 47-49 SINCLAIR STREET, CROWS NEST, NSW, 2065

08. 2024

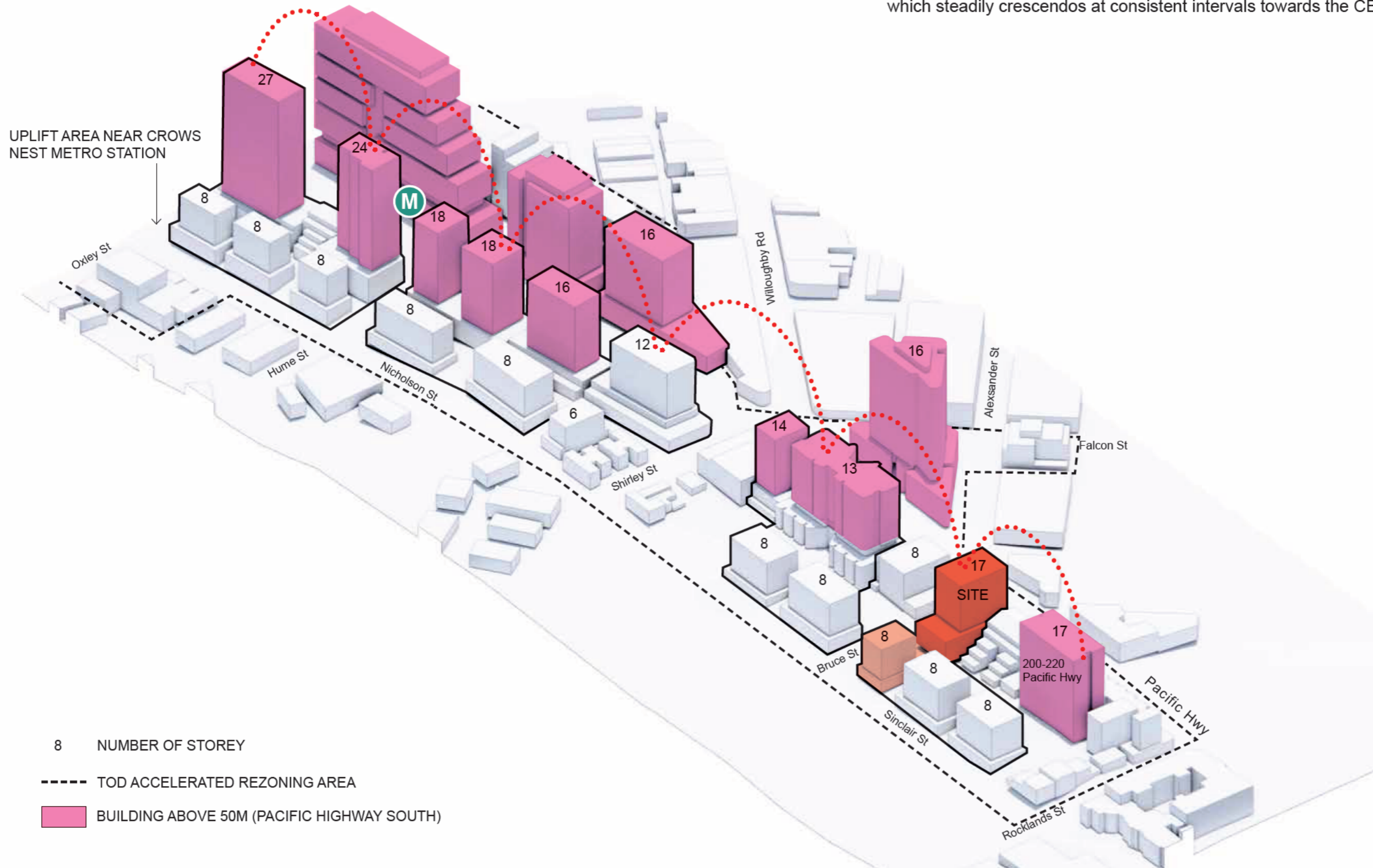
### 2.3 BUILDING HEIGHT ANALYSIS





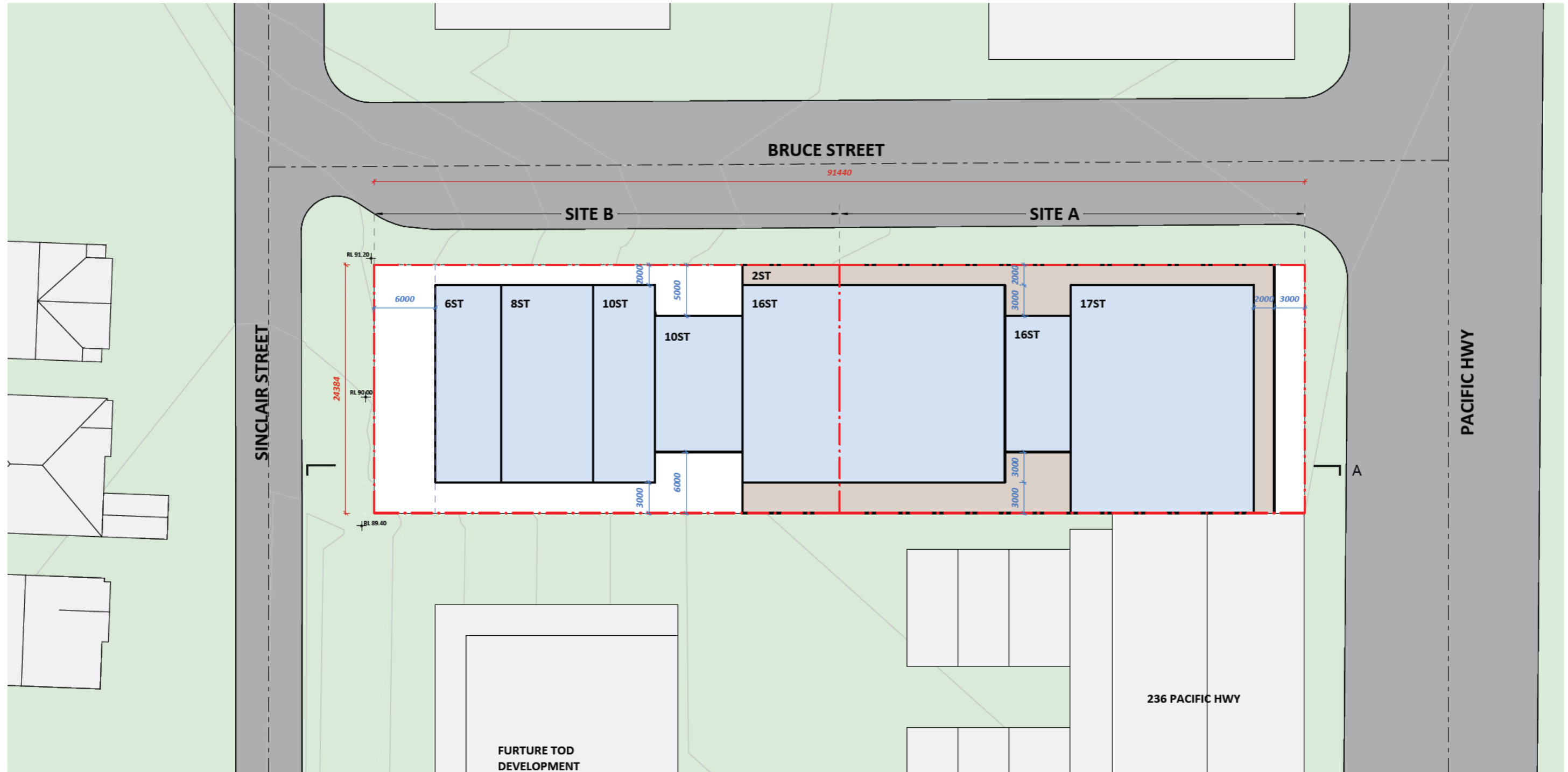
2.4 CROWS NEST PACIFIC HIGHWAY CORRIDOR

The Proposal Massing (shown in red) integrates into the existing flow of the skyline, which steadily crescendos at consistent intervals towards the CBD of St Leonards.



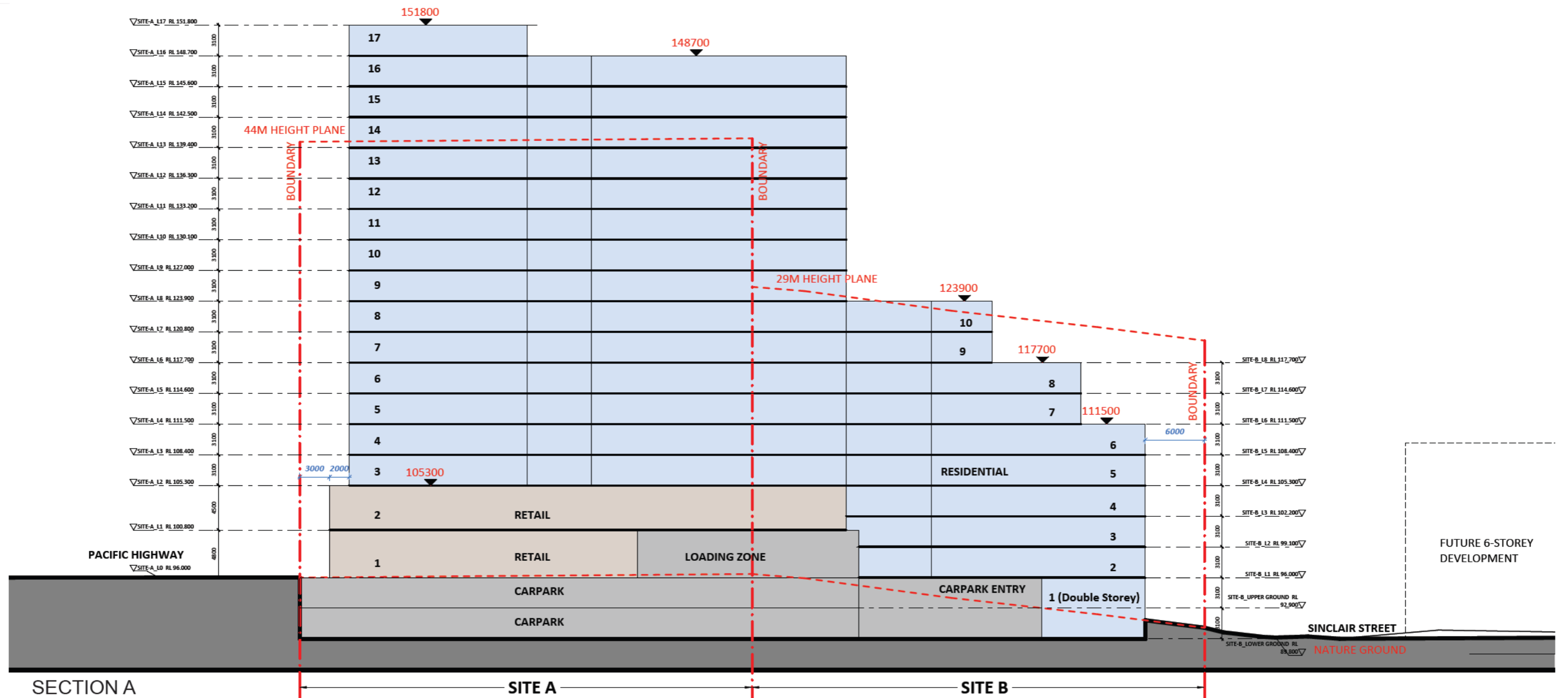
2.5 SITE PLAN - BUILDING ENVELOPE

OPTION 1



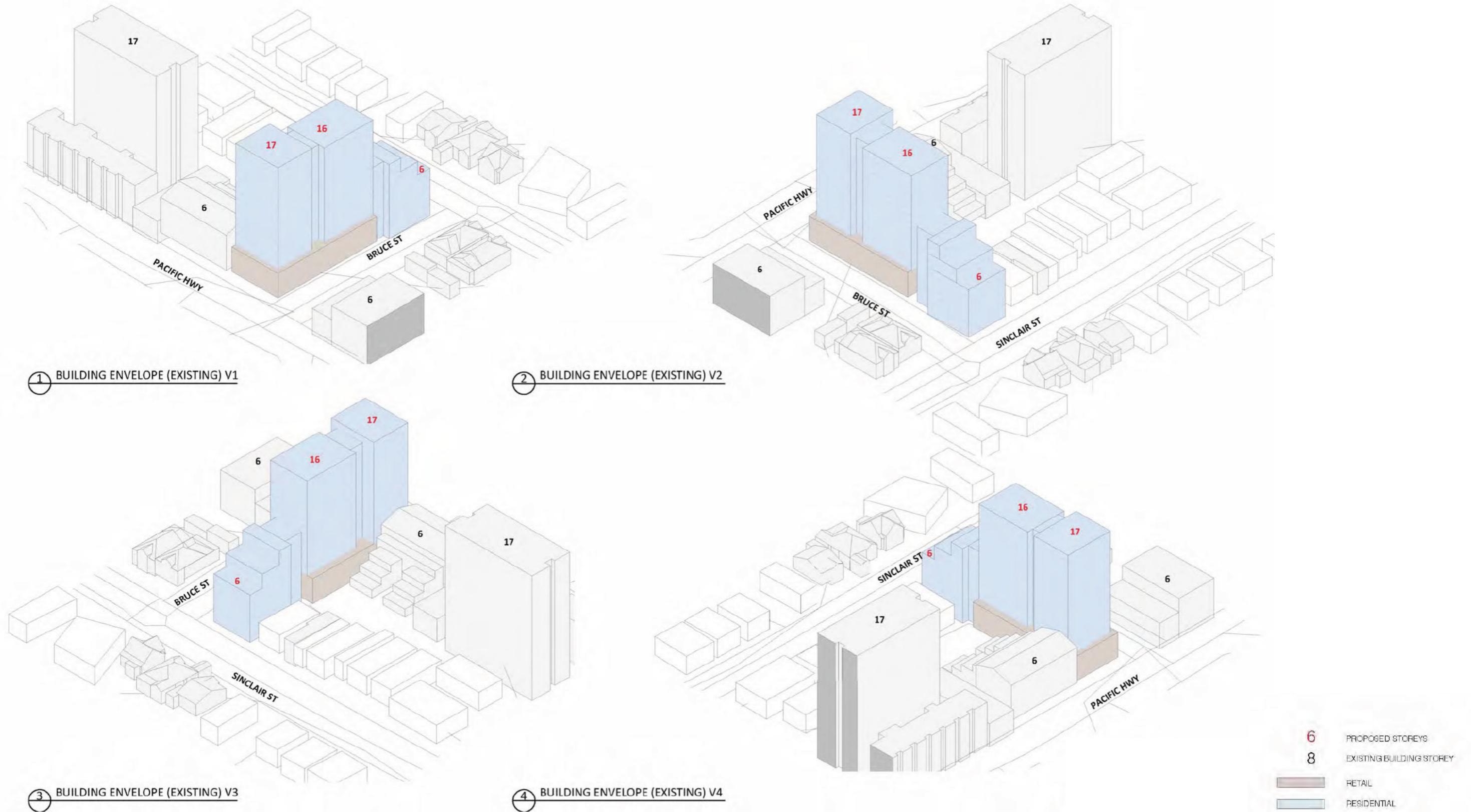
2.6 PROPOSED MASSING

OPTION 1



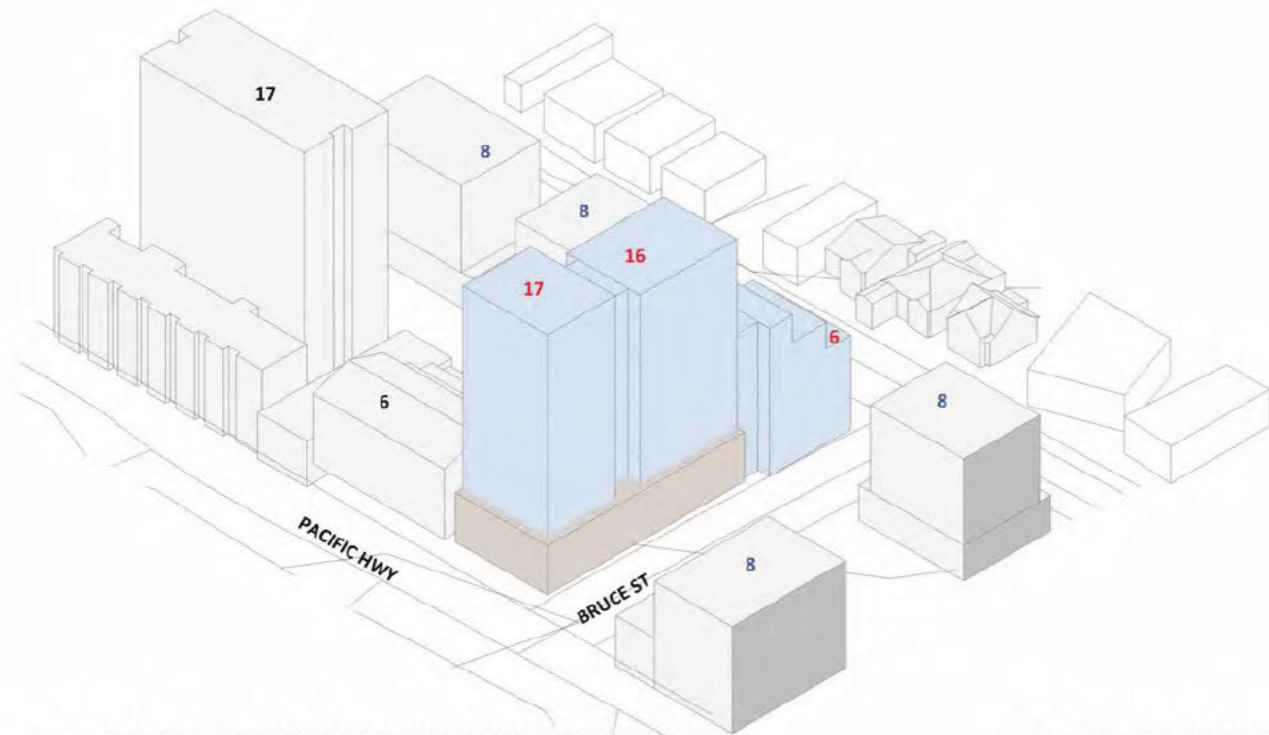
2.7 PROPOSED MASSING - EXISTING SURROUNDING CONTEXT

OPTION 1

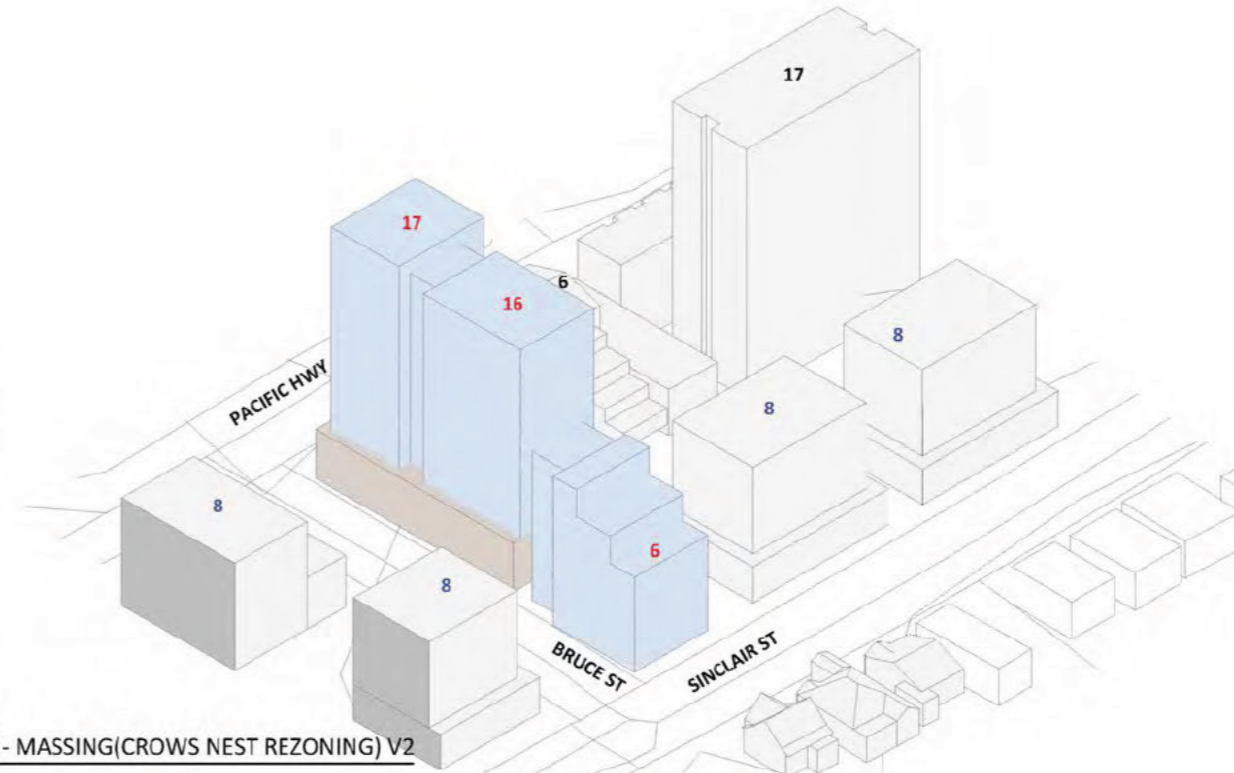


2.8 PROPOSED MASSING - FUTURE SURROUNDING CONTEXT

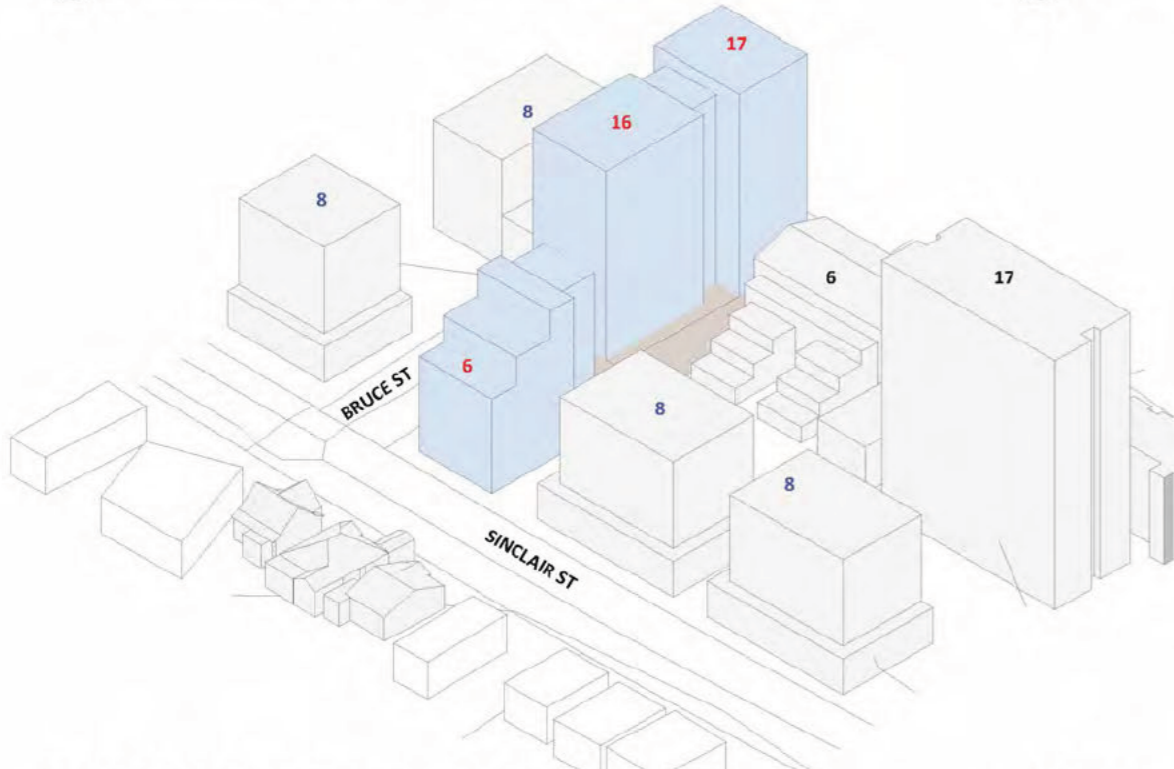
OPTION 1



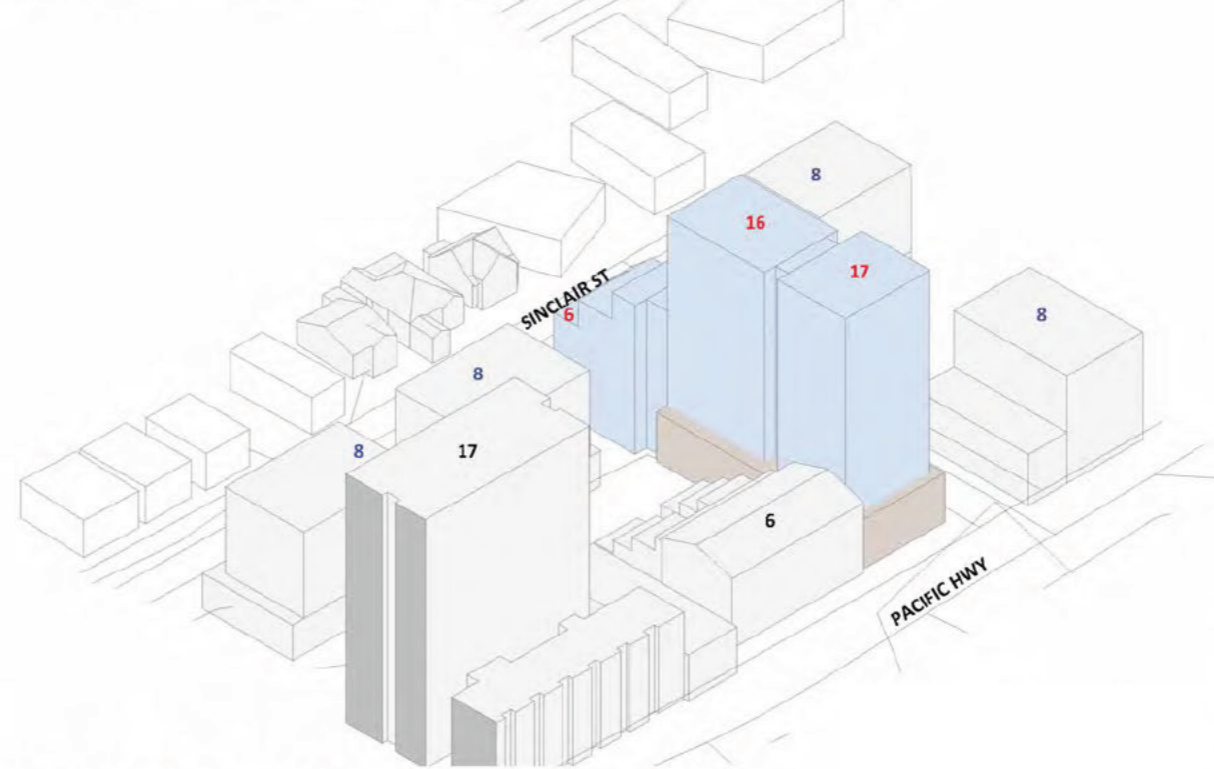
1 BUILDING ENVELOPE - MASSING(CROWS NEST REZONING) V1



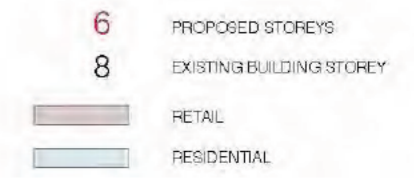
2 BUILDING ENVELOPE - MASSING(CROWS NEST REZONING) V2



3 BUILDING ENVELOPE - MASSING(CROWS NEST REZONING) V3



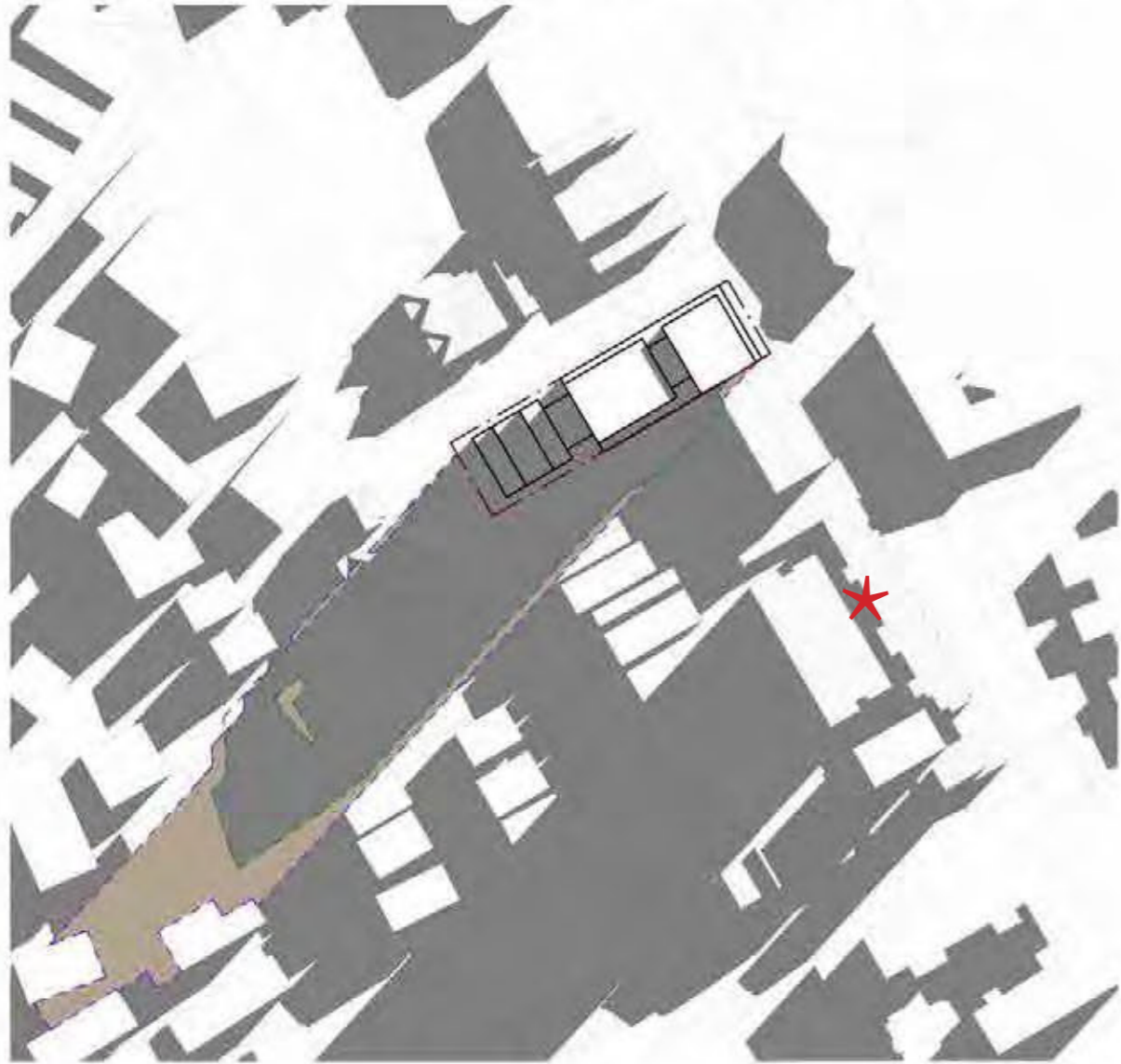
4 BUILDING ENVELOPE - MASSING(CROWS NEST REZONING) V4



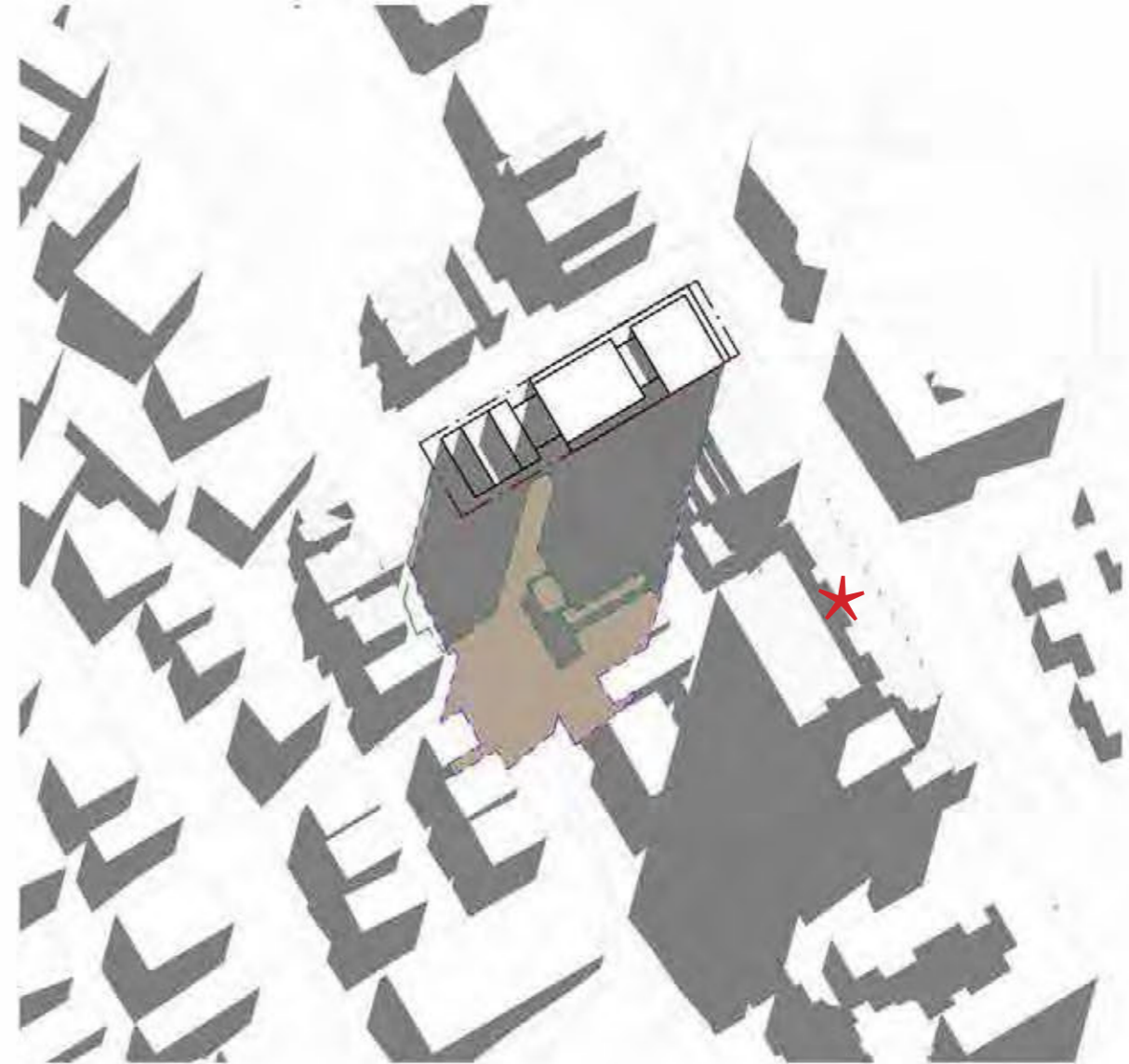
2.9 SHADOW DIAGRAMS

OPTION 1

SHADOW DIAGRAMS IN EXISTING CONTEXT - OPTION 1



21 JUNE 0900 HRS



21 JUNE 1100 HRS

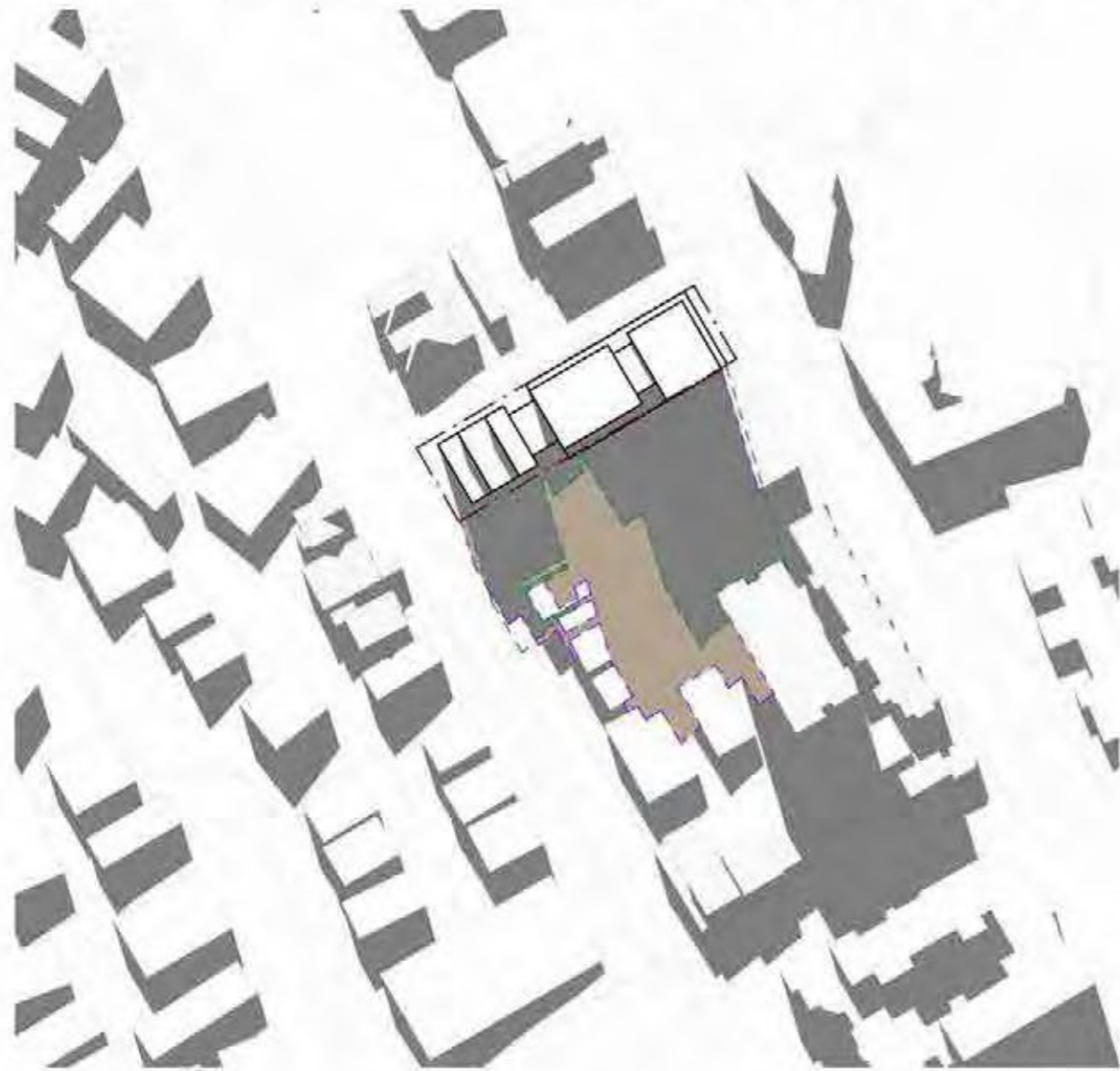
★ No Solar impact to 200-220 Pacific HWY Residential Tower in the morning

- Shadow cast by Crows Nest Rezoning Massing
- Shadow cast by the proposed scheme
- Additional shadow cast by the proposed scheme from Crows Nest Rezoning Massing

2.9 SHADOW DIAGRAMS

OPTION 1

SHADOW DIAGRAMS IN EXISTING CONTEXT - OPTION 1



21 JUNE 1300 HRS



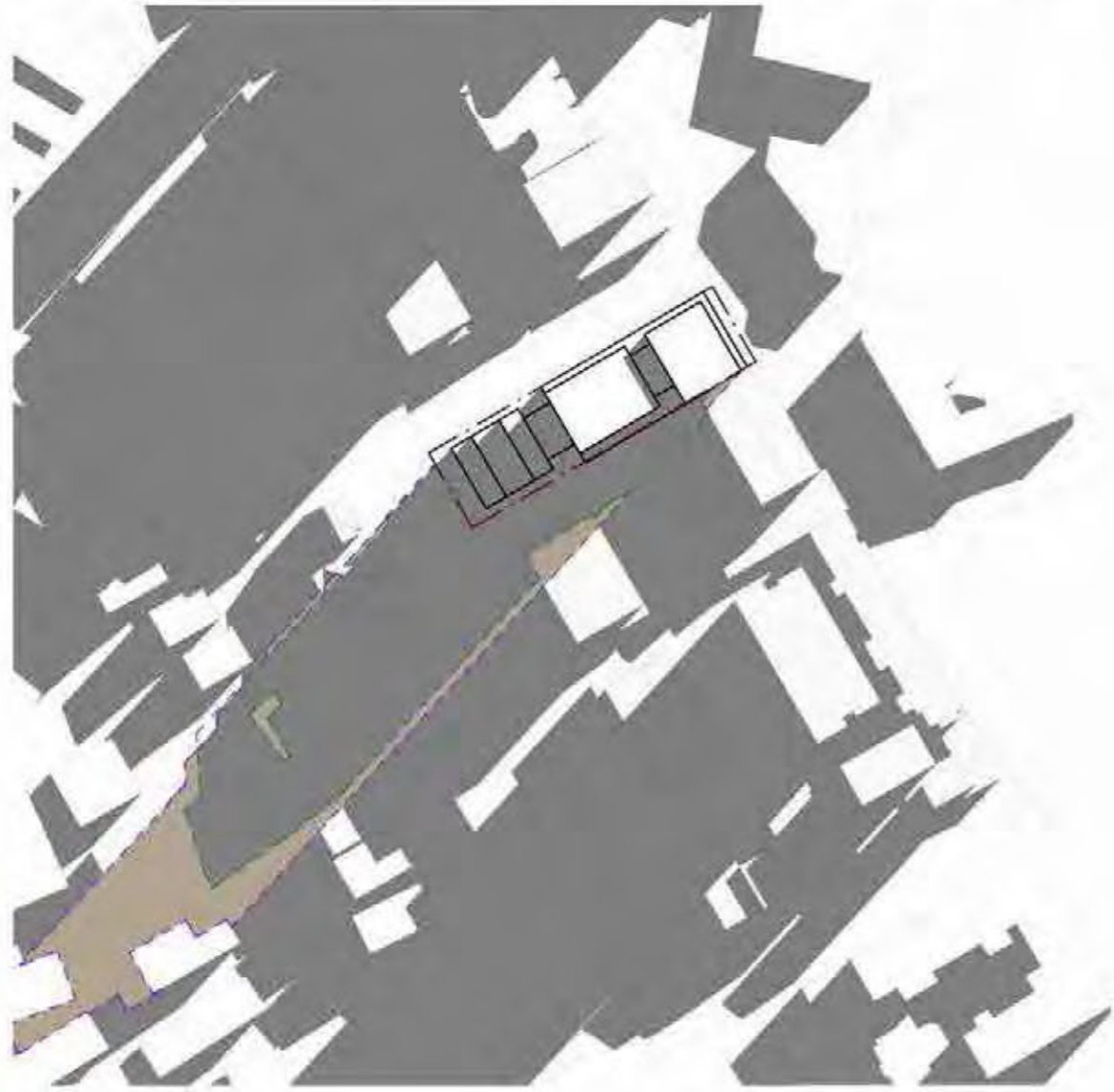
21 JUNE 1500 HRS

- Shadow cast by Crows Nest Rezoning Massing
- Shadow cast by the proposed scheme
- Additional shadow cast by the proposed scheme from Crows Nest Rezoning Massing

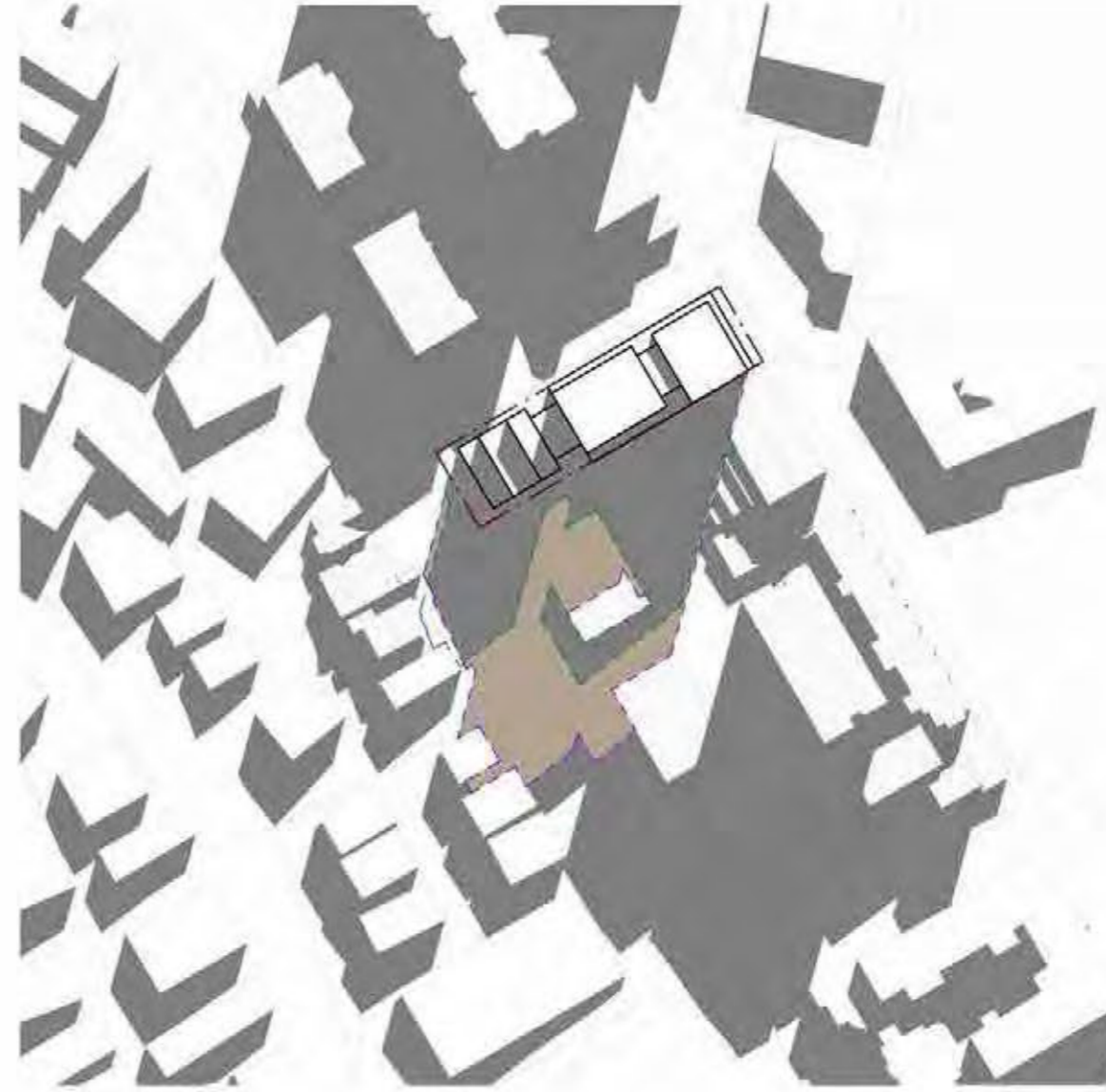
2.9 SHADOW DIAGRAMS

OPTION 1

SHADOW DIAGRAMS IN FUTURE TOD CONTEXT - OPTION 1



21 JUNE 0900 HRS



21 JUNE 1100 HRS

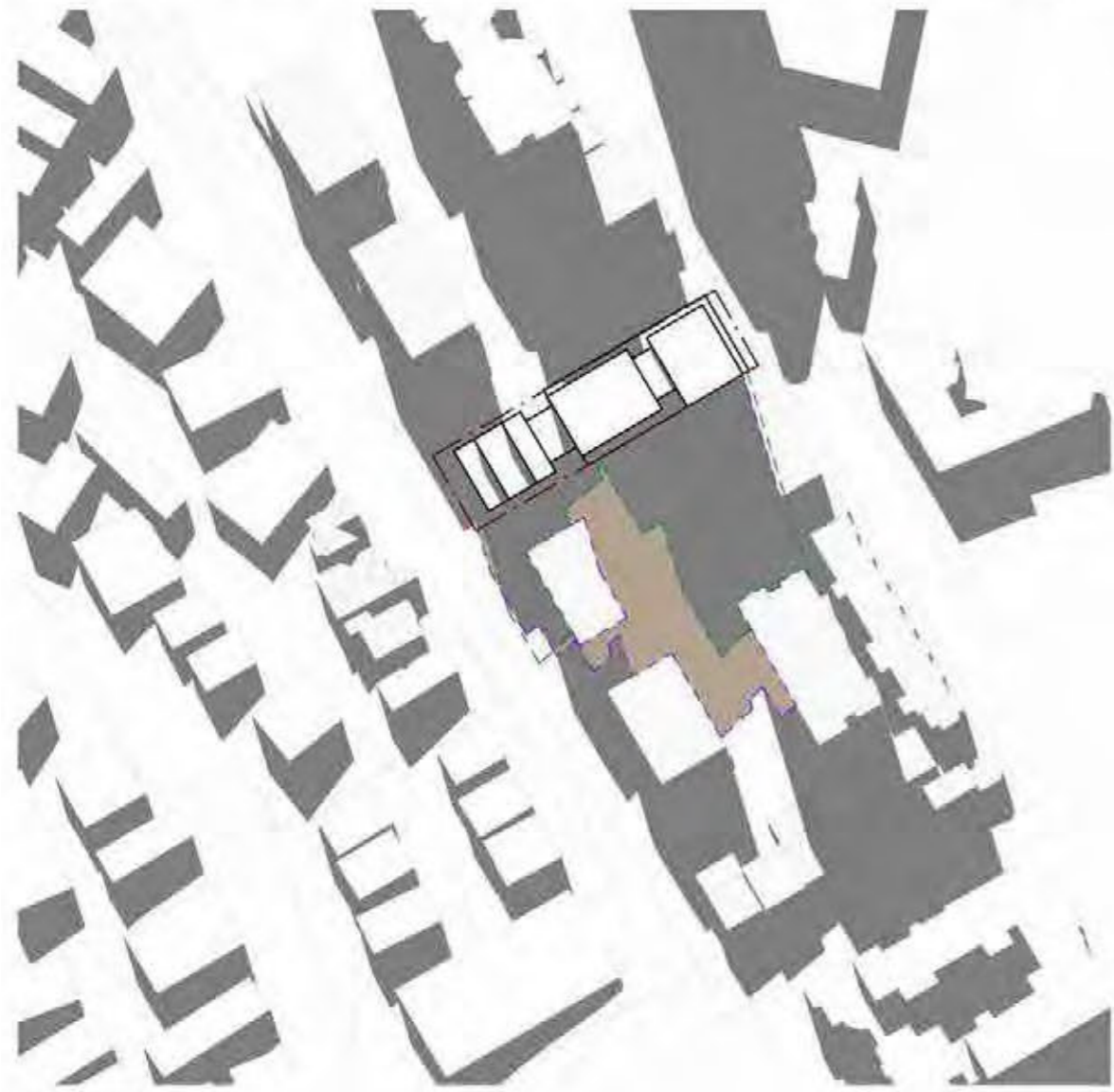
- Shadow cast by Crows Nest Rezoning Massing
- Shadow cast by the proposed scheme
- Additional shadow cast by the proposed scheme from Crows Nest Rezoning Massing



2.9 SHADOW DIAGRAMS

OPTION 1

SHADOW DIAGRAMS IN FUTURE TOD CONTEXT - OPTION 1



21 JUNE 1300 HRS

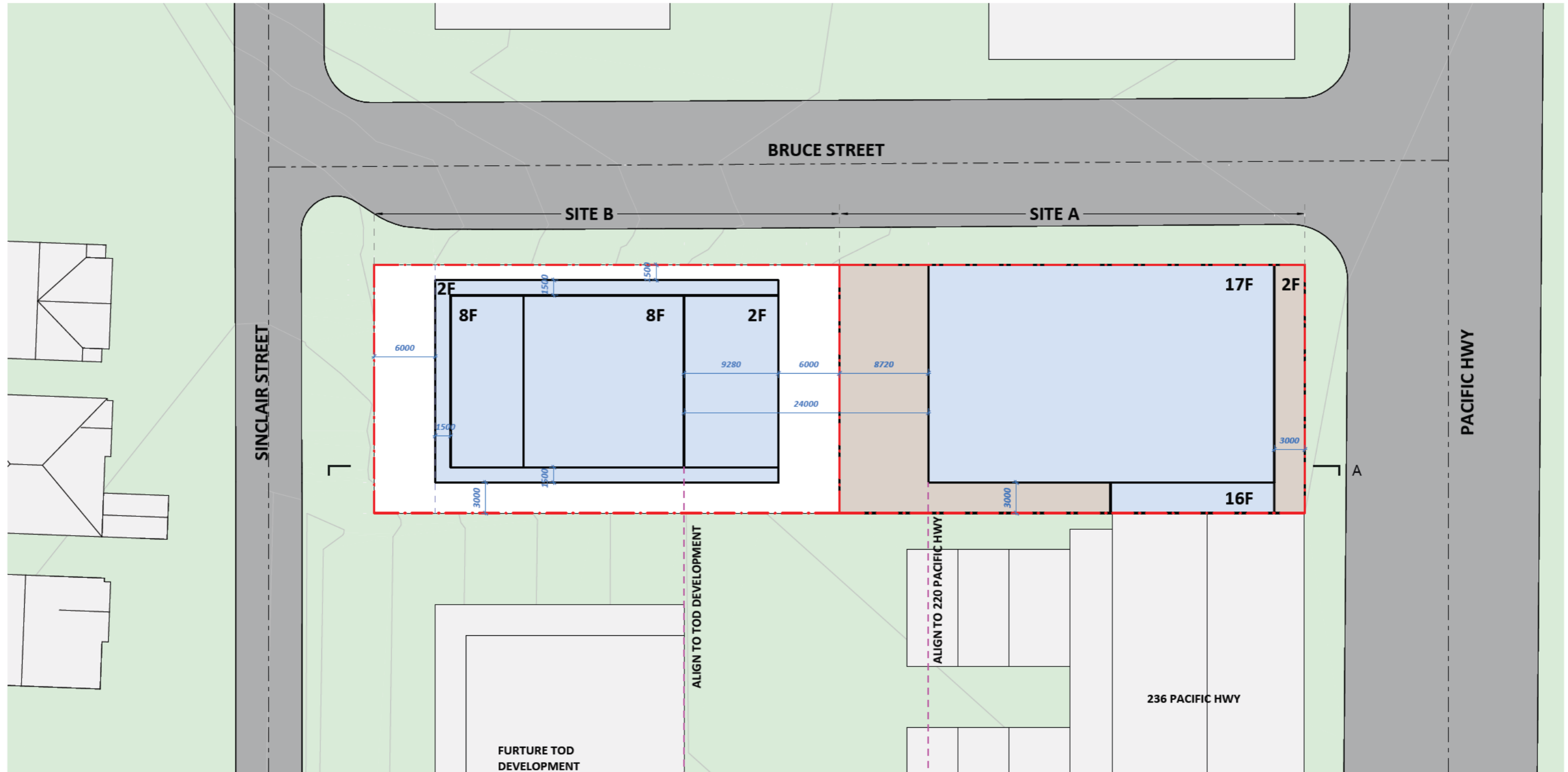


21 JUNE 1500 HRS

- Shadow cast by Crows Nest Rezoning Massing
- Shadow cast by the proposed scheme
- Additional shadow cast by the proposed scheme from Crows Nest Rezoning Massing

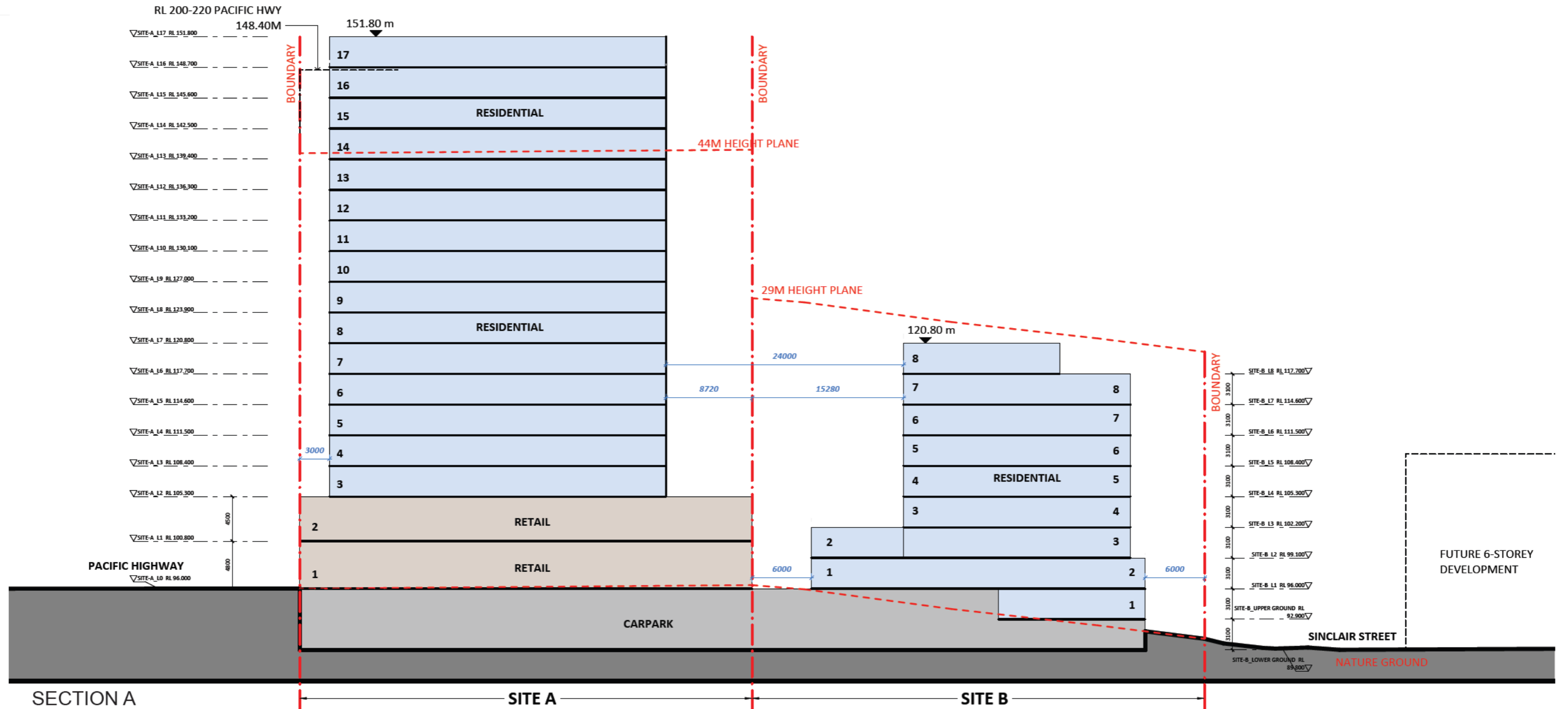
2.10 SITE PLAN - BUILDING ENVELOPE

OPTION 2



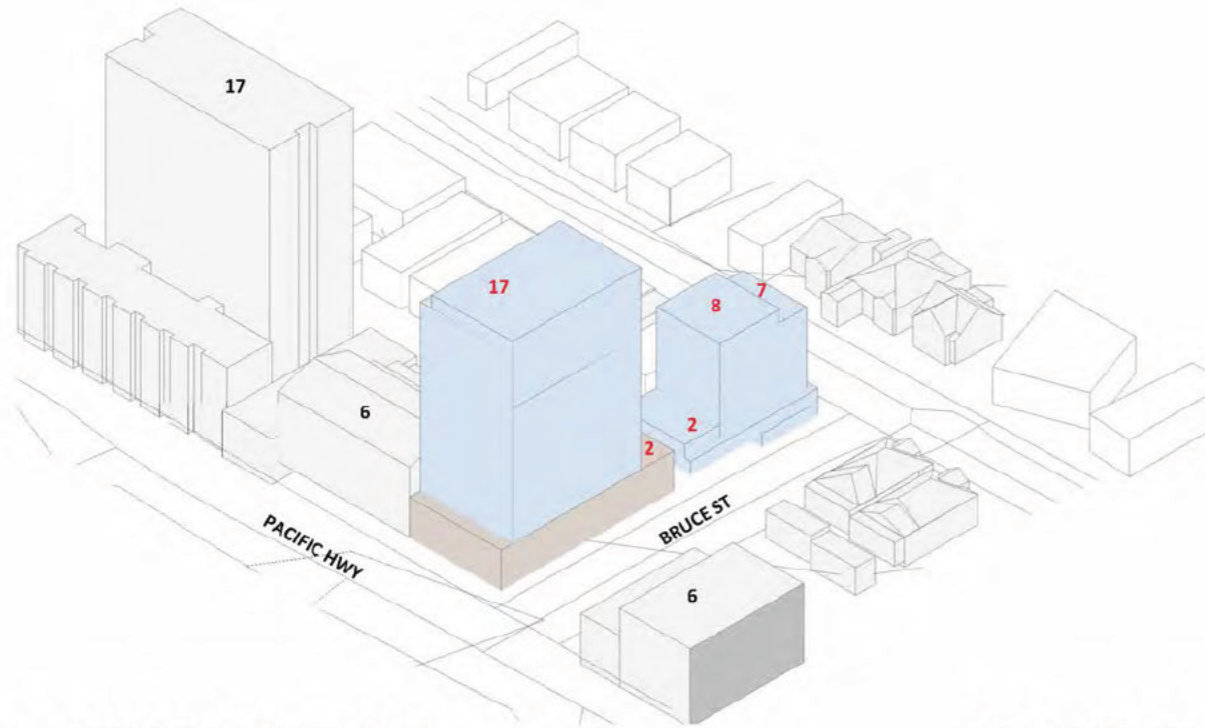
2.11 PROPOSED MASSING

OPTION 2

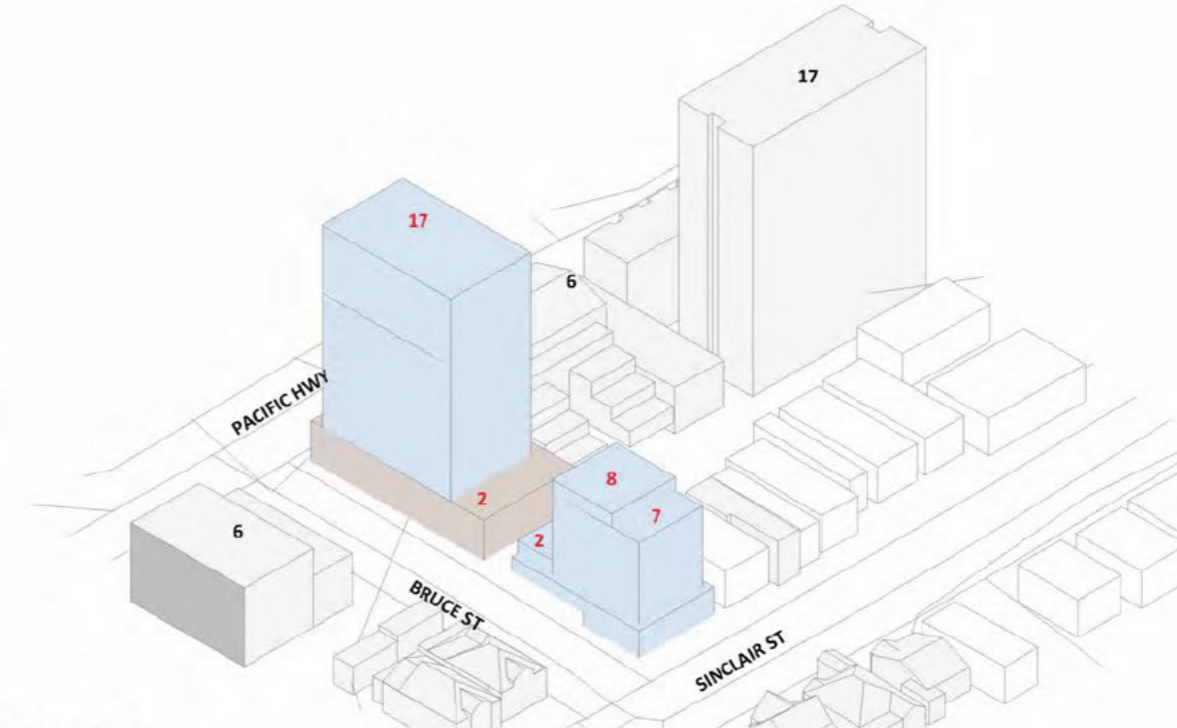


2.12 PROPOSED MASSING - EXISTING SURROUNDING CONTEXT

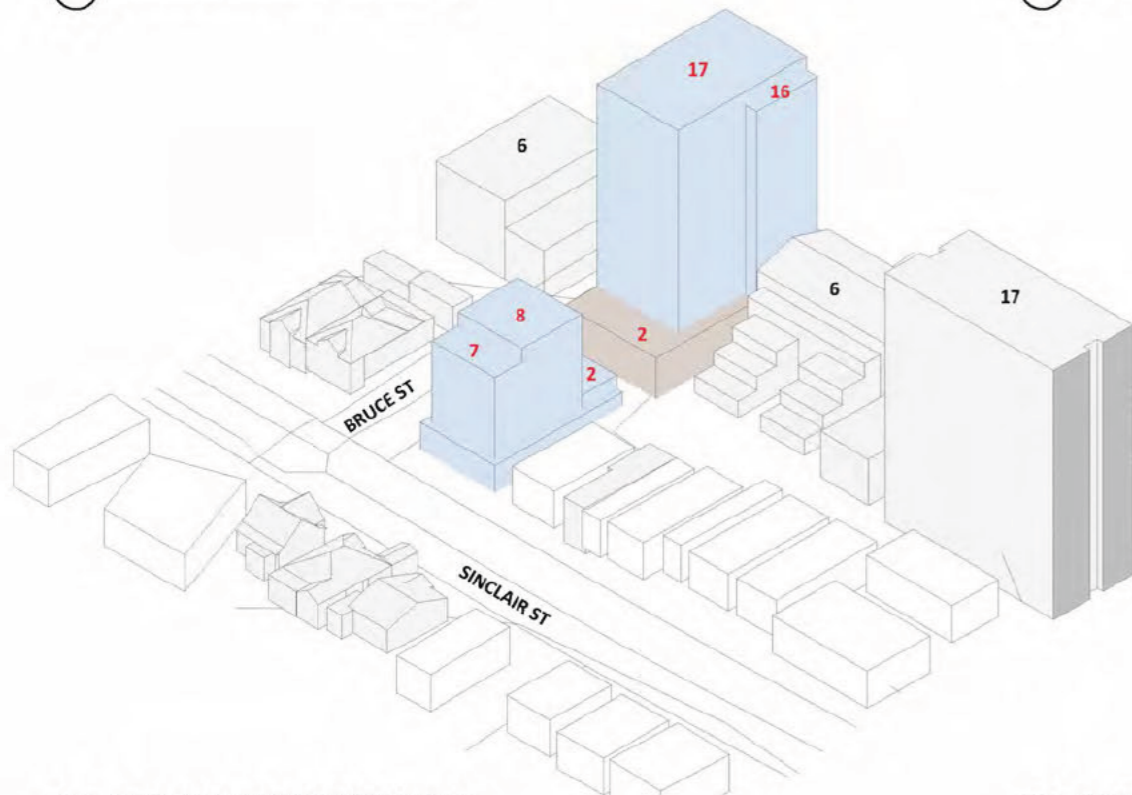
OPTION 2



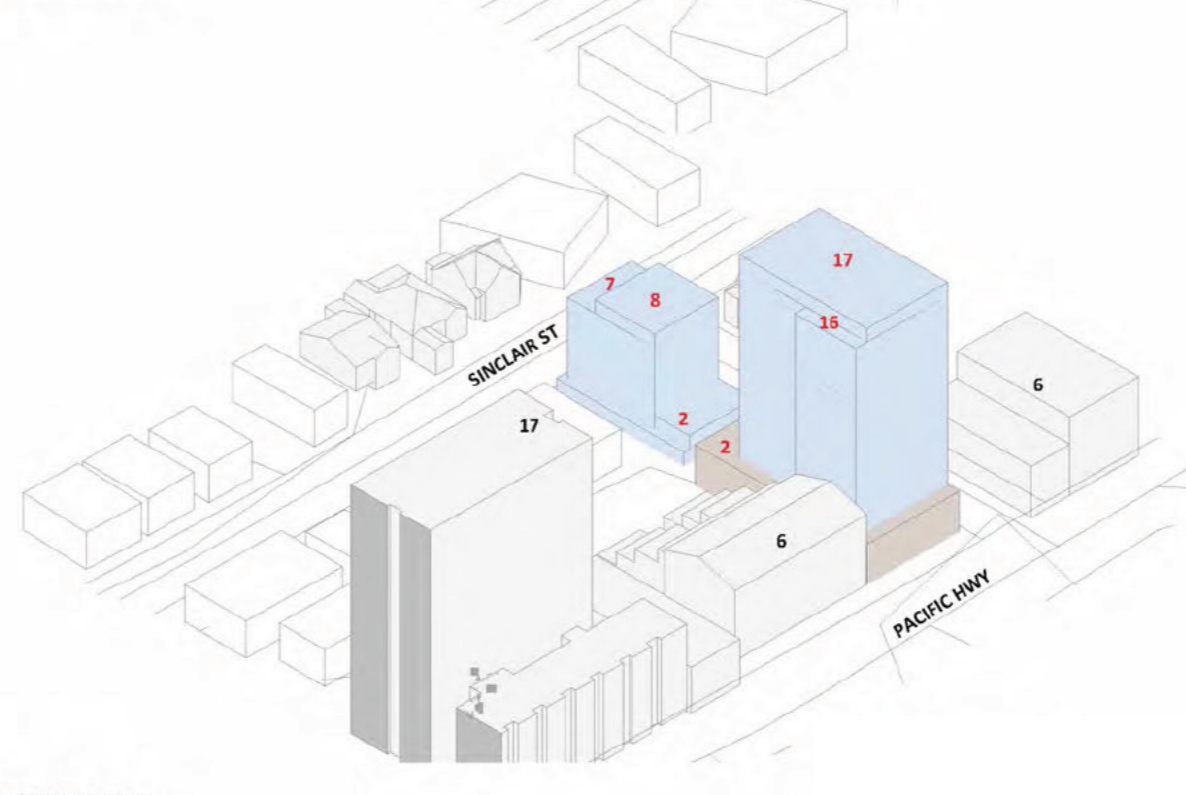
1 BUILDING ENVELOPE (EXISTING) V1



2 BUILDING ENVELOPE (EXISTING) V2



3 BUILDING ENVELOPE (EXISTING) V3

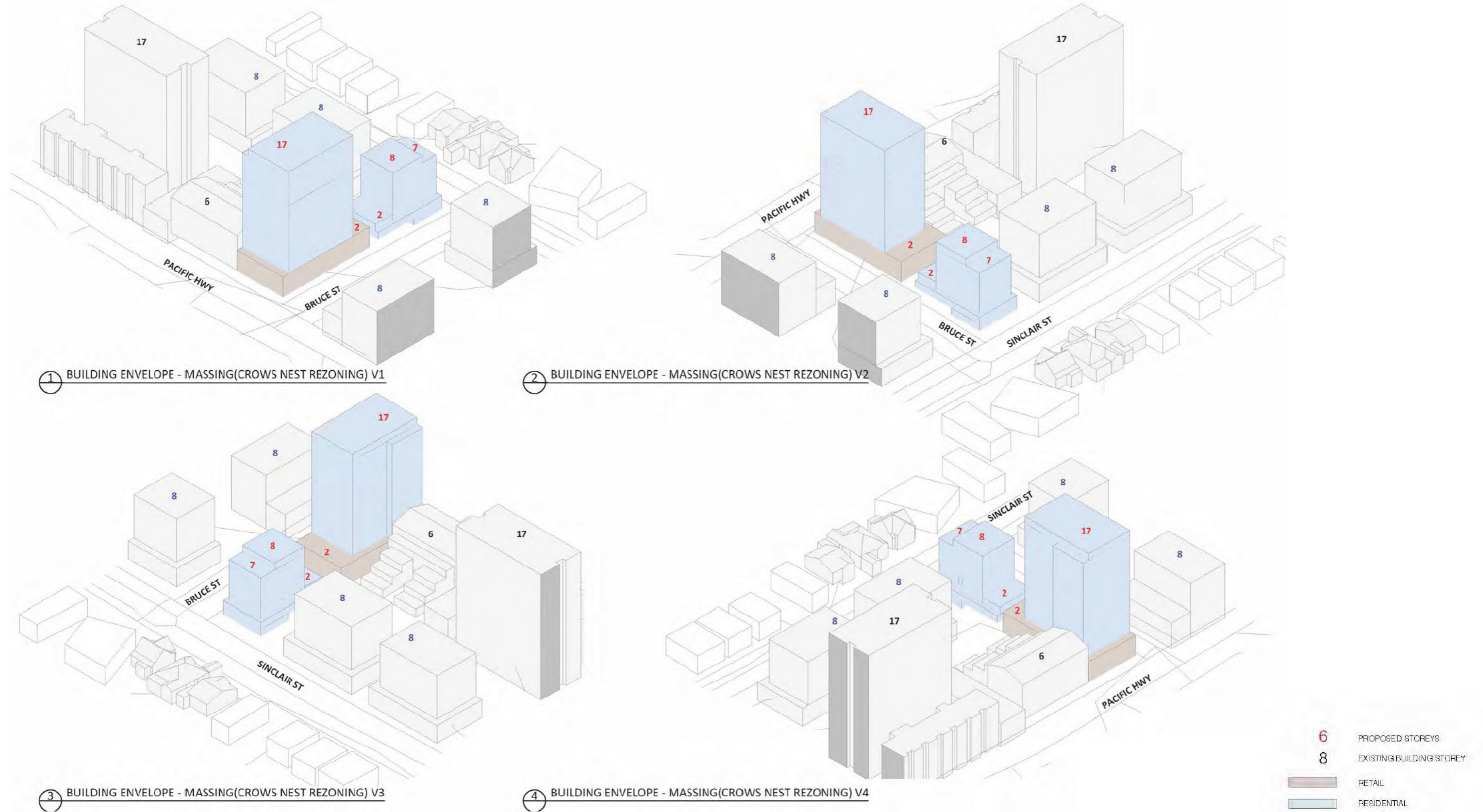


4 BUILDING ENVELOPE (EXISTING) V4

- 6 PROPOSED STOREYS
- 8 EXISTING BUILDING STOREY
- RETAIL
- RESIDENTIAL

2.13 PROPOSED MASSING - FUTURE SURROUNDING CONTEXT

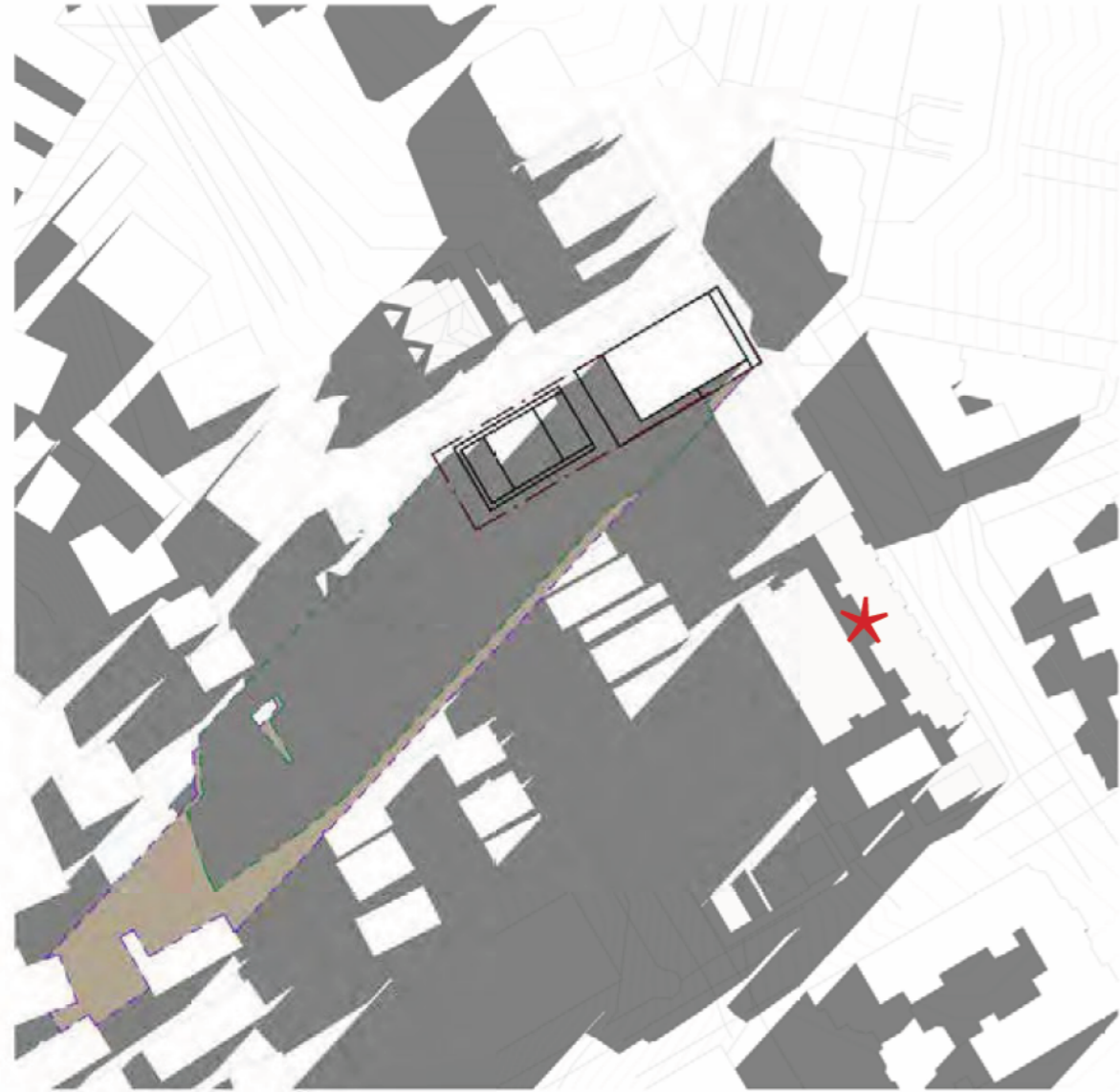
OPTION 2



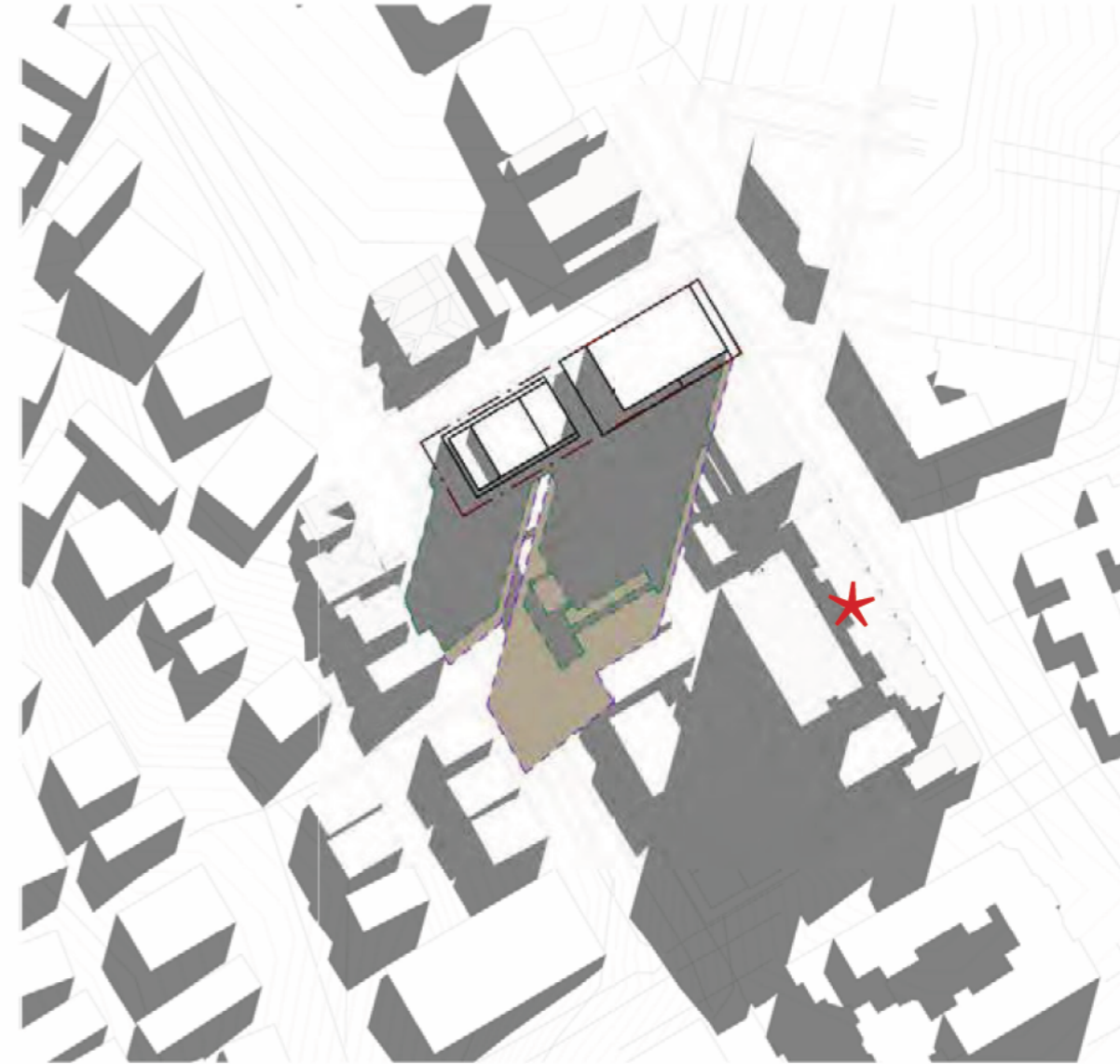
2.14 SHADOW DIAGRAMS

OPTION 2

SHADOW DIAGRAMS IN EXISTING CONTEXT - OPTION 2



21 JUNE 0900 HRS



21 JUNE 1100 HRS

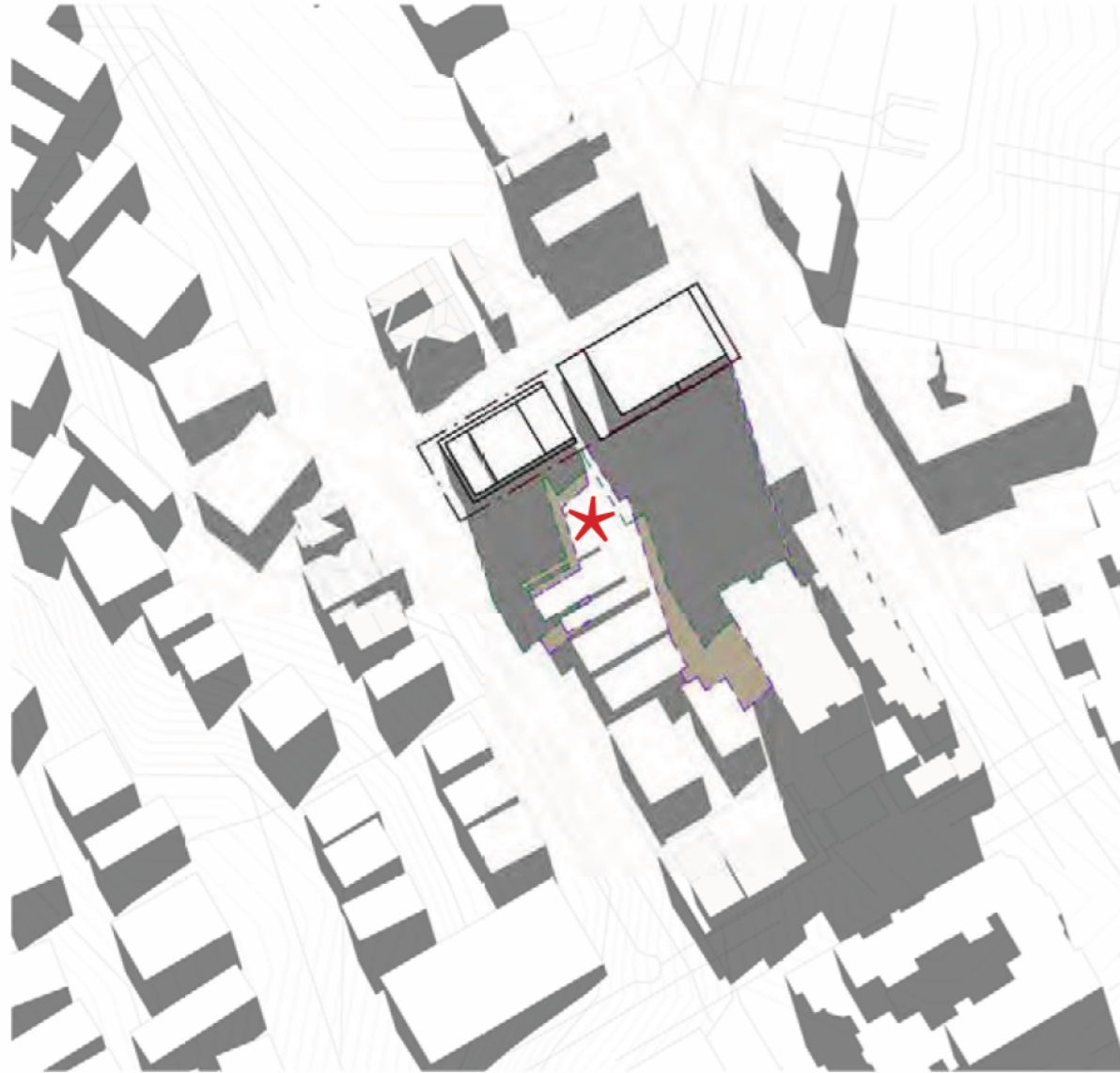
★ No Solar impact to 200-220 Pacific HWY Residential Tower in the morning

- Shadow cast by Crows Nest Rezoning Massing
- Shadow cast by the proposed scheme
- Additional shadow cast by the proposed scheme from Crows Nest Rezoning Massing

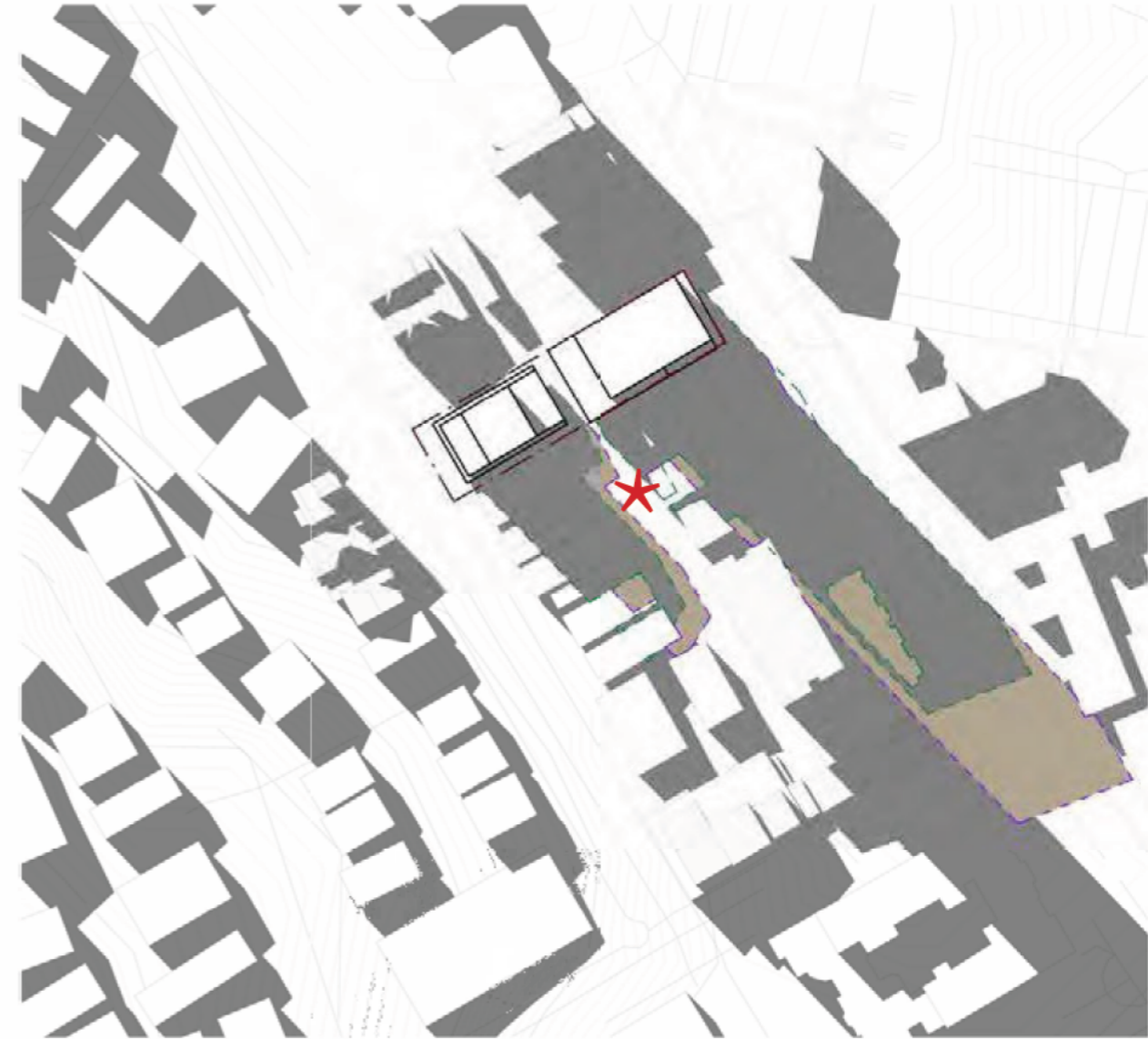
2.14 SHADOW DIAGRAMS

OPTION 2

SHADOW DIAGRAMS IN EXISTING CONTEXT - OPTION 2



21 JUNE 1300 HRS



21 JUNE 1500 HRS

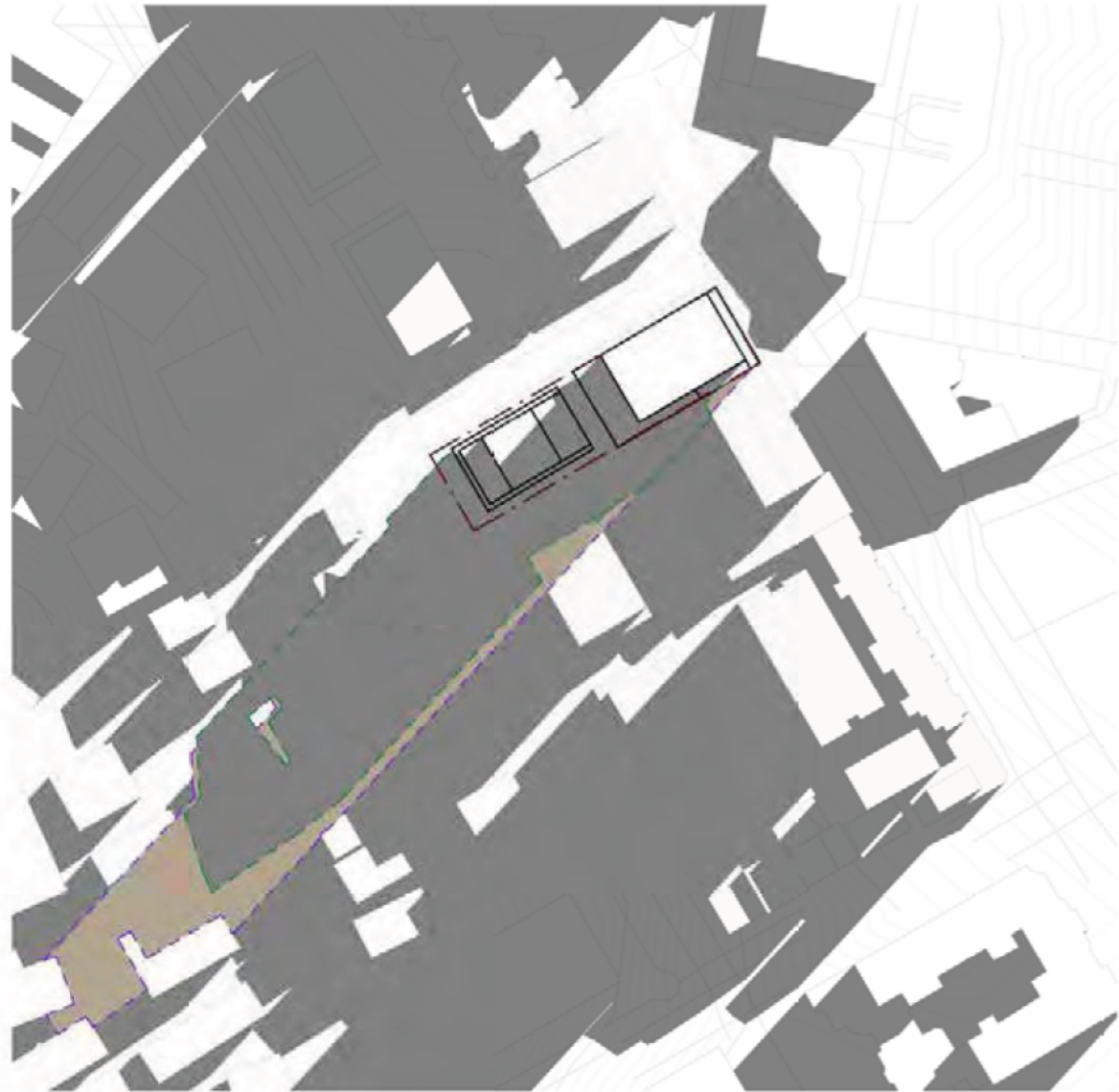
★ Provide Solar access to the northern courtyard of the existing houses along the Sinclair St

- Shadow cast by Crows Nest Rezoning Massing
- Shadow cast by the proposed scheme
- Additional shadow cast by the proposed scheme from Crows Nest Rezoning Massing

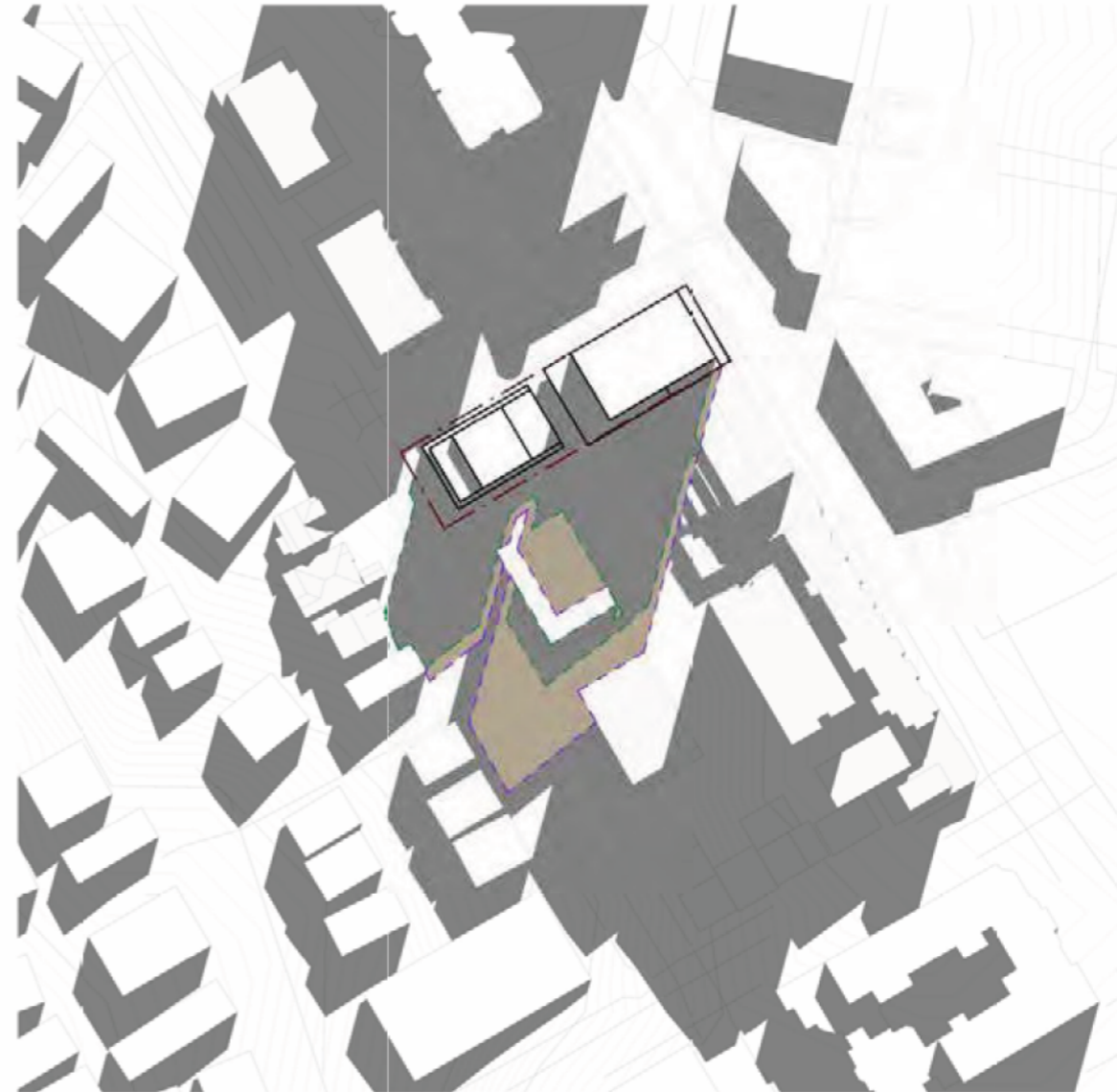
2.14 SHADOW DIAGRAMS

OPTION 2

SHADOW DIAGRAMS IN FUTURE TOD CONTEXT - OPTION 2



21 JUNE 0900 HRS



21 JUNE 1100 HRS

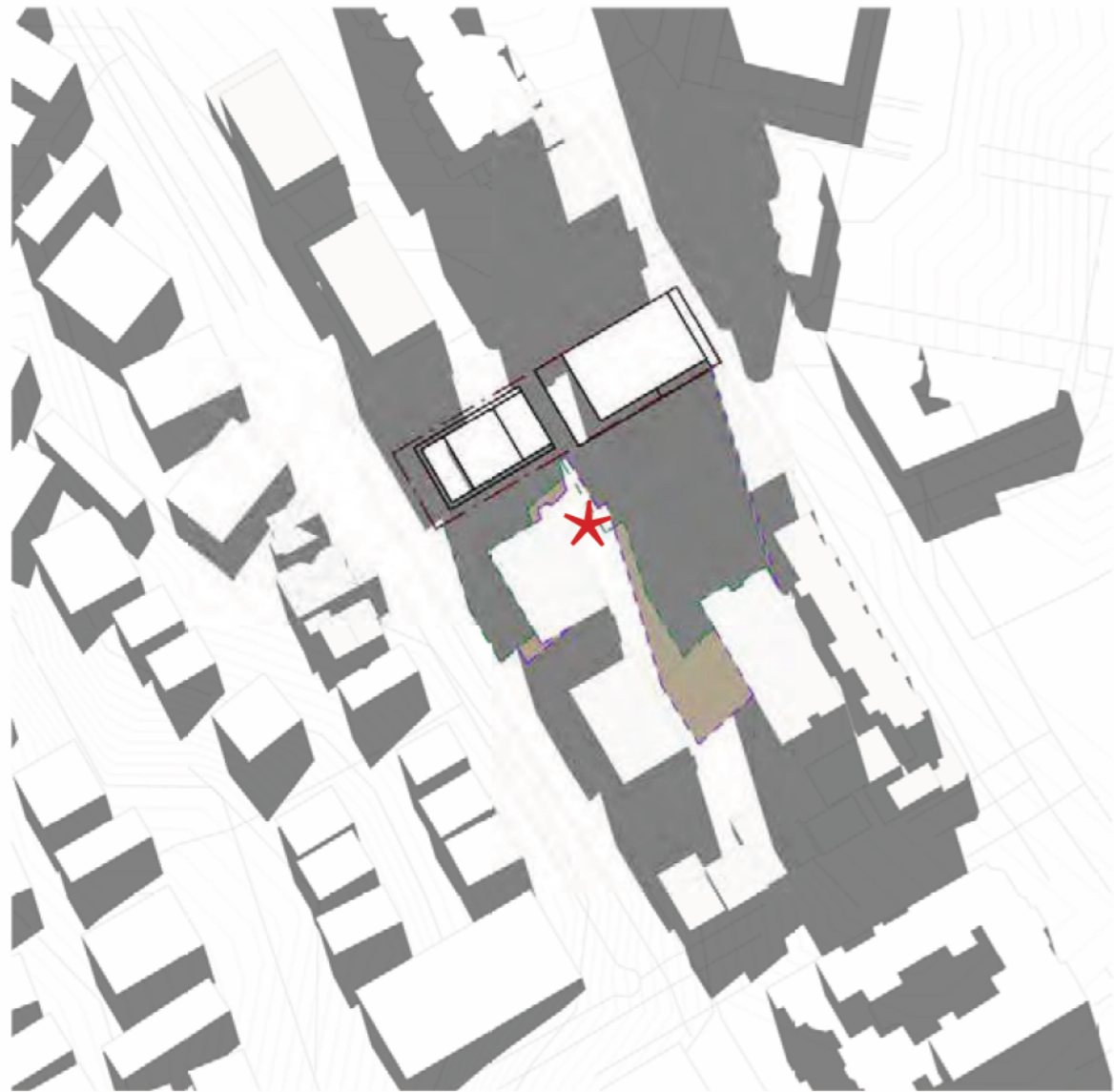
- Shadow cast by Crows Nest Rezoning Massing
- Shadow cast by the proposed scheme
- Additional shadow cast by the proposed scheme from Crows Nest Rezoning Massing



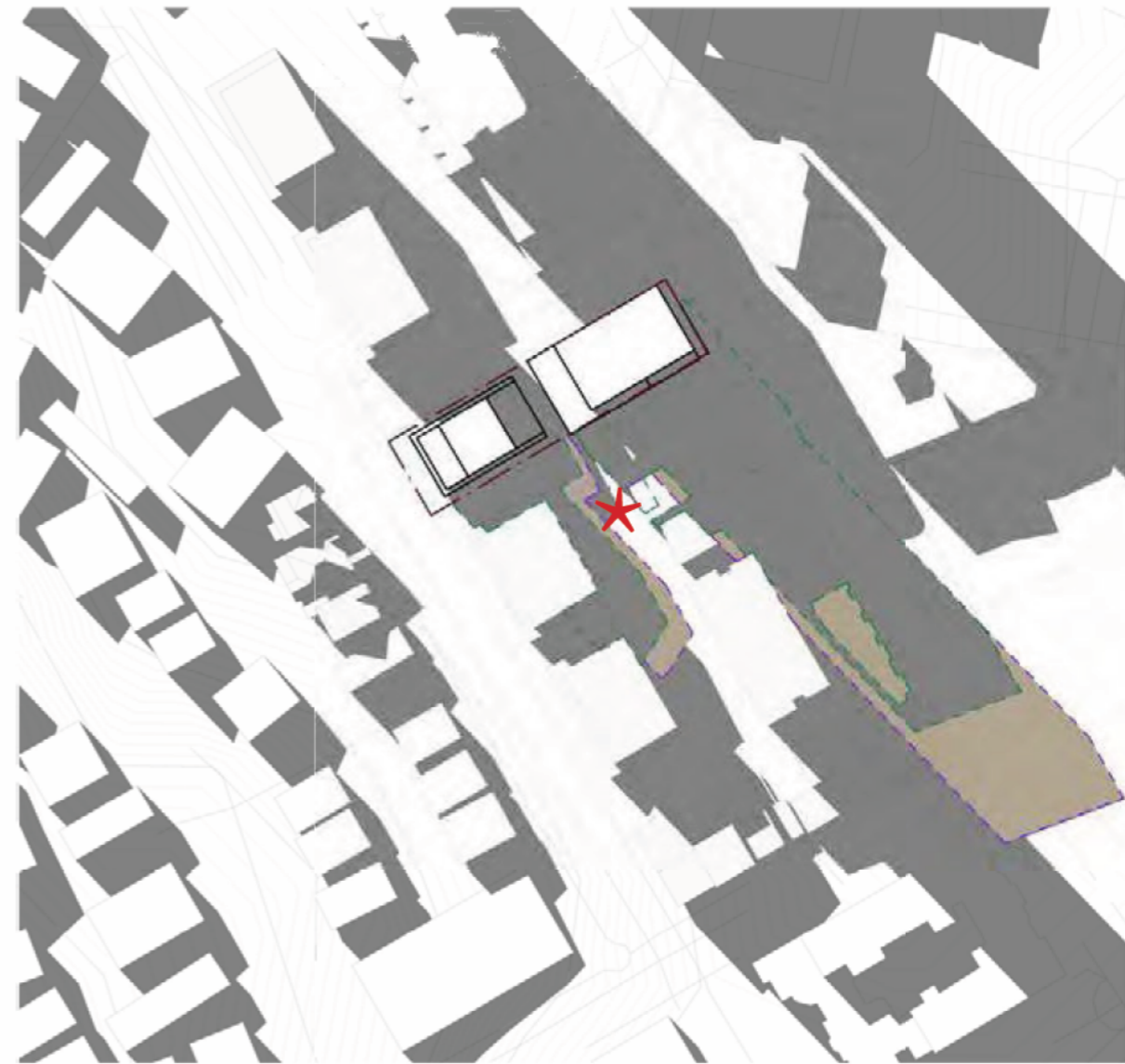
2.14 SHADOW DIAGRAMS

OPTION 2

SHADOW DIAGRAMS IN FUTURE TOD CONTEXT - OPTION 2



21 JUNE 1300 HRS



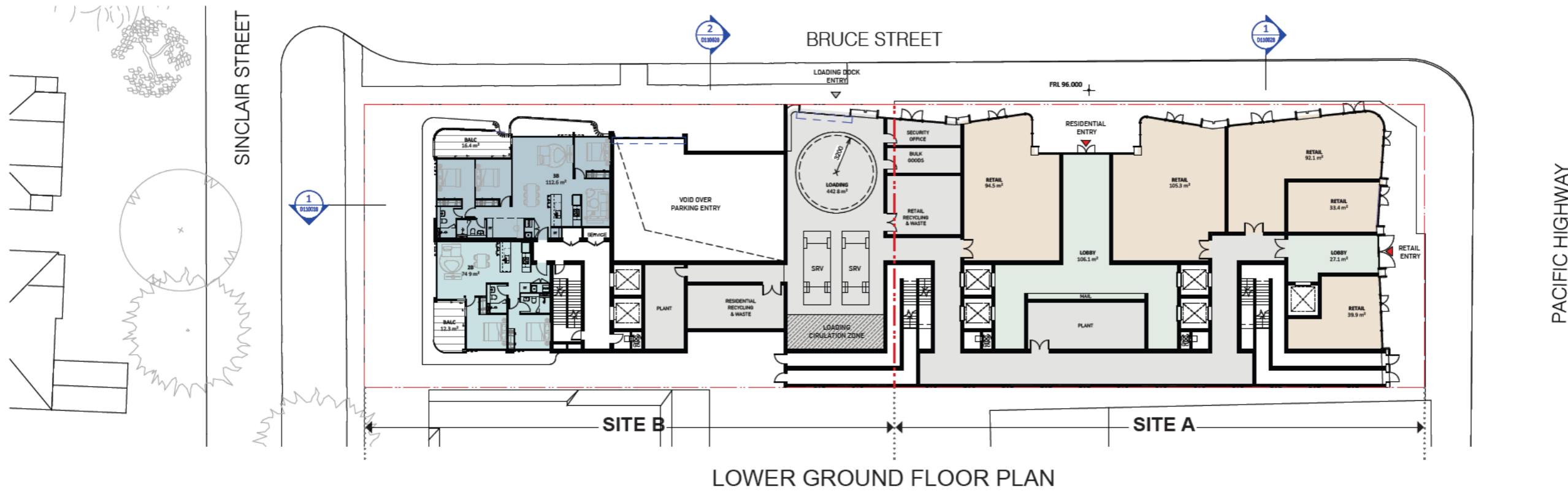
21 JUNE 1500 HRS

★ Provide Solar access to the northern courtyard of the future developments along the Sinclair St

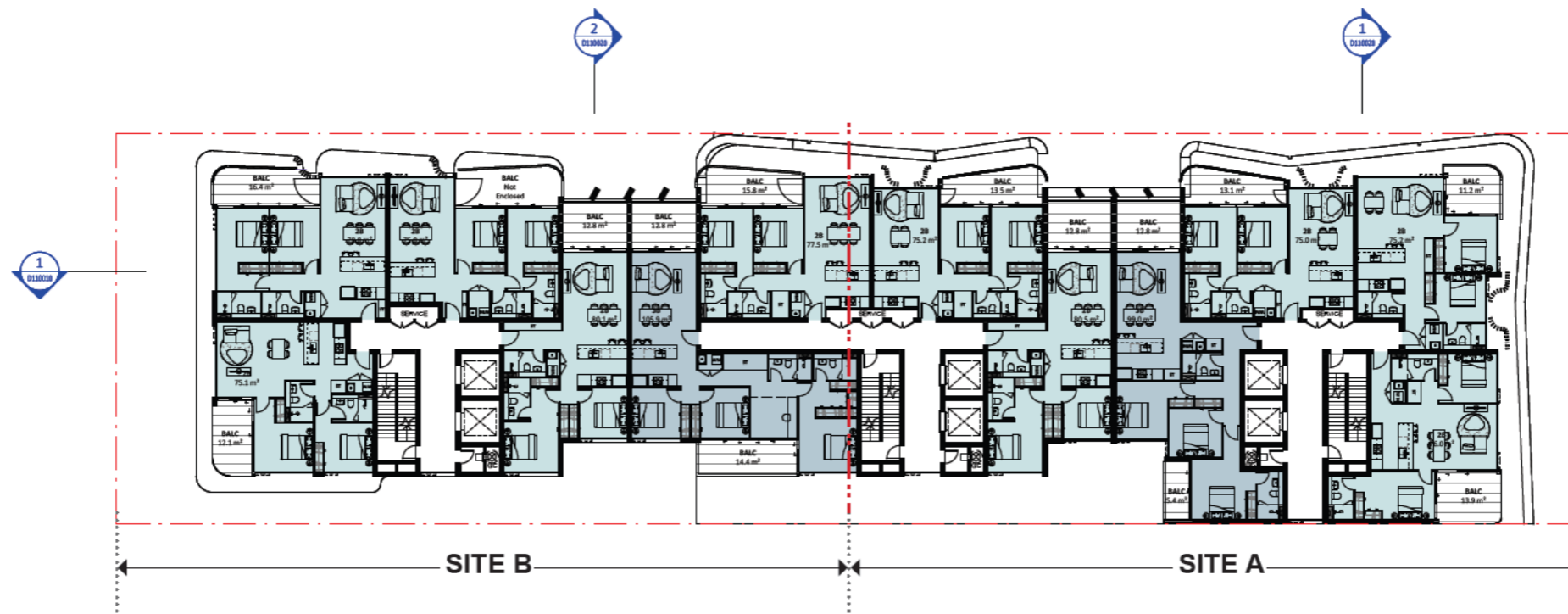
- Shadow cast by Crows Nest Rezoning Massing
- Shadow cast by the proposed scheme
- Additional shadow cast by the proposed scheme from Crows Nest Rezoning Massing

3.1 ARCHITECTURAL PLANS

OPTION 1



LOWER GROUND FLOOR PLAN

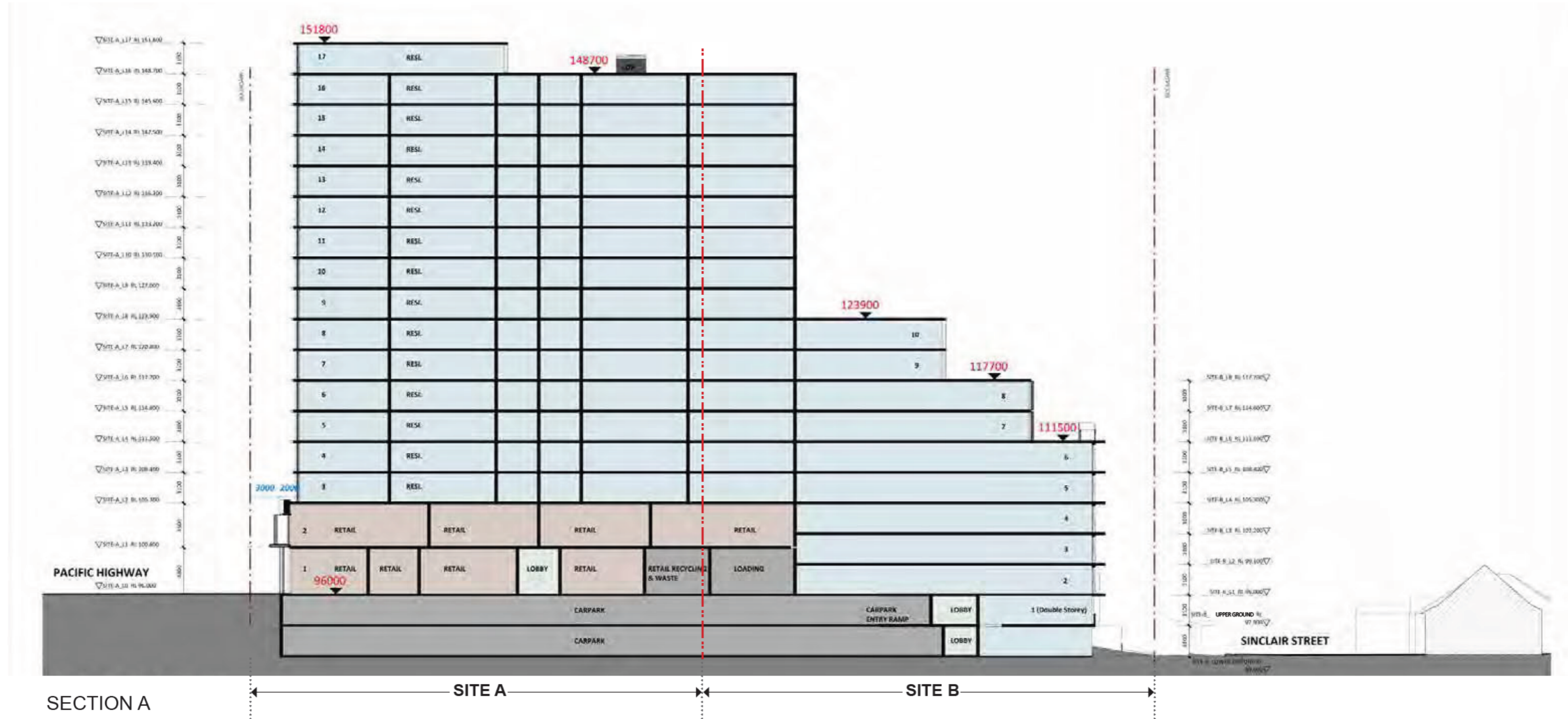


TYPICAL RESIDENTIAL LEVEL



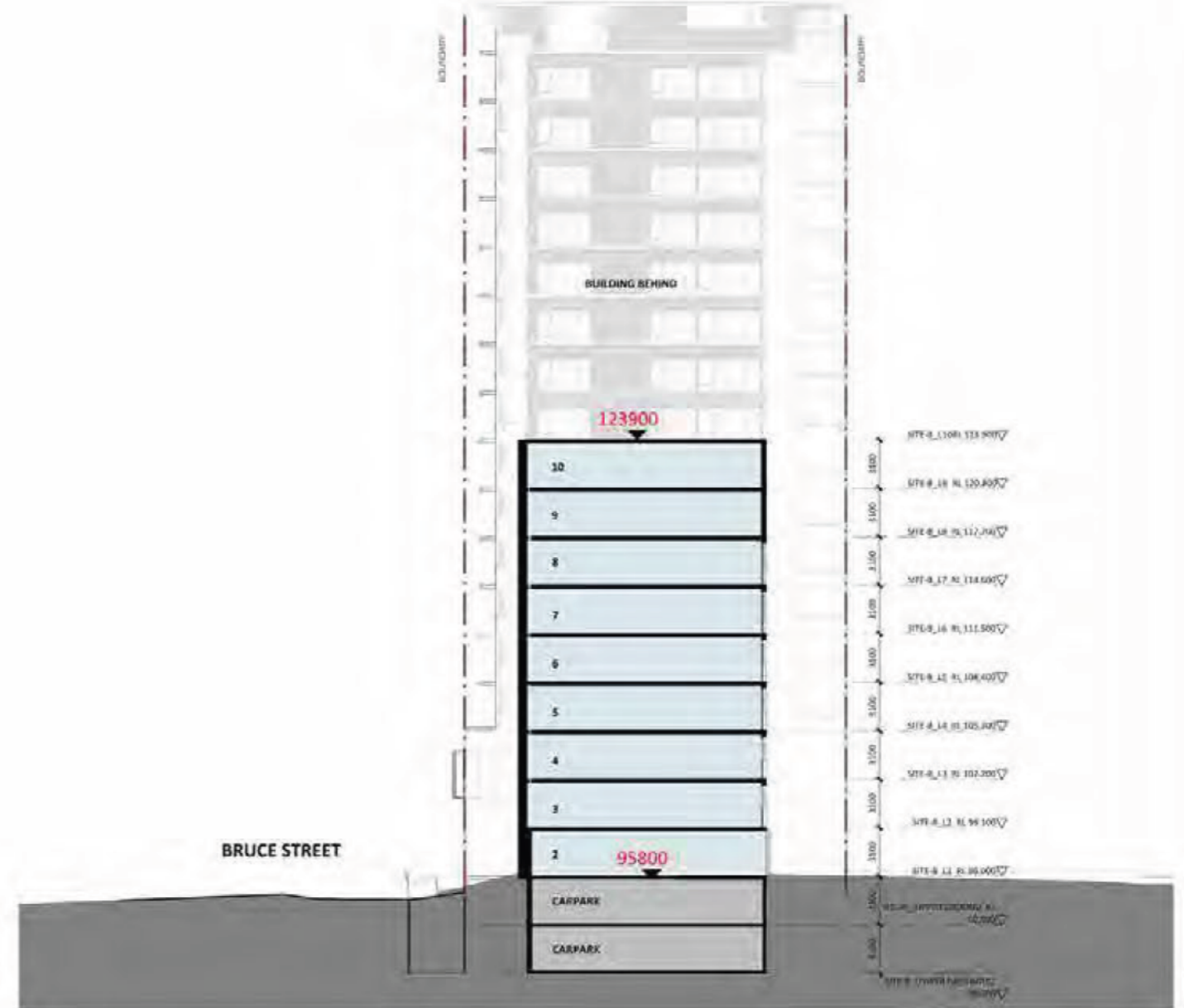
**3.2 ARCHITECTURAL SECTIONS**

**OPTION 1**



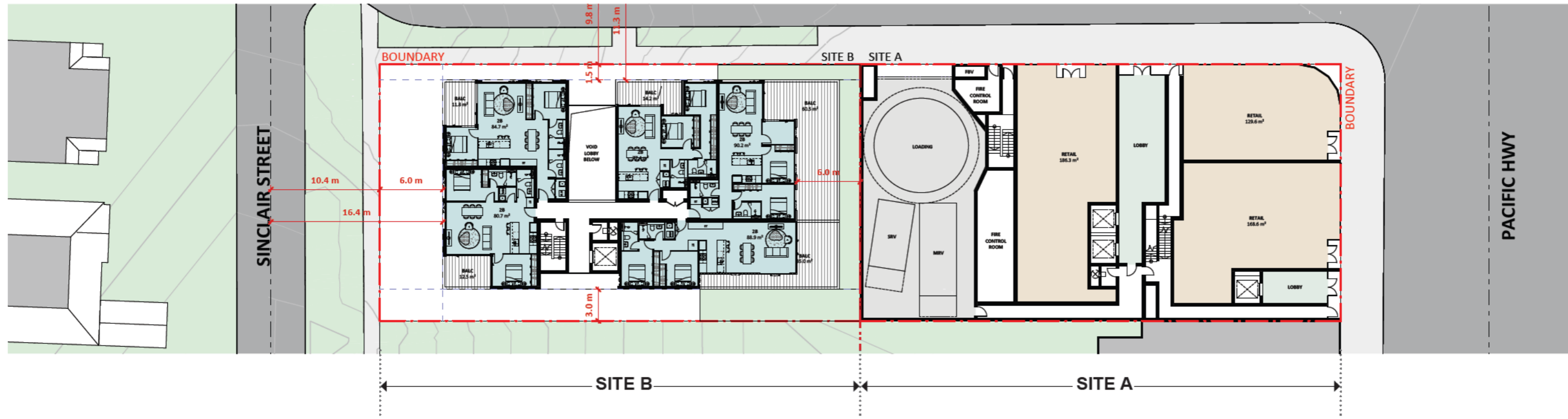
**3.2 ARCHITECTURAL SECTIONS**

**OPTION 1**

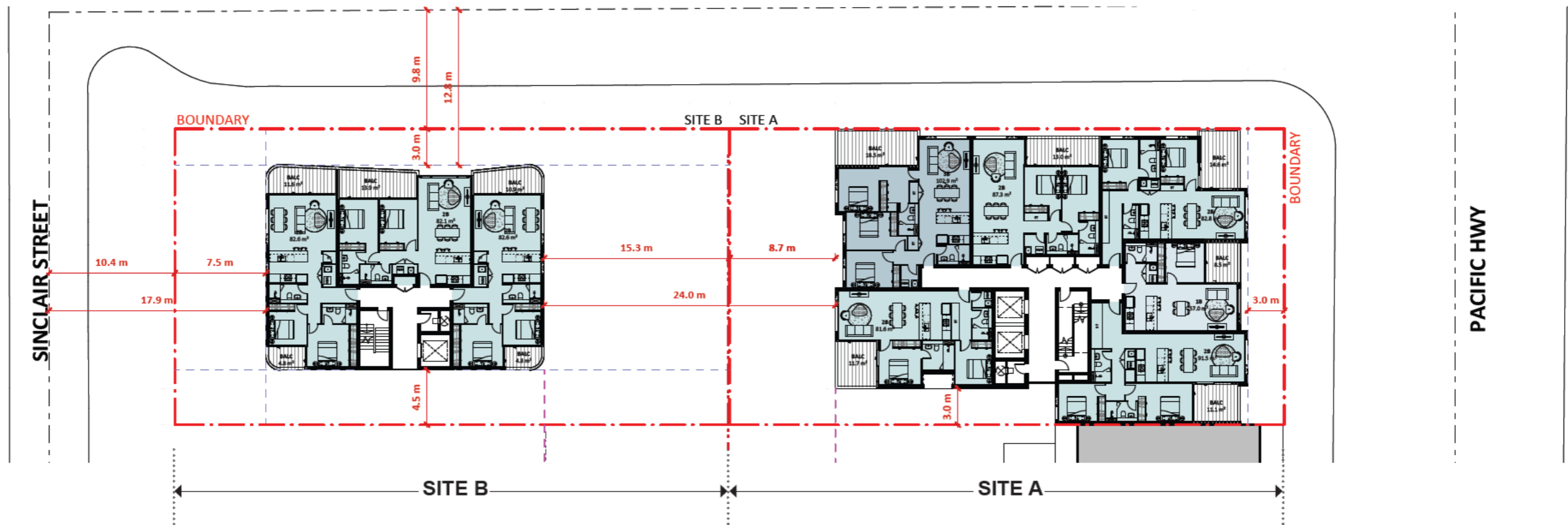


3.3 ARCHITECTURAL PLANS

OPTION 2



LOWER GROUND FLOOR PLAN

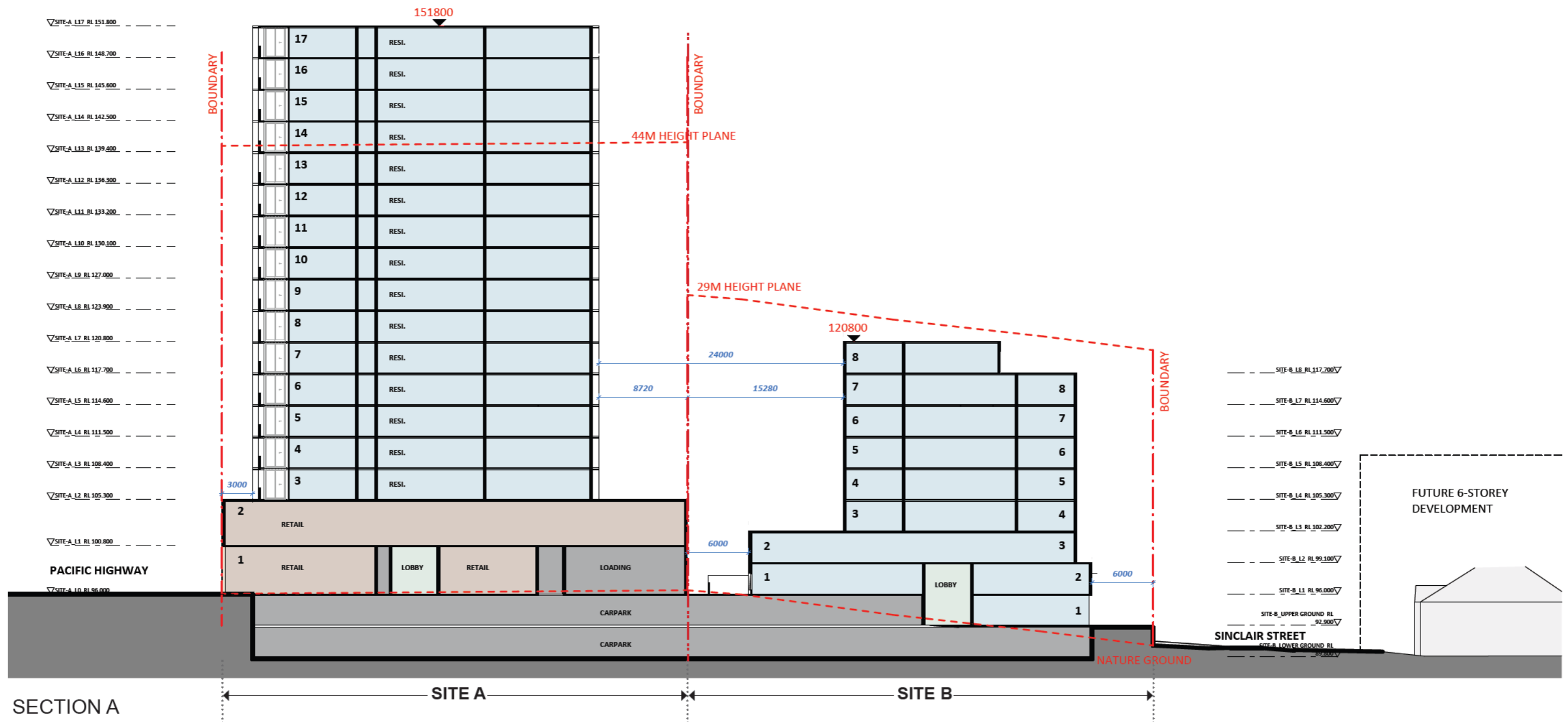


TYPICAL RESIDENTIAL LEVEL



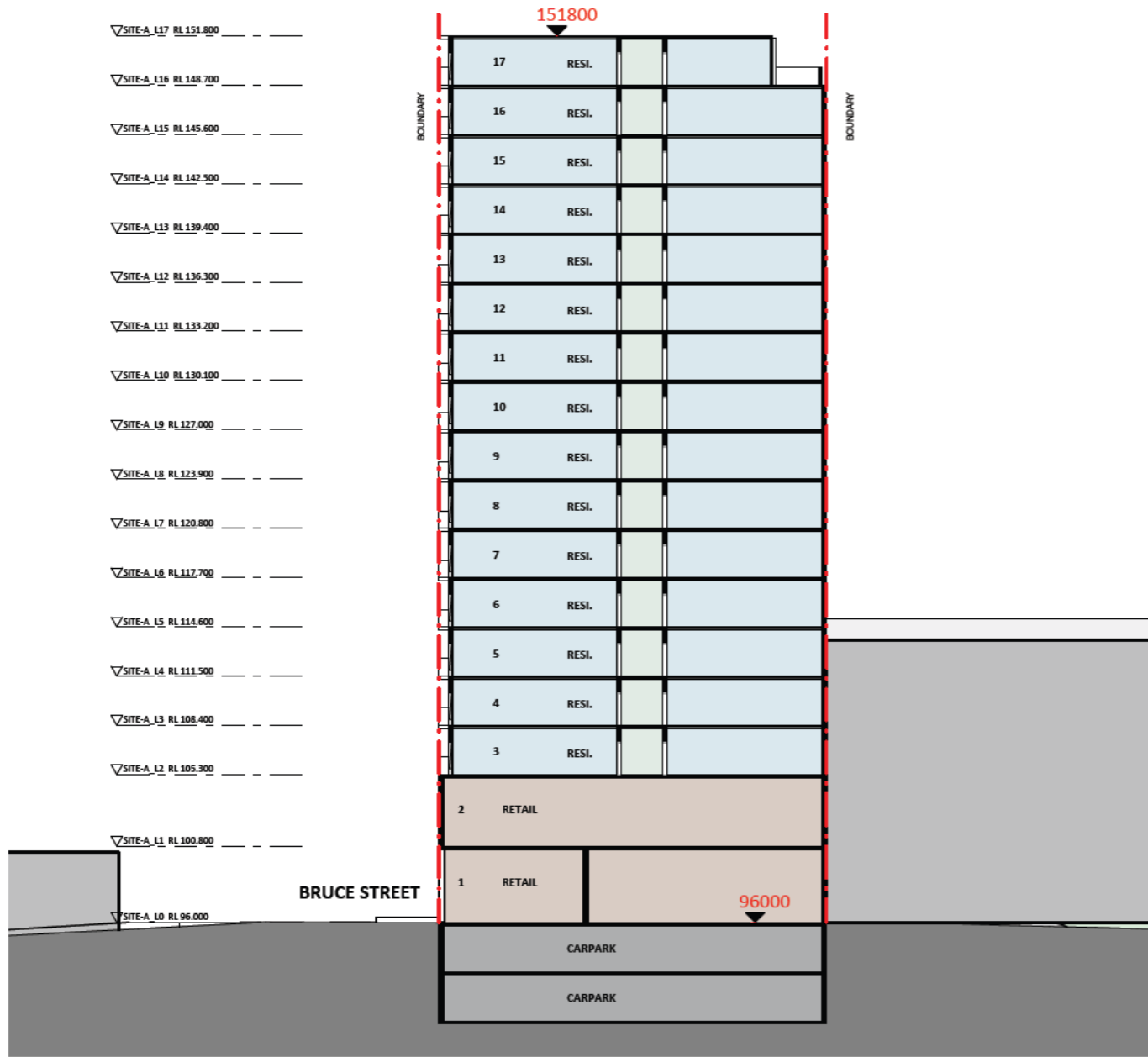
3.4 ARCHITECTURAL SECTIONS

OPTION 2



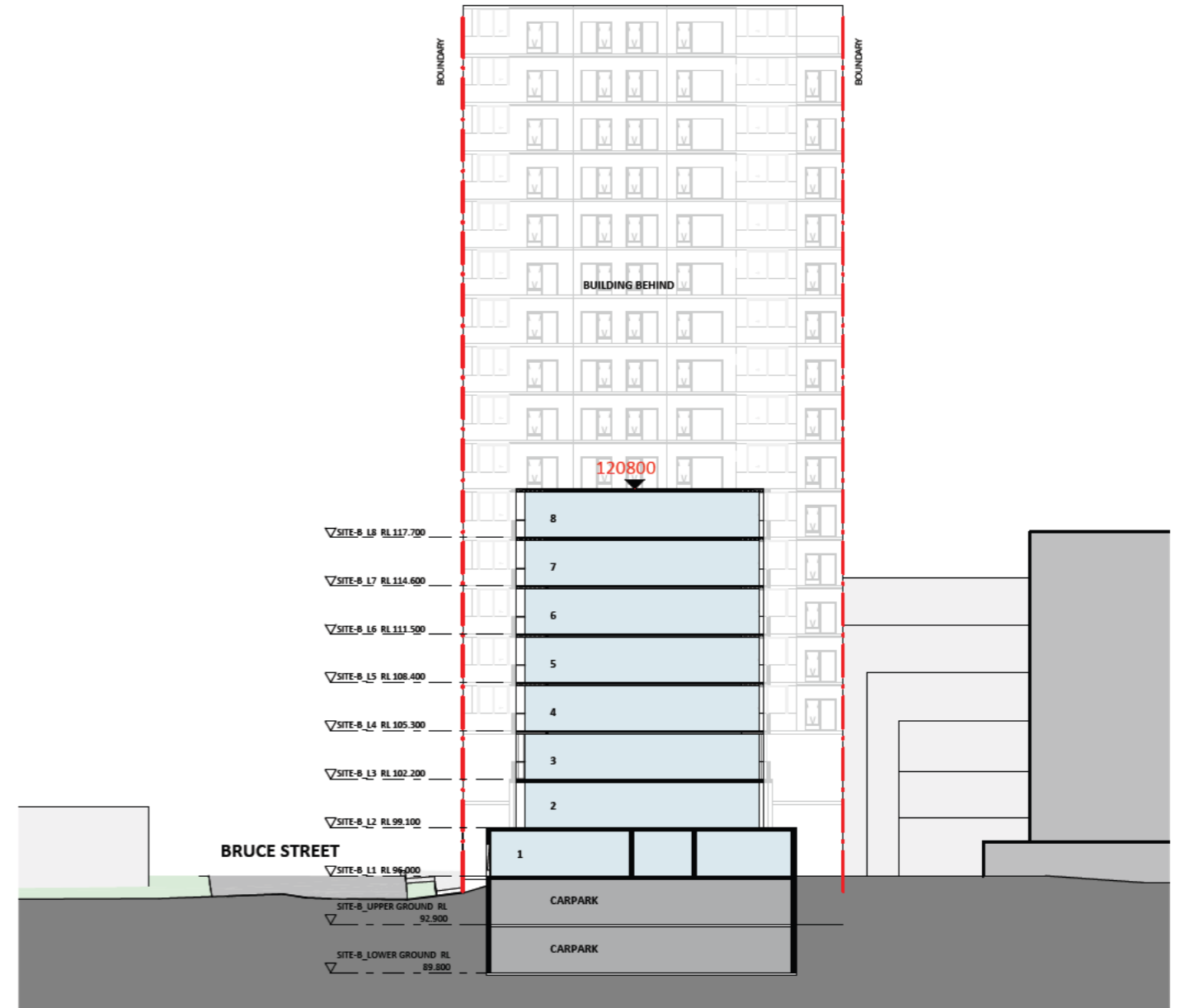
3.4 ARCHITECTURAL SECTIONS

OPTION 2



SITE A

SECTION B



SITE B

SECTION C

### 3.5 DEVELOPMENT SUMMARY

#### SITE INFORMATION

<b>ADDRESS</b>	238-242 PACIFIC HWY, 1 BRUCE ST & 47-49 SINCLAIR ST		
<b>SITE AREA LAND ZONING</b>	2230m <sup>2</sup>	SITE A: 1115m <sup>2</sup> SITE A: MU1	SITE B: 1115m <sup>2</sup> SITE B: R4

#### OPTION 1

	STOREY	FSR		AFFORDABLE HOUSING
<b>SITE A</b> (1,115 m <sup>2</sup> )	17	RESIDENTIAL	7.63	10% ( FOR 15 YEARS) - GFA 1514m <sup>2</sup> OR 5% ( IN PERPETUITY) - GFA 757 m <sup>2</sup>
		COMMERCIAL	1.11	
<b>SITE B</b> (1,115 m <sup>2</sup> )	11	RESIDENTIAL	4.66	
		COMMERCIAL	0.18	

#### DRAFT CONTROL

	STOREY	FSR		MAX HEIGHT	AFFORDABLE HOUSING
<b>SITE A</b> (1,115 m <sup>2</sup> )	12	RESIDENTIAL	4:1	44m	10% ( IN PERPETUITY) GFA 892 m <sup>2</sup>
		COMMERCIAL	2:1		
<b>SITE B</b> (1,115 m <sup>2</sup> )	8	RESIDENTIAL	2:1	29m	

#### OPTION 2

	STOREY	FSR		AFFORDABLE HOUSING
<b>SITE A</b> (1,115 m <sup>2</sup> )	17	RESIDENTIAL	7.8	6% ( FOR 15 YEARS) - GFA 769m <sup>2</sup> OR 3% ( IN PERPETUITY) - GFA 385m <sup>2</sup>
		COMMERCIAL	1.2	
<b>SITE B</b> (1,115 m <sup>2</sup> )	8	RESIDENTIAL	2.5	

- The site is strategically located within TOD Accelerated Rezoning Area.
- The site is located on the Pacific Highway, being an identified focus area for increased residential development density, limiting the impacts on lower density residential zones.
- The proposed scale and massing have been carefully considered to respond to the site context, with a stepped building form towards the R4 residential zones to the rear. The proposed building height sits comfortably within the local context, with surrounding building heights along the Pacific Highway varying up to 27 storeys.
- The proposed building envelope does not have unacceptable overshadowing impacts on any existing or planned public open space during 9am-3pm at mid-winter.



# SUBMISSION DESIGN REPORT

## TRANSPORT ORIENTED DEVELOPMENT PROGRAM

### 3.5 DEVELOPMENT SUMMARY

#### Option 1

GFA Schedule (m2)

	Site A		Site B		
	Residential	Commercial	Residential	Commercial	
L16	293				
L15	588		L17	143	
L14	588		L16	143	
L13	588		L15	143	
L12	588		L14	143	
L11	588		L13	143	
L10	588		L12	143	
L9	588		L11	143	
L8	588		L10	143	
L7	585		L9	331	
L6	585		L8	331	
L5	584		L7	456	
L4	584		L6	456	
L3	586		L5	550	
L2	586		L4	550	
L1		714	L3	398	202
			L2	398	
L0		519	L1	220	
			UG	187	
			LG	178	
Sub Total	8507	1233	5199	202	
Total	9740		5401		
Grand Total	15141				
Affordable House	For 15 Years		10%	1514	
	In Perpetuity		5%	757	

Apartment Mix

Site A	Site B	1B	2B	3B
L16		0	0	2
L15	L17	0	7	1
L14	L16	0	7	1
L13	L15	0	7	1
L12	L14	0	7	1
L11	L13	0	7	1
L10	L12	0	7	1
L9	L11	0	7	1
L8	L10	0	7	1
L7	L9	0	6	3
L6	L8	0	6	3
L5	L7	0	7	3
L4	L6	0	7	3
L3	L5	0	10	2
L2	L4	0	10	2
L1	L3	0	3	1
	L2	0	3	1
L0	L1	0	1	1
	UG	0	0	0
	LG	0	2	1
Total		0	111	30
Grand Total		141		

#### Option 2

GFA Schedule (m2)

	Site A		Site B		
	Residential	Commercial	Residential	Commercial	
L16	549				
L15	582				
L14	582				
L13	582				
L12	582				
L11	582				
L10	582				
L9	582				
L8	582				
L7	582				
L6	582		L8	200	
L5	582		L7	290	
L4	582		L6	290	
L3	582		L5	290	
L2	582		L4	290	
L1		805	L3	290	
			L2	408	
L0		533	L1	503	
			UG	226	
			LG	0	
Sub Total	8697	1338	2787	0	
Total	10035		2787		
Grand Total	12822				
Affordable House	For 15 Years		6%	769	
	In Perpetuity		3%	385	

Apartment Mix

Site A	1B	2B	3B	Site B	1B	2B	3B
L16	0	0	3				
L15	1	4	1				
L14	1	4	1				
L13	1	4	1				
L12	1	4	1				
L11	1	4	1				
L10	1	4	1				
L9	1	4	1				
L8	1	4	1				
L7	1	4	1				
L6	1	4	1	L8	0	0	1
L5	1	4	1	L7	0	3	0
L4	1	4	1	L6	0	3	0
L3	1	4	1	L5	0	3	0
L2	1	4	1	L4	0	3	0
L1				L3	0	3	0
				L2	2	3	0
L0				L1	0	5	0
				UG	0	2	0
				LG			
Sub-Total	14	56	17		2	25	1
Total					16	81	18
Grand Total					115		

**3.6 VIEW FROM PACIFIC HIGHWAY**



*Option 2*

238-242 PACIFIC HIGHWAY, 1 BRUCE STREET & 47-49 SINCLAIR STREET, CROWS NEST, NSW, 2065

08. 2024

**3.7 VIEW FROM SINCLAIR STREET**



*Option 1*

238-242 PACIFIC HIGHWAY, 1 BRUCE STREET & 47-49 SINCLAIR STREET, CROWS NEST, NSW, 2065

08. 2024

**URBIS**

# **APPENDIX B**

Feasibility Report  
- Redacted

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 25 July 2024 8:38:06 PM

---

Submitted on Thu, 25/07/2024 - 20:37

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

KELVIN

### **Last name**

KWAN

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

2065

### **Please provide your view on the project**

I object to it

### **Submission**

As a resident of [REDACTED], living on the [REDACTED] of our apartment building, I am writing to express my concerns regarding the proposed rezoning of the land right across from us to accommodate a 64-storey building at Lot 4b, Herbert Street

### **Impact on Sunlight and Views:**

One of the most immediate and significant concerns is the potential obstruction of sunlight and views. Living on the 24th floor, I have enjoyed unobstructed sunlight and a panoramic view of the city. The construction of a 64-storey building will not only block these views but also cast long shadows over our building, reducing the natural light that many residents rely on for their well-being.

### **Noise and Construction Disturbances**

The construction of such a tall building will undoubtedly bring prolonged noise and

disturbances. The noise from heavy machinery, increased traffic, and construction activities will disrupt the peace and quiet that residents currently enjoy. This will particularly affect those who work from home, retirees, and families with young children.

#### Increased Traffic and Congestion

A new 64-storey building will significantly increase the population density in our area. This influx of new residents will lead to increased traffic congestion, making it more difficult for current residents to commute and find parking. The local infrastructure, including roads and public transport, may struggle to cope with this added pressure.

#### Strain on Local Amenities

The additional residents will also put a strain on local amenities such as parks, schools, and healthcare facilities. These services are already stretched thin and may not be able to accommodate the sudden increase in demand, affecting the quality of life for all residents in the area.

#### Environmental Concerns

The environmental impact of constructing a high-rise building is considerable. The construction process itself will produce significant dust and emissions, affecting air quality. Additionally, the long-term environmental footprint of such a large building, in terms of energy consumption and waste generation, needs careful consideration.

#### Conclusion

While development and urban growth are necessary, it is crucial to balance these needs with the well-being of current residents. I urge the planning authorities to carefully consider the impact of this rezoning on our community. It is essential to explore alternative solutions that can accommodate growth without compromising the quality of life for existing residents..

I hope these concerns will be taken into account in the decision-making process, and I look forward to a constructive dialogue on how best to proceed with this development.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 8 August 2024 10:29:51 AM

---

Submitted on Thu, 08/08/2024 - 10:29

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

██████████

### **Last name**

█

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

██

### **Suburb/Town & Postcode**

2066

**Please provide your view on the project**

I object to it

### **Submission**

Thank you for the opportunity to submit to the Crows Nest TOD. I object to the 9-15% range, we need a 15% range (it is 165 extra affordable homes for low income). We need a consistency of 15% across sites. I want to live near the train station.

I am currently employed in the retail sector while establishing my life. I have resided in the Eastern suburb for five years, where I have established a community and participated in various activities, including work, church, and social engagements with friends.

Two years ago, I signed a lease for a one-bedroom, one-bathroom apartment at a monthly rent of \$580. However, this year, the rent increased significantly to \$890. After months of searching, I finally found more affordable housing in Lane Cove. Despite this, the move has presented challenges, particularly with the daily commute back to the Eastern suburb for work, social connections, and community involvement. Since relocating to the north, I

have experienced a profound sense of loneliness due to the distance from my established community. I want to see more affordable housing.

**I agree to the above statement**

Yes



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 28 August 2024 8:05:45 PM

---

Submitted on Wed, 28/08/2024 - 20:05

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

■

### Last name

■

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

■

### Suburb/Town & Postcode

Crows Nest 2065

### Please provide your view on the project

I object to it

### Submission

My Husband and I object to the plan due to:

1. Reduction in well being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress and cladding.
2. Significant reduction in light and introduction in light and afternoon shading for Panorama West facing units.
3. Loss of privacy for west facing units in panorama that will be directly facing into the proposed new dwellings and for al eastern side of new development dwellings.
- 4.Loss of view in 51 west facing units in 220 Pacific Highway.
5. Pedestrian hazards and safety for primary and high school aged student minors from North Sydney Girls High School and Cammeraygal High School.
6. Impediments to parking and access affecting Mater Hospital and MIA existing Sinclair St residents and guests.

7. Traffic Congestion along Sinclair and from Bruce to Pac Hwy Northbound and from Rocklands Rd to Pac Hwy North and Southbound.
8. Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital and the melanoma institute of Australia (MIA) facilities.
9. Impact to tree canopy cover on Sinclair St.
10. Loss of maintaining the integrity of the historic skyline Panorama has offered visible from many areas.
11. Loss of retention of area specific appearance and heritage.
12. Lack of light and shading in all eastern facing units in new dwelling built on the 8 storey sites in Bruce Steet.
13. Impact on existing town services such as sewage, waste, water electrical substations etc

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 17 July 2024 11:39:44 AM

---

Submitted on Wed, 17/07/2024 - 11:39

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

██████

### **Last name**

██████

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

██

### **Suburb/Town & Postcode**

2065

**Please provide your view on the project**

I object to it

### **Submission**

I WOULD LIKE TO ASK THE NSW PLANNING GOVERNMENT TO STAY AWAY FROM THE CROWS NEST PRECINCT AND LEAVE THE AREA AS IT IS.

We do not need governments that destroy our environment with more buildings with the pretence of "more affordable housing"

We the residents are not idiots to believe this LIE

STOP the over crowding, over development!! We deserve to be able to breathe fresh air and enjoy the relaxed atmosphere that we currently have.

Furthermore, the street parking spaces are not sufficient even now, more development will make it unbearable.

WE WANT THE TOD TO LEAVE CROWS NEST ALONE AND TAKE THEIR IDEAS GUIDED BY GREED ELSEWHERE

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Friday, 23 August 2024 7:19:18 PM

---

Submitted on Fri, 23/08/2024 - 19:19

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Damian

### **Last name**

Klus

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

2165

### **Please provide your view on the project**

I support it

### **Submission**

Go hard or go home with zoning. Build homes where people want to live please. Please do not listen to homeowners who want the status quo. Please, please, please let Sydney be a place for all and not for those who got in early or have the bank of mum and dad.

### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 28 August 2024 8:09:11 PM

---

Submitted on Wed, 28/08/2024 - 20:08

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am making a personal submission

**Name**

**First name**

Daniel

**Last name**

Chen

**I would like my name and personal contact details to remain confidential**

No

**Info**

[REDACTED]

**Suburb/Town & Postcode**

Crows Nest 2065

**Please provide your view on the project**

I object to it

**Submission**

I strongly object to your proposal because

1. Reduction in well being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress and cladding.
2. Significant reduction in light and introduction in light and afternoon shading for Panorama West facing units.
3. Loss of privacy for west facing units in panorama that will be directly facing into the proposed new dwellings and for al eastern side of new development dwellings.
- 4.Loss of view in 51 west facing units in 220 Pacific Highway.
5. Pedestrian hazards and safety for primary and high school aged student minors from North Sydney Girls High School and Cammeraygal High School.
6. Impediments to parking and access affecting Mater Hospital and MIA existing Sinclair St residents and guests.

7. Traffic Congestion along Sinclair and from Bruce to Pac Hwy Northbound and from Rocklands Rd to Pac Hwy North and Southbound.
8. Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital and the melanoma institute of Australia (MIA) facilities.
9. Impact to tree canopy cover on Sinclair St.
10. Loss of maintaining the integrity of the historic skyline Panorama has offered visible from many areas.
11. Loss of retention of area specific appearance and heritage.
12. Lack of light and shading in all eastern facing units in new dwelling built on the 8 storey sites in Bruce Steet.
13. Impact on existing town services such as sewage, waste, water electrical substations etc

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Monday, 12 August 2024 9:05:53 PM

---

Submitted on Mon, 12/08/2024 - 21:05

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████████

### Last name

████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

██

### Suburb/Town & Postcode

2065

**Please provide your view on the project**

I object to it

### Submission

Include St Leonards South:

1. It is in walking distance to major transport hubs like station, buses & main arterial road
2. Close distance to Chatswood, North Sydney, RNSH, Royal North Shore hospital, Mater Hospital, supermarket, TAFE, medical service, city etc
3. Access to Gore Hill oval with 4.4 hectares of open green space
4. Other TODS have capacity to provide thousand of housing targets e.g. Homebush have target of 16,100 compare to crows nest 3255. St Leonards South is in a much popular location close to many amenities, transport & capacity to support more housing in this precinct & closer to city to support a much larger population than Homebush.
5. Residents in St Leonards South support state led rezoning of this area. You have residences support.
6. More affordable housing especially in such a popular location especially with Sydney house prices being so high. Australian people support creation of affordable housing!!!



Especially so close to the city location is in more demand.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 31 July 2024 10:10:39 AM

---

Submitted on Wed, 31/07/2024 - 10:10

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**  
[REDACTED]

**Last name**  
[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**  
[REDACTED]

**Suburb/Town & Postcode**

2066

**Please provide your view on the project**

I support it

**Submission**

Hi,

Thanks for the opportunity to write a submission. I am [REDACTED] and fully support rezoning of my area. The small section of this area that is governed by the Lane cove LGA is bordered by 3 main roads Pacific Hwy, Greenwich Rd and River Rd. We already have high rise and office blocks lining all three roads and with the development of the South St Leonards area we will have high rise to our east. The three roads west of Park rd to Anglo rd appear to be the aberration to the norm in our area.

I would welcome Planning rezoning our area for development and feel it fits in with the aims as it within 900m of the new Crows nest station and 300m of the St Leonards precinct.

Thanks

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 25 August 2024 3:10:01 PM

---

Submitted on Sun, 25/08/2024 - 15:09

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Stan

### **Last name**

Veitsman

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

2022

### **Please provide your view on the project**

I object to it

### **Submission**

Objection Reasons:

1. Reduction in well being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress, cladding (NSW ban).
2. Significant reduction in light and introduction of afternoon shading for Panorama west facing units.
3. Loss of privacy for west facing units in Panorama that will be directly facing into proposed new dwellings and for all eastern side of new developments dwellings.
4. Loss of views in 51 west facing units in 220 Pacific Highway.
5. Pedestrian hazard and safety for primary and high school aged student minors from North Sydney Girls HS and Cammeraygal High School.
6. Impediments to parking and access affecting Mater Hospital and the MIA, existing Sinclair street residents and guests.

7. Traffic congestion along Sinclair and from Bruce to Pacific Highway Northbound and from Rocklands Road to the Pacific Highway Northbound and Southbound.
8. Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital And the Melanoma Institute of Australia (MIA) facilities.
9. Impact to the tree canopy cover on Sinclair street.
10. Loss of maintaining the integrity of the historic skyline Panorama has offered visible from many areas.
11. Loss of retention of area specific appearance and heritage.
12. Lack of light and shading in all eastern facing units in new dwellings built on the 8 store sites in Bruce Street.
13. Impact on existing town services such as sewage, waste, water, electrical sub stations etc.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Friday, 2 August 2024 3:58:39 PM

---

Submitted on Fri, 02/08/2024 - 15:58

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

[REDACTED]

**Suburb/Town & Postcode**

2065

**Please provide your view on the project**

I object to it

**Submission**

The over development is a harm to the culture and infrastructure of the area.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 25 August 2024 10:26:20 AM

---

Submitted on Sun, 25/08/2024 - 10:25

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████████

**Last name**

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

Crows Nest 2065

**Please provide your view on the project**

I object to it

**Submission**

I strongly object. Water and street infrastructure do not support high density housing in the area. The proposed developments will not provide affordable housing which should be the highest priority.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Friday, 16 August 2024 10:35:18 AM

---

Submitted on Fri, 16/08/2024 - 10:35

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████

### Last name

██████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

██

### Suburb/Town & Postcode

2089

**Please provide your view on the project**

I object to it

### Submission

I am writing to express my objection to the proposed rezoning of land in Nicholas and Sinclair Streets as part of the Crows Nest Transport-Oriented Development. As a frequent visitor to this area, I am deeply concerned about the potential negative impact on the character of the Crows Nest and Wollstonecraft village. This is a beautiful, heritage-rich neighbourhood with a unique, village-like atmosphere that could be significantly harmed by the introduction of high-density developments. The proposed changes would overshadow properties, obstruct outlooks, and reduce privacy, which would ultimately diminish the charm of this community. I hope the state government will reconsider and preserve the character of this area.

**I agree to the above statement**

Yes



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Friday, 9 August 2024 12:06:11 AM

---

Submitted on Fri, 09/08/2024 - 00:05

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████

### Last name

██████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

██

### Suburb/Town & Postcode

I am living in ██████ now.

### Please provide your view on the project

I object to it

### Submission

Thank you for the opportunity to submit to the Crows Nest TOD.

I'm a young person finishing my last semester of a Master Degree. I have moved out from my family for 3 years to live independently. During this 3 years of living independently, I have moved 6 times, among which at least 4 times were due to the increase in rent and I was not be able to afford, even I always work maximum hours allowed during my study time and holiday time. I went from being able to afford my own space in a studio only 2 minute walk from the station with the price \$300 to paying \$350 for a single room in a shared apartment 10 minute from the station and not even having my freedom to live because the landlord put the camera within the home for monitoring purposes.

I don't believe 9% is enough to support affordable housing for everyone on the low and medium income so I object to this submission. It should be at least 15%, which makes a

difference of 165 affordable homes.

I support affordable housing being regulated by not-for-profits and want to see displacement of existing low-cost housing and households. And I want to have the closeness to transport and accessibility for people with disabilities.

**I agree to the above statement**

Yes



Impact on residents of 220 Pacific Highway

Reduction in well-being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress, cladding (NSW ban)

Significant reduction in light and introduction of afternoon shading for Panorama west facing units

Loss of privacy for west facing units in Panorama directly facing into proposed new dwellings

Loss of privacy for all eastern facing units in new developments dwellings.

Loss of views for 47-51 west facing units in 220 Pacific Highway

Lack of light and shading in units of new dwellings built on the 8 storey sites in Bruce Street

Issues for Precinct

Pedestrian hazard and safety for primary and high school aged student minors from North Sydney Girls HS and Cammeraygal High School

Impediments to parking and access affecting Mater Hospital and the MIA, existing Sinclair Street residents and guests

Traffic congestion along Sinclair, from Bruce St to Pacific Highway Northbound and from Rocklands Road to the Pacific Highway Northbound and Southbound

Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital and the Melanoma Institute of Australia (MIA) facilities

Loss of the tree canopy on Sinclair Street

Failure to provide 2.83 hectares of open space per 1000 population which is an established benchmark that should apply to St. Leonards and Crows Nest

Loss of maintaining the integrity of the historic skyline Panorama historically visible from many areas

Negative impact on adjacent local character and heritage because of the scale of the proposal

Impact on existing town services such as sewage, waste, water, electrical sub stations etc

16. There should be no additional density (FSR) for site 238-242 Pacific Highway, 1 Bruce Street Crows Nest and 1 Bruce Street, given the excessive density in the precinct. The pocket park can be delivered through a Voluntary Planning Agreement (VPA) from the development sites.

Background

220 Pacific Highway Crow's Nest. (Panorama Residences)

Class 2; 17 story high rise; refurbished hotel; developer Barana Group & builder Probuild Corp (liquidated 2022)

160 units; occupied 2013 as Strata; situated behind residences at 19-41 Sinclair Street; 82 units west facing; 51 units on floors 1-7

Panorama Residences have suffered from two unexpected and uncontrollable events:

-Collapse of the builder, Probuild, leaving a massive liability for unresolved defects

-NSW retroactive ban on cladding and requirement for replacement

Probuild liquidation left unaddressed construction defects; 2019 investigations identified non-compliant external. Current OC remediation costs for defects, water damage and cladding are being borne by all unit owners via special levies to-date of \$5.5million

The owners are, in effect, continuing the purchase of their units while facing property value losses due to the Crows Nest Transport Orientated Development Rezoning proposal in terms of the loss of amenity of the precinct and in terms of the direct impact on harbour views and outlook resulting from the proposals for Sinclair Street. The rezoning proposal goes well beyond the North Sydney Councils, local planning requirements, and if approved would have a detrimental impact on the quality of life for all existing residents in the area

and will have a negative impact on the value of apartments in the area

#### Issues

The proposal overrides and exceeds the LEP controls of North Sydney, Lane Cove, and Willoughby Councils.

The current proposed development of the NSW State Government does not adequately consider liveability. The actual mass and form of development in such a small area is a false interpretation of a TOD and does not enable reasonable amenity for either existing residents or proposed residents. There is inadequate separation of buildings, lack of green space, tree canopy, deep soil and walkable streets. There is insufficient recreation facilities and services.

The existing Townhouses on Sinclair Street are located at a lower level than Pacific Highway, therefore the majority of the apartments in 220 Pacific Highway currently have district views.

The rezoning and proposal to allow 8 storey development of the Townhouse site will result in the loss of harbour and district views for 50% of western facing units in Panorama. It will result in a substantial number of apartments losing their outlook, with a detrimental effect on property values.

Additionally, if the eastern side of Sinclair semi-detached dwellings (25-35) are redeveloped into a high-rise sites, they will obstruct additional views, and therefore more apartments in Panorama Residences and adjoining highway residences will be adversely impacted.

Sinclair Street is at the very boundary of the proposed rezoning and therefore at the furthest point from stations, would have significant view affection if rezoning of that street is approved, and would significantly alter the character of Sinclair Street and the existing tree canopy. There is an imbalance in Crow's Nest. At the proposed density the built form is unsustainable and the actual and perceived density excessive.

Sinclair Street already has higher density housing forms in the form of townhouses and should not be rezoned but be retained to contribute to the housing mix and to preserve the existing character of Sinclair Street.

Crows Nest is known as high density 'Bedroom Suburbs'. Best practice residential development should be located away from major traffic arteries, on a complex fine grain street network with a diverse mix of uses, walkable and adequate open space. The lack of accessible open space will reduce the potential range of demographics that can live in the towers.

Much of Sydney's open space is in the gullies, the transport is on the ridges. Locating excessive densities around transport nodes does not reflect the intent of TODs and will not produce a liveable city.

#### Cumulative & Community Development Impact

The simultaneous approval of multiple developments in North Sydney, Crows Nest, and St Leonards is causing severe congestion, frequent road closures, and prolonged construction disturbances. There appears to be a lack of coordination between Councils and State Government in managing these impacts.

The NSW State Government has not conducted adequate research to assess the adverse

impacts on our community. Despite widespread opposition from residents, the government is prepared to unilaterally impose this proposal, disregarding local sentiment and the potential negative consequences

Given the significant increase in residents in the last 4 years and the majority of proposals planned for the west side of the Pacific Highway pedestrians have not been taken into account. Higher density and walkability are the keystone of TOD development but the proposed building form, overshadowed windswept streets, lack of open space do not comply with the stated priority for pedestrians in 2036 plan.

#### Traffic Congestion & Insufficient Traffic Analysis

The most recent comprehensive vehicular traffic study for the area dates back to 2013, failing to account for current congestion levels

No new developments for the area should be approved by the NSW State Government or Councils until such time as a detailed study is undertaken by the State Government concerning the current vehicular traffic congestion, traffic flows, construction congestion and parking. The Pacific Highway and side streets in this area are currently extremely congested at peak times with insufficient access to and from existing developments.

#### Insufficient green space

Crows Nest is lacking in green space, overall nature, public amenities and recreational precincts, particularly when compared to most of its neighbouring suburbs. Our residents have to live in the area and put up with all the developments approved by the State Government and Councils, with some that go totally against local planning and residents' values and wishes and do not represent best practice higher density development.

#### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 28 August 2024 8:53:28 PM

---

Submitted on Wed, 28/08/2024 - 20:52

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

[REDACTED]

### Last name

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

[REDACTED]

### Suburb/Town & Postcode

Crows Nest 2065

### Please provide your view on the project

I object to it

### Submission

I strongly object to it because:

1. Reduction in well being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress and cladding.
2. Significant reduction in light and introduction in light and afternoon shading for Panorama West facing units.
3. Loss of privacy for west facing units in panorama that will be directly facing into the proposed new dwellings and for al eastern side of new development dwellings.
- 4.Loss of view in 51 west facing units in 220 Pacific Highway.
5. Pedestrian hazards and safety for primary and high school aged student minors from North Sydney Girls High School and Cammeraygal High School.
6. Impediments to parking and access affecting Mater Hospital and MIA existing Sinclair St residents and guests.

7. Traffic Congestion along Sinclair and from Bruce to Pac Hwy Northbound and from Rocklands Rd to Pac Hwy North and Southbound.
8. Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital and the melanoma institute of Australia (MIA) facilities.
9. Impact to tree canopy cover on Sinclair St.
10. Loss of maintaining the integrity of the historic skyline Panorama has offered visible from many areas.
11. Loss of retention of area specific appearance and heritage.
12. Lack of light and shading in all eastern facing units in new dwelling built on the 8 storey sites in Bruce Steet.
13. Impact on existing town services such as sewage, waste, water electrical substations etc

**I agree to the above statement**

Yes



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Saturday, 27 July 2024 7:23:25 PM

---

Submitted on Sat, 27/07/2024 - 19:23

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

**Email**

[REDACTED]

**Suburb/Town & Postcode**

Wollstonecraft 2065

**Please provide your view on the project**

I am just providing comments

**Submission**

I live in [REDACTED] and already it is difficult to enter and exit [REDACTED] Street from River Road which is also the only access point. Presently, even with none of the current residential development between River Road and Pacific Highway finished nor occupied, traffic prevents easy exiting during peak hours. It is a dangerous intersection.

Time restrictions for right-hand turning into Boronia Street are also very restrictive meaning further driving around other streets to be able to return and turn left into Boronia Street. The intersection at River Road and Boronia Street needs considering, without ruining the leafy, residential feel of the location.

If River Road becomes burdened with heavier traffic and consequently is developed/widened into a two-lane major road, the whole area will be impacted negatively.

I believe high density residential developments currently and proposed between River Road and Pacific Highway needs to be directed to Pacific Highway for access rather than River Road. That way, the intersection at River Road and Boronia Street could be improved simply with a round-about.

At Greenwich Road, a right-hand turning option at River Road heading west is required so that residents between River Road and Pacific Highway are able to exit to Pacific Highway this way also.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 25 August 2024 8:14:35 PM

---

Submitted on Sun, 25/08/2024 - 20:14

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

**Email**

[REDACTED]

**Suburb/Town & Postcode**

2065

**Please provide your view on the project**

I object to it

**Submission**

Loss of privacy for west facing units in Panorama that will be directly facing into proposed new dwellings and for all eastern side of new developments dwellings.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 8 August 2024 7:59:48 PM

---

Submitted on Thu, 08/08/2024 - 19:59

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am making a personal submission

**Name**

**First name**

██████

**Last name**

██████

**I would like my name and personal contact details to remain confidential**

Yes

**Info**

**Email**

██

**Suburb/Town & Postcode**

Wollstonecraft 2065

**Please provide your view on the project**

I am just providing comments

**Submission**

Grateful if you would add the SP138 rezoning to be included into the acceleration zone due to concrete cancer in the building being at end of life. Thank you so much.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Saturday, 27 July 2024 10:40:24 AM

---

Submitted on Sat, 27/07/2024 - 10:40

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

**First name**

██████

**Last name**

██████

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

**Email**

██

**Suburb/Town & Postcode**

2261

**Please provide your view on the project**

I object to it

**Submission**

It would change the whole look and feel of the suburb we love and devalue my property dramatically.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Friday, 9 August 2024 4:26:32 PM

---

Submitted on Fri, 09/08/2024 - 16:26

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Robyn

### **Last name**

Ziino

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

2065

### **Please provide your view on the project**

I object to it

### **Submission**

I would change my submission to either support or making comments if someone would listen to the issues emerging in traffic management. I like development and I am happy with unit living including towers. But the fact is the Crows Nest & St Leonards street and traffic management is not keeping pace. I live in [REDACTED] and I have been raising concerns for 3 years now that the streets cannot handle the increased traffic. No one listens. They just point to traffic management plans that are clearly out of date and are not telling the whole story. Getting out of Oxley St onto the Pacific Highway now takes anywhere up to 7 sets of lights. Traffic is routinely banked back past Fitness First and all the way back Nicholson St to Christie St. The banking of traffic is also impacting left off Oxley and straight ahead as cars block Oxley trying to desperately get into the right hand lane. I have videos and photos if you'd like proof. In this particular section of St Leonards where all of Nicholson St is proposed for redevelopment plus the old Telstra building I'd love to know plans to fix these traffic issues. The metro is going to make it worse as

people drive closer, park (either on street - there are 9 hour metered car spots in Lithgow St or in paid parking) and then try and leave via Oxley Street. There are 2 ways in to this area and one way out. And no one wants to have a proper discussion on how on earth this is sustainable. As I said I've been raising this for 3 years now with no success so I have no hope here either but I'll raise it anyway.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Saturday, 24 August 2024 7:02:19 PM

---

Submitted on Sat, 24/08/2024 - 18:58

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████████

### Last name

██████████

### I would like my name and personal contact details to remain confidential

Yes

## Info

### Email

██

### Suburb/Town & Postcode

2065

### Please provide your view on the project

I object to it

### Submission

There does not appear to be a sufficient open green space areas allocated with substantial tree coverage to allow the proposed increase in residential building and residents. St. Thomas' Rest Park is not large enough to handle an increased burden of usage. It is so easily accessible via straight and quiet streets. It has already had greatly increased usage over the past 5-10 years as more units were built. Dog ownership by unit dwellers has increased dramatically. St. Thomas' Rest Park is now so heavily used that it is under pressure. It has areas that are very steep and unsuitable for walking/sitting (ie areas backing onto the expressway). The wonderful historic gravestones also take up a large amount of land, and are a vital part of our history. Children need grassed areas to be able to run and play in, as do dogs. Also, presently many bicycle food deliveries are driven through the park, there is little safe room to walk on the pathways. Many families walk their children through the park to deliver/collect them from the schools in Cammeray. The proposed increase in the number of new dwellings will place even greater pressure on



the existing open greenspace areas. Further open green areas that are able to sustain large trees will become very important for the mental health of the residents, local bird/wildlife, and also to cool and re-oxygenate a densely populated area in these times of climate change.

Crows Nest has a diverse and good community that has become a community due to children/dogs/residents/wildlife all being able to use common recreation areas of open green tree canopied space together. This alleviates loneliness and isolation and creates healthy outdoor time. Open vistas are important for mental health.

Another Covid outbreak in areas of high rise dwellings and no increase in open areas may create further problems.

Footpaths also need to be made wider to accommodate the elderly, strollers and prams, and other pedestrians. New development areas must take this into account.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 11 August 2024 2:27:44 PM

---

Submitted on Sun, 11/08/2024 - 14:27

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

**First name**

██████████

**Last name**

██████

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

**Email**

██

**Suburb/Town & Postcode**

2065

**Please provide your view on the project**

I object to it

**Submission**

I object to it

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 4 August 2024 10:01:10 PM

---

Submitted on Sun, 04/08/2024 - 22:00

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Lorinda

### **Last name**

Mcneill

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Wollstonecraft, Sydney 2065

### **Please provide your view on the project**

I support it

### **Submission**

I am keen to hear about how the inflow of traffic to Crows Nest will be managed in peak times on River Road (especially over the reduced lanes crossing the railway track by Boronia st) given the increased development down the Newlands Park area of Greenwich/St Leonards.

Thankyou

### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 1 August 2024 2:17:30 PM

---

Submitted on Thu, 01/08/2024 - 14:17

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am submitting on behalf of my organisation

## **Name**

### **First name**

Darayus

### **Last name**

Patva

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

NORTH SYDNEY

### **Please provide your view on the project**

I object to it

### **Submission**

We are the Owners at the Strata property [REDACTED]

We have studied the TOD Rezoning proposal.

Our property falls directly opposite the Crows Nest exit on Clark and Hume Street and should be rezoned for development.

It is more part of the direct metro precinct along Clark Street than it is of Hume street.

Further, our commercial property is already under rent strain there and the new developments and availability of better / newer properties have the potential to cause us further financial harm.

If, for whatever reason our redevelopment plea is not accepted then we plead that we are allowed to change the use of our premises to residential with additional FSI towards a quality and suburb-respecting residential building.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Tuesday, 27 August 2024 9:44:04 PM

---

Submitted on Tue, 27/08/2024 - 21:43

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Christine

### **Last name**

Diamond

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

2065

### **Please provide your view on the project**

I object to it

### **Submission**

Main objection 1 is in regard to the proposed building on the corner of the Pacific Highway and Hume Street Wollstonecraft. 398 Pacific Highway.

My understanding is that there is now a proposal to raise the height of this building from the original DA of 24 stories to 31 stories. I object to this height so close to residential buildings. The shadowing from this building will fall on residential properties south of it, impacting the amount of light/ sunlight.

Objection 2 ... the proposed entrance to this building is in Hume Street. Vehicles will not be able to access this entrance from the Pacific Highway as Hume Street has double lines in the centre.

**I agree to the above statement**  
Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 25 August 2024 11:08:52 AM  
**Attachments:** [10-nicholson-st-personal-tod-submission-25aug2024.pdf](#)

---

Submitted on Sun, 25/08/2024 - 11:02

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████████

**Last name**

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

2065

**Please provide your view on the project**

I support it

**Submission file**

██████████ [-personal-tod-submission-25aug2024.pdf](#) (2.33 MB)

### Submission

I am writing to submit my feedback in regards to the Crows Nest TOD Rezoning proposal. I have lived and worked in this area for 45 years. I recognise that my suburb and the surrounding area is undergoing rapid change. I support the intent to increase housing supply. The lack of supply has directly affected my children who have had to leave the city to find housing due to the lack of affordability and availability in Sydney.

The 10 owners within ██████████ have signed an MOU. We are organised, ready and willing to sell to allow redevelopment of the site to house approximately 100 families instead of the current 10.



We are located within 110m of the Metro and with in the TOD accelerated zone. My feedback is in reference to my home, [REDACTED] Wollstonecraft. I am specifically writing to ask the DPHI to review upwards the FSR and height restriction placed on the site of 8-24 Nicholson St. The proposed FSR of 1.6 :1 will also mean the 70-100 dwellings that could be built will not eventuate. I would implore the DPHI to reconsider these site specifications.

Getting 10 owners ready to sell as one collective is not easy to achieve. We are presently cohesive, have actively engaged representation, and are committed legally to sell as a collective. Matters will change if we delay. Ownership changes will surely occur with the passage of time and pushing this out a few years means we are unlikely to be able to come together again as one collective.

This is a wasted opportunity when the purpose of the program is to create well located high density housing near transport hubs. Our site is 3000 sqm of land situated only 110m from the new Metro station, with a collective of residents who are ready and willing to go to market immediately. It would be difficult to find a site that ticks more boxes than this one. Please see attached document for further detail.

Sincerely, [REDACTED]

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 28 August 2024 8:54:46 PM

---

Submitted on Wed, 28/08/2024 - 20:54

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

■

### Last name

■

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

■

### Suburb/Town & Postcode

Crows Nest 2065

### Please provide your view on the project

I object to it

### Submission

I object cause:

1. Reduction in well being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress and cladding.
2. Significant reduction in light and introduction in light and afternoon shading for Panorama West facing units.
3. Loss of privacy for west facing units in panorama that will be directly facing into the proposed new dwellings and for al eastern side of new development dwellings.
- 4.Loss of view in 51 west facing units in 220 Pacific Highway.
5. Pedestrian hazards and safety for primary and high school aged student minors from North Sydney Girls High School and Cammeraygal High School.
6. Impediments to parking and access affecting Mater Hospital and MIA existing Sinclair St residents and guests.

7. Traffic Congestion along Sinclair and from Bruce to Pac Hwy Northbound and from Rocklands Rd to Pac Hwy North and Southbound.
8. Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital and the melanoma institute of Australia (MIA) facilities.
9. Impact to tree canopy cover on Sinclair St.
10. Loss of maintaining the integrity of the historic skyline Panorama has offered visible from many areas.
11. Loss of retention of area specific appearance and heritage.
12. Lack of light and shading in all eastern facing units in new dwelling built on the 8 storey sites in Bruce Steet.
13. Impact on existing town services such as sewage, waste, water electrical substations etc

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 7 August 2024 12:09:27 PM

---

Submitted on Wed, 07/08/2024 - 12:09

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Greg

### **Last name**

Spencer

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

St Leonards 2065

### **Please provide your view on the project**

I support it

### **Submission**

Having been a resident of 2065 for over 30 years and also having my office in the same postcode, I could not be more supportive of the concept to significantly increase the height and density of buildings in close proximity to the stations. We have a once in a lifetime opportunity to leverage the enormous amount of investment in the Metro and reduce our carbon footprint by providing residential and commercial space that is close to these stations. In my mind the height of the buildings should be maximised for the entire corridor between the two stations, and as the building foundations on the south side of Pacific Hwy are not impacted by the metro, and also are away from the historical heart of the Crows Nest precinct that area should be rezoned for the maximum density. The plan as presented appears to have the existing commercial building at 460 Pacific Hwy zoned for a very modest medium density height between buildings of significantly greater scale - this does not seem to be in keeping with the ideals we would represent a significant missed opportunity. I urge the department to revisit this and significantly increase the rezoned

height of all the property that is North of Nicolson and Oxley streets.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 17 July 2024 2:53:21 PM

---

Submitted on Wed, 17/07/2024 - 14:53

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

██████████

### **Last name**

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

██

### **Suburb/Town & Postcode**

Denistone

**Please provide your view on the project**

I support it

### **Submission**

Please define 'affordable housing', what is the price range? Who is eligible for this 'affordable housing' and how these 'affordable housing' can be obtained. It is assumed that there is a process to filter eligibility for the 'affordable housing' to be purchased by appropriate income earners (mid), not investors, not developers, and open for wider home owners.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Monday, 19 August 2024 12:36:29 PM

---

Submitted on Mon, 19/08/2024 - 12:36

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████

**Last name**

██████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

2062

**Please provide your view on the project**

I support it

### Submission

I believe the zoning changes to be expanded to the Shirley/ river road boundary. In North Sydney, there have been several precedents where rezoning has been implemented to support growth, enhance amenities, and address traffic concerns. For example, significant rezoning in St Leonards has allowed for the development of new residential and commercial spaces while preserving local heritage, which has improved the suburb's visual appeal and infrastructure. Similar efforts around the new Crows Nest Metro Station have been part of a state-led rezoning initiative, designed to increase housing density and commercial opportunities within close proximity to transport hubs.

These changes, including the rezoning around the Crows Nest Metro, were carefully planned to balance development with the existing neighborhood character, ensuring the suburb remains functional and attractive. Including Shirley in a rezoning plan would follow these successful precedents, ensuring the suburb grows thoughtfully while

managing traffic effectively and enhancing the area's look and feel.

Including Shirley and River Road in the rezoning plan is important for keeping the suburb looking good, making sure it grows in a smart way, and preventing traffic jams.

First, Shirley and River Road are key parts of the suburb that help give it its unique look and feel. By including them in the rezoning plan, we can make sure that any new buildings or changes fit in with the rest of the area, keeping the neighborhood attractive for everyone.

Second, thinking about the future, it's important to plan ahead. If we include these areas in the rezoning plan, we can control how the suburb grows, making sure it stays a nice place to live for a long time. This helps prevent any random or poorly planned developments that could hurt the neighborhood's character.

Finally, traffic is a big concern. Shirley and River Road are main roads in the suburb, and if we plan their future carefully, we can avoid adding more traffic problems. Including them in the rezoning plan will help manage traffic better and keep things running smoothly.

In short, adding Shirley and River Road to the rezoning plan is a smart move that will protect the suburb's appearance, support thoughtful growth, and reduce traffic issues.

**I agree to the above statement**

Yes



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 15 August 2024 11:27:18 PM

---

Submitted on Thu, 15/08/2024 - 23:26

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████████

### Last name

██

### I would like my name and personal contact details to remain confidential

Yes

## Info

### Email

██

### Suburb/Town & Postcode

2065

### Please provide your view on the project

I object to it

### Submission

With St Leonards development around the corner, the area is already getting over populated.

The Crows Nest area is already starting to loose it's sense of community and charm. Having more high rise and super high rise developments will change the area for the worst.

The community and future residents need more sustainable developments rather than these soul-less high rise developments. More areas like parks, child care and community spaces can bring so much more benefits for the suburb.

Yes, the metro brings people to the area but the area doesn't need more high rises around it. This will lead to more traffic, noise, pollution and another issues. There are already case studies in other countries . Learn from them. Why repeat other country's / state's mistakes.

The economical benefits of over developments short term.

I am strongly against the over development of any suburb.

I hope the government will reconsider to come up with a suitable compromise and review the current proposal.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 22 August 2024 9:20:07 AM

---

Submitted on Thu, 22/08/2024 - 09:19

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████████

**Last name**

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

Crows Nest 2065

**Please provide your view on the project**

I support it

**Submission**

Increase the accelerated precinct along falcon st. It is one of the few areas in the north Sydney lga that is not within a heritage conservation area. It is a main roadway where apartment living would be suitable.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 25 August 2024 11:07:52 AM

---

Submitted on Sun, 25/08/2024 - 11:07

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████████

### Last name

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

██

### Suburb/Town & Postcode

Crows Nest 2065

### Please provide your view on the project

I object to it

### Submission

I am a joint owner in a unit at ██████████ and I am objecting to the proposed changes because of the following reasons

- Reduction in well being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress, cladding (NSW ban)
- Significant reduction in light and introduction of afternoon shading for Panorama west facing units
- Loss of privacy for west facing units in Panorama that will be directly facing into proposed new dwellings and for all eastern side of new developments dwellings .

- Loss of views in 51 west facing units in 220 Pacific Highway
- Pedestrian hazard and safety for primary and high school aged student minors from North Sydney Girls HS and Cammeraygal High School
- Impediments to parking and access affecting Mater Hospital and the MIA, existing Sinclair street residents and guests
- Traffic congestion along Sinclair and from Bruce to Pacific Highway Northbound and from Rocklands Road to the Pacific Highway Northbound and Southbound
- Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital And the Melanoma Institute of Australia (MIA) facilities
- Impact to the tree canopy cover on Sinclair street
- Loss of maintaining the integrity of the historic skyline Panorama has offered visible from many areas
- Loss of retention of area specific appearance and heritage
- Lack of light and shading in all eastern facing units in new dwellings built on the 8 store sites in Bruce Street
- Impact on existing town services such as sewage, waste, water, electrical sub stations etc

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Friday, 23 August 2024 8:27:00 AM

---

Submitted on Fri, 23/08/2024 - 08:26

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████

**Last name**

██████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

Crows Nest 2065

**Please provide your view on the project**

I object to it

**Submission**

We live in this area because we like the nearby natural beauty and greenery of the area. It's an already high population density zone. Will add to further commute troubles and choke public infrastructure. Will impact the natural stability of the region very badly. **TOTALLY AGAINST IT!**

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Monday, 26 August 2024 5:01:18 PM

---

Submitted on Mon, 26/08/2024 - 17:01

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

[REDACTED] -

**Suburb/Town & Postcode**

Crows Nest, 2065

**Please provide your view on the project**

I support it

**Submission**

I'm happy to see the bold move in making more residential units planned. As a renter, low unit availability makes me and my family vulnerable to opportunistic behaviors of owners which causes significant amount of stress each time our lease is due for renewal.

Thank you!

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 4 August 2024 10:34:45 PM

---

Submitted on Sun, 04/08/2024 - 22:34

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Carolina

### **Last name**

Camilo

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

2065

### **Please provide your view on the project**

I object to it

### **Submission**

I strongly object to this. It will ruin Crows Nest. Traffic will be worse, places will be overcrowded. No improvement in infrastructure, schools, hospitals, and no greenery. The metro closed a lot of bus lines, it's an absolute mess. Also, so much shade will of the new high rises will lower the temperatures in our neighbourhood.

### **I agree to the above statement**

Yes



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 18 August 2024 3:37:15 PM

---

Submitted on Sun, 18/08/2024 - 11:41

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Ann

### **Last name**

Thomas

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Wollstonecraft 2065

### **Please provide your view on the project**

I object to it

### **Submission**

I would like to add my comments to the proposed rezoning changes in Crows Nest/Wollstonecraft near the new Metro station at Crows Nest. I am the [REDACTED] [REDACTED] which is also known as [REDACTED]. From the planning documents provided it appears that the allowed height of buildings across the road in Nicholson Street are to be increased but not on my side of the street. I am very supportive of the increase in density and the provision of extra housing close to the new Metro stations. As such I believe it is a lost opportunity to not also increase the height restrictions on the other side of Nicholson Street as well to allow the development of more housing. Nicholson Street is extremely close to the Metro Station and already has taller buildings in the nearby Lamont and Hume Streets so taller buildings on both sides of Nicholson Street will not be out of character for the area. Although I love my apartment which is in a small block of eight and has a perfect position I feel it would be selfish to object to the development in the area and I in fact understand and encourage it. I have two adult

children who live on the North Shore of Sydney which is where their work is located. They have worked hard to put themselves through university and have partners who have done the same. Even with the hard work and dedication to saving money they are unable to purchase their own home and are dealing with ever increasing rents. I feel that if we do not build more housing our young professionals will have to leave Sydney as they are being priced out. Many of their friends have moved to Newcastle or Wollongong for more affordable living. I support the proposed rezoning plans however feel they need to go further than the current plans. We need to take the opportunity now to extend further into the radius of the Crows Nest Metro Station. The Metro is an absolutely fantastic addition to the area and the more people who can take advantage of it the better.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 15 August 2024 9:59:31 AM

---

Submitted on Thu, 15/08/2024 - 09:59

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Judy

### **Last name**

Smith

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

2063

### **Please provide your view on the project**

I object to it

### **Submission**

I am writing to strongly oppose the proposed rezoning of land in Nicholas and Sinclair Streets as part of the Crows Nest Transport-Oriented Development. As an investor with a vested interest in preserving the heritage and character of this community, particularly in the Crows Nest and Wollstonecraft areas, I am deeply concerned about the detrimental effects this rezoning will have on the village-like atmosphere and the broader heritage conservation area.

Crows Nest and Wollstonecraft have always maintained a unique charm that is cherished by residents and visitors alike. This rezoning, proposing R3 and R4 high-density zoning, threatens to destroy the very essence of these communities. The character of the area will be irrevocably altered by the introduction of medium to high-density developments, which are wholly inappropriate in such close proximity to heritage buildings, including those in Sinclair Street (7-17 Sinclair Street, Wollstonecraft). These heritage buildings form the

backbone of the community's identity, and high-density developments will undermine their integrity.

The proposal to increase building heights to as much as 8 stories is particularly alarming. These towering structures would cast shadows over nearby homes, and drastically reduce solar access and privacy. As an investor who has worked tirelessly to secure property in this area, I am alarmed by the significant financial loss this rezoning would inflict. The value of property, like mine, in Crows Nest and Wollstonecraft would plummet, putting homeowners in a precarious situation.

It is important to emphasise that while I understand the need for increased housing in Sydney, Crows Nest village and Wollstonecraft are not the appropriate locations for such high-density development, this was always intended for St Leonards, where the existing infrastructure and topography are better suited to accommodate the increased population. Crows Nest and Wollstonecraft, on the other hand, were designed to remain lower-density precincts. The scale of development proposed for Nicholas and Sinclair Streets is simply out of step with the community's expectations and is an overreach that would overwhelm local resources and services.

The current infrastructure is already strained. Roads, schools, parks, and hospitals are barely coping with existing demand. The rezoning plan fails to provide adequate solutions to address the pressure that will be placed on these essential services. Open spaces are already limited, and the proposed development does nothing to improve this situation. Without more green space and tree coverage, the livability of the area will be further compromised.

Additionally, the impact on local traffic has been grossly underestimated. The delayed opening of the Metro, which was initially touted as a solution to congestion, has undermined public trust in the government's ability to manage this project effectively. In the meantime, increased traffic from high-density developments will exacerbate an already congested area, further diminishing the quality of life for residents in both Crows Nest and Wollstonecraft.

One glaring omission in this proposal is the lack of consideration given to local utilities. There has been no study to assess the ability of water, sewerage, electricity, and waste management systems to cope with the increased population density. This is a critical oversight that must be addressed before any rezoning decisions are made.

In conclusion, I urge the state government to reconsider the proposed rezoning of Nicholas and Sinclair Streets. The heritage and character of Crows Nest and Wollstonecraft must be preserved, and any future development should be planned thoughtfully to ensure it aligns with the needs of the community, while also addressing the housing shortage in a balanced manner.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Monday, 12 August 2024 9:01:05 PM

---

Submitted on Mon, 12/08/2024 - 21:00

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

■

**Last name**

■

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

■

**Suburb/Town & Postcode**

2065

**Please provide your view on the project**

I object to it

### Submission

You must include St Leonards South:

1. It is in walking distance to major transport hubs like station, buses & main arterial road
2. Close distance to RNSH, Mater Hospital, supermarket, TAFE, medical service, city etc
3. Access to Gore Hill oval with 4.4 hectares of open green space
4. Other TODS have capacity to provide thousand of housing targets e.g. Homebush have target of 16,100 compare to crows nest 3255. St Leonards South is in a much better location & capacity to support more housing in this precinct and have way better public transport & closer to city to support a much larger population than Homebush.
5. Residents in St Leonards South support state led rezoning of this area!!!
6. More affordable housing especially in such a popular location especially with Sydney house prices being so high. Australian citizens support creation of affordable housing!!!

**I agree to the above statement**

Yes



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Tuesday, 16 July 2024 4:02:58 PM

---

Submitted on Tue, 16/07/2024 - 16:02

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

██████████

### **Last name**

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

██

### **Suburb/Town & Postcode**

Lane Cove 2066

**Please provide your view on the project**

I support it

### **Submission**

I would like to strongly support the general policy of increasing FSR, height around the Crows Nest metro TOD precinct. I do however believe the study area should be expanded to include the area south of Crows Nest metro between Pacific Highway and River Rd as these areas are well within 400m distance to the new station.

I would also like to draw attention to the feasibility of sites on Sinclair St, Nicholson St and Hume St, south of the Pacific Highway. At the newly proposed 2:1 FSR, even with affordable housing incentives, most of those consolidated sites economically would not be viable as the prices paid by current residents in past sales transactions are higher or at least already in line with what a developer would pay to acquire these sites based on the maximum possible GFA.

**I agree to the above statement**

Yes





**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 25 August 2024 9:33:32 PM

---

Submitted on Sun, 25/08/2024 - 21:33

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Paul

### **Last name**

Roach

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

St Leonards

### **Please provide your view on the project**

I object to it

### **Submission**

I am opposed to the planned rezoning affecting many owners in the St Leonards and Crows Nest Area.

220 Pacific Hwy will be of particular impact to many residents who are paying for significant rectification works on defects, water ingress, cladding (NSW ban).

The construction of 8 storey buildings in Bruce St will result in a significant reduction in light and introduction of afternoon shading for Panorama west facing units, result in loss of privacy for west facing units in Panorama and result in loss of views in 51 west facing units in 220 Pacific Highway

There will be community impacts including pedestrian hazards and safety concerns for primary and high school aged student minors from North Sydney Girls HS and Cammeraygal High School, impediments to parking and access affecting Mater Hospital and the MIA and traffic congestion along Sinclair and from Bruce to Pacific Highway Northbound and from Rocklands Road to the Pacific Highway Northbound and

Southbound.

Panorama residents will be impacted by increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital And the Melanoma Institute of Australia (MIA) facilities  
There will be an impact to the tree canopy cover on Sinclair street.

I urge that the building heights recommended in the Crows Nest St Leonards 2036 plan be maintained, and not increased as is proposed.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 1:48:50 PM

---

Submitted on Thu, 29/08/2024 - 13:48

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am making a personal submission

**Name**

**First name**

[REDACTED]

**Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

**Info**

**Email**

[REDACTED]

**Suburb/Town & Postcode**

Crows Nest NSW 2065

**Please provide your view on the project**

I object to it

**Submission**

Crows Nest TOD Submission

We, [REDACTED] Crows Nest strongly object to the Crows Nest Transport Orientated Development Rezoning proposal as we believe it goes well beyond the North Sydney Council local planning requirements, and if approved would have a detrimental effect on all existing residents in the area.

Reasons:

Excessive density as evident in the proposed built form. ...

Lack of information on total floor space, and populations employment and residents

Lack of open space commensurate with population.

Negative impact on the amenity of the neighbourhood.

The change from human scale streets to windswept streets as evident in the existing development

Impact on residents of 220 Pacific Highway

Reduction in well-being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress, cladding (NSW ban)

Significant reduction in light and introduction of afternoon shading for Panorama west facing units

Loss of privacy for west facing units in Panorama directly facing into proposed new dwellings

Loss of privacy for all eastern facing units in new developments dwellings.

Loss of views for 47-51 west facing units in 220 Pacific Highway

Lack of light and shading in units of new dwellings built on the 8 storey sites in Bruce Street

Issues for Precinct

Pedestrian hazard and safety for primary and high school aged student minors from North Sydney Girls HS and Cammeraygal High School

Impediments to parking and access affecting Mater Hospital and the MIA, existing Sinclair Street residents and guests

Traffic congestion along Sinclair, from Bruce St to Pacific Highway Northbound and from Rocklands Road to the Pacific Highway Northbound and Southbound

Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital and the Melanoma Institute of Australia (MIA) facilities

Loss of the tree canopy on Sinclair Street

Failure to provide 2.83 hectares of open space per 1000 population which is an established benchmark that should apply to St. Leonards and Crows Nest

Loss of maintaining the integrity of the historic skyline Panorama historically visible from many areas

Negative impact on adjacent local character and heritage because of the scale of the proposal

Impact on existing town services such as sewage, waste, water, electrical sub stations etc

16. There should be no additional density (FSR) for site 238-242 Pacific Highway, 1 Bruce Street Crows Nest and 1 Bruce Street, given the excessive density in the precinct. The pocket park can be delivered through a Voluntary Planning Agreement (VPA) from the development sites.

Background

220 Pacific Highway Crow's Nest. (Panorama Residences)

Class 2; 17 story high rise; refurbished hotel; developer Barana Group & builder Probuild Corp (liquidated 2022)

160 units; occupied 2013 as Strata; situated behind residences at 19-41 Sinclair Street; 82 units west facing; 51 units on floors 1-7

Panorama Residences have suffered from two unexpected and uncontrollable events:

-Collapse of the builder, Probuild, leaving a massive liability for unresolved defects

-NSW retroactive ban on cladding and requirement for replacement

Probuild liquidation left unaddressed construction defects; 2019 investigations identified non-compliant external. Current OC remediation costs for defects, water damage and cladding are being borne by all unit owners via special levies to-date of \$5.5million

The owners are, in effect, continuing the purchase of their units while facing property value losses due to the Crows Nest Transport Orientated Development Rezoning proposal in terms of the loss of amenity of the precinct and in terms of the direct impact on harbour views and outlook resulting from the proposals for Sinclair Street. The rezoning proposal goes well beyond the North Sydney Councils, local planning requirements, and if approved would have a detrimental impact on the quality of life for all existing residents in the area

and will have a negative impact on the value of apartments in the area

#### Issues

The proposal overrides and exceeds the LEP controls of North Sydney, Lane Cove, and Willoughby Councils.

The current proposed development of the NSW State Government does not adequately consider liveability. The actual mass and form of development in such a small area is a false interpretation of a TOD and does not enable reasonable amenity for either existing residents or proposed residents. There is inadequate separation of buildings, lack of green space, tree canopy, deep soil and walkable streets. There is insufficient recreation facilities and services.

The existing Townhouses on Sinclair Street are located at a lower level than Pacific Highway, therefore the majority of the apartments in 220 Pacific Highway currently have district views.

The rezoning and proposal to allow 8 storey development of the Townhouse site will result in the loss of harbour and district views for 50% of western facing units in Panorama. It will result in a substantial number of apartments losing their outlook, with a detrimental effect on property values.

Additionally, if the eastern side of Sinclair semi-detached dwellings (25-35) are redeveloped into a high-rise sites, they will obstruct additional views, and therefore more apartments in Panorama Residences and adjoining highway residences will be adversely impacted.

Sinclair Street is at the very boundary of the proposed rezoning and therefore at the furthest point from stations, would have significant view affection if rezoning of that street is approved, and would significantly alter the character of Sinclair Street and the existing tree canopy. There is an imbalance in Crow's Nest. At the proposed density the built form is unsustainable and the actual and perceived density excessive.

Sinclair Street already has higher density housing forms in the form of townhouses and should not be rezoned but be retained to contribute to the housing mix and to preserve the existing character of Sinclair Street.

Crows Nest is known as high density 'Bedroom Suburbs'. Best practice residential development should be located away from major traffic arteries, on a complex fine grain street network with a diverse mix of uses, walkable and adequate open space. The lack of accessible open space will reduce the potential range of demographics that can live in the towers.

Much of Sydney's open space is in the gullies, the transport is on the ridges. Locating excessive densities around transport nodes does not reflect the intent of TODs and will not produce a liveable city.

#### Cumulative & Community Development Impact

The simultaneous approval of multiple developments in North Sydney, Crows Nest, and St Leonards is causing severe congestion, frequent road closures, and prolonged construction disturbances. There appears to be a lack of coordination between Councils and State Government in managing these impacts.

The NSW State Government has not conducted adequate research to assess the adverse

impacts on our community. Despite widespread opposition from residents, the government is prepared to unilaterally impose this proposal, disregarding local sentiment and the potential negative consequences

Given the significant increase in residents in the last 4 years and the majority of proposals planned for the west side of the Pacific Highway pedestrians have not been taken into account. Higher density and walkability are the keystone of TOD development but the proposed building form, overshadowed windswept streets, lack of open space do not comply with the stated priority for pedestrians in 2036 plan.

#### Traffic Congestion & Insufficient Traffic Analysis

The most recent comprehensive vehicular traffic study for the area dates back to 2013, failing to account for current congestion levels

No new developments for the area should be approved by the NSW State Government or Councils until such time as a detailed study is undertaken by the State Government concerning the current vehicular traffic congestion, traffic flows, construction congestion and parking. The Pacific Highway and side streets in this area are currently extremely congested at peak times with insufficient access to and from existing developments.

#### Insufficient green space

Crows Nest is lacking in green space, overall nature, public amenities and recreational precincts, particularly when compared to most of its neighbouring suburbs. Our residents have to live in the area and put up with all the developments approved by the State Government and Councils, with some that go totally against local planning and residents' values and wishes and do not represent best practice higher density development.

#### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Monday, 26 August 2024 8:12:50 PM

---

Submitted on Mon, 26/08/2024 - 20:12

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████████

### Last name

████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

██

### Suburb/Town & Postcode

Crows Nest 2065

**Please provide your view on the project**

I object to it

### Submission

I object because

- 1.Reduction in well being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress and cladding.
2. Significant reduction in light and introduction in light and afternoon shading for Panorama West facing units.
3. Loss of privacy for west facing units in panorama that will be directly facing into the proposed new dwellings and for al eastern side of new development dwellings.
- 4.Loss of view in 51 westfacing units in 220 Pacific Highway.
5. Pedestrian hazards and safety for primary and high school aged student minors from North Sydney Girls HS and Cammeraygal HS.
6. Impediments to parking and access affecting Mater Hospital and MIA existing Sinclair St residents and guests.



7. Traffic Congestion along Sinclair and from Bruce to Pac Hwy Northbound and from Rocklands Rd to Pac Hwy North and Southbound.
8. Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital and the melanoma institute of Australia (MIA) facilities.
9. Impact to tree canopy cover on Sinclair St.
10. Loss of maintaining the integrity of the historic skyline Panorama has offered visible from many areas.
11. Loss of retention of area specific appearance and heritage.
12. Lack of light and shading in all eastern facing units in new dwelling built on the 8 storey sites in Bruce Steet.
13. Impact on existing town services such as sewage, waste, water electrical substations etc

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Saturday, 17 August 2024 3:19:44 PM

---

Submitted on Sat, 17/08/2024 - 15:19

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

██████████

### **Last name**

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

██

### **Suburb/Town & Postcode**

2065

**Please provide your view on the project**

I object to it

### **Submission**

I strongly object to the development of Sinclair Street Crows Nest to R4 zoning as a nearby resident this development will have significant negative impact on my premises and the broader community.

Breaking this down the development will;

Devalue our property and those in our residential building community with substantial loss of views, sunlight, privacy and lack of parking in the area.

Disruption of lifestyle with increased noise with building, nearby residents and rooftop air-conditioning units .

Volume of traffic will create more congestion. Traffic at the Mater intersection is busy as it is as is Falcon and Alexandra streets near Woolworth constantly clogged.

Current infrastructure does not have the capacity to manage this increase in population from schools, to parking, traffic to name a few.

Considering the significant negative impact and the huge loss of value to our properties

one wonders how this is going to be compensated

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 28 August 2024 10:41:19 AM

---

Submitted on Wed, 28/08/2024 - 10:41

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

■

### Last name

■

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

■

### Suburb/Town & Postcode

2065

### Please provide your view on the project

I object to it

### Submission

1. Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital And the Melanoma Institute of Australia (MIA) facilities
2. Significant reduction in light and introduction of afternoon shading for Panorama west facing units
3. Traffic congestion along Sinclair, from Bruce Street to Pacific Highway Northbound, from Rocklands Road to the Pacific Highway Northbound and Southbound , down Rocklands to the Willoughby area

**I agree to the above statement**

Yes



Lack of open space commensurate with population.  
Negative impact on the amenity of the neighbourhood.  
The change from human scale streets to windswept streets as evident in the existing development  
Impact on residents of 220 Pacific Highway  
Reduction in well-being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress, cladding (NSW ban)  
Significant reduction in light and introduction of afternoon shading for Panorama west facing units  
Loss of privacy for west facing units in Panorama directly facing into proposed new dwellings  
Loss of privacy for all eastern facing units in new developments dwellings.  
Loss of views for 47-51 west facing units in 220 Pacific Highway  
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Negative impact on adjacent local character and heritage because of the scale of the proposal  
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## Background

220 Pacific Highway Crow's Nest. (Panorama Residences)

Class 2; 17 story high rise; refurbished hotel; developer Barana Group & builder Probuild Corp (liquidated 2022)

160 units; occupied 2013 as Strata; situated behind residences at 19-41 Sinclair Street; 82 units west facing; 51 units on floors 1-7

Panorama Residences have suffered from two unexpected and uncontrollable events:

- Collapse of the builder, Probuild, leaving a massive liability for unresolved defects
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Probuild liquidation left unaddressed construction defects; 2019 investigations identified non-compliant external. Current OC remediation costs for defects, water damage and cladding are being borne by all unit owners via special levies to-date of \$5.5million

The owners are, in effect, continuing the purchase of their units while facing property value losses due to the Crows Nest Transport Orientated Development Rezoning proposal

in terms of the loss of amenity of the precinct and in terms of the direct impact on harbour views and outlook resulting from the proposals for Sinclair Street. The rezoning proposal goes well beyond the North Sydney Councils, local planning requirements, and if approved would have a detrimental impact on the quality of life for all existing residents in the area and will have a negative impact on the value of apartments in the area

#### Issues

The proposal overrides and exceeds the LEP controls of North Sydney, Lane Cove, and Willoughby Councils.

The current proposed development of the NSW State Government does not adequately consider liveability. The actual mass and form of development in such a small area is a false interpretation of a TOD and does not enable reasonable amenity for either existing residents or proposed residents. There is inadequate separation of buildings, lack of green space, tree canopy, deep soil and walkable streets. There is insufficient recreation facilities and services.

The existing Townhouses on Sinclair Street are located at a lower level than Pacific Highway, therefore the majority of the apartments in 220 Pacific Highway currently have district views.

The rezoning and proposal to allow 8 storey development of the Townhouse site will result in the loss of harbour and district views for 50% of western facing units in Panorama. It will result in a substantial number of apartments losing their outlook, with a detrimental effect on property values.

Additionally, if the eastern side of Sinclair semi-detached dwellings (25-35) are redeveloped into a high-rise sites, they will obstruct additional views, and therefore more apartments in Panorama Residences and adjoining highway residences will be adversely impacted.

Sinclair Street is at the very boundary of the proposed rezoning and therefore at the furthest point from stations, would have significant view affection if rezoning of that street is approved, and would significantly alter the character of Sinclair Street and the existing tree canopy. There is an imbalance in Crow's Nest. At the proposed density the built form is unsustainable and the actual and perceived density excessive.

Sinclair Street already has higher density housing forms in the form of townhouses and should not be rezoned but be retained to contribute to the housing mix and to preserve the existing character of Sinclair Street.

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Much of Sydney's open space is in the gullies, the transport is on the ridges. Locating excessive densities around transport nodes does not reflect the intent of TODs and will not produce a liveable city.

#### Cumulative & Community Development Impact

The simultaneous approval of multiple developments in North Sydney, Crows Nest, and St Leonards is causing severe congestion, frequent road closures, and prolonged construction



disturbances. There appears to be a lack of coordination between Councils and State Government in managing these impacts.

The NSW State Government has not conducted adequate research to assess the adverse impacts on our community. Despite widespread opposition from residents, the government is prepared to unilaterally impose this proposal, disregarding local sentiment and the potential negative consequences

Given the significant increase in residents in the last 4 years and the majority of proposals planned for the west side of the Pacific Highway pedestrians have not been taken into account. Higher density and walkability are the keystone of TOD development but the proposed building form, overshadowed windswept streets, lack of open space do not comply with the stated priority for pedestrians in 2036 plan.

#### Traffic Congestion & Insufficient Traffic Analysis

The most recent comprehensive vehicular traffic study for the area dates back to 2013, failing to account for current congestion levels

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#### Insufficient green space

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#### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 1:59:52 PM

---

Submitted on Thu, 29/08/2024 - 13:59

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

[REDACTED]

### Last name

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

[REDACTED]

### Suburb/Town & Postcode

Crows Nest NSW 2065

**Please provide your view on the project**

I object to it

### Submission

Crows Nest TOD Submission

We, [REDACTED] Crows Nest strongly object to the Crows Nest Transport Orientated Development Rezoning proposal as we believe it goes well beyond the North Sydney Council local planning requirements, and if approved would have a detrimental effect on all existing residents in the area.

Reasons:

Excessive density as evident in the proposed built form. ...

Lack of information on total floor space, and populations employment and residents

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#### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 2:01:46 PM

---

Submitted on Thu, 29/08/2024 - 14:01

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

[REDACTED]

### **Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Crows Nest NSW 2065

### **Please provide your view on the project**

I object to it

### **Submission**

Crows Nest TOD Submission

We, [REDACTED] Crows Nest strongly object to the Crows Nest Transport Orientated Development Rezoning proposal as we believe it goes well beyond the North Sydney Council local planning requirements, and if approved would have a detrimental effect on all existing residents in the area.

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**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Monday, 26 August 2024 10:29:23 PM

---

Submitted on Mon, 26/08/2024 - 22:28

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Lesley

### **Last name**

Forrest

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Crows Nest, 2065

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I object to it

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10. Significant impact to the tree canopy cover on Sinclair street.

11. Loss of maintaining the integrity of the historic skyline Panorama has offered visible from many areas.

12. Loss of retention of area specific appearance and heritage.

13. Impact on existing town services such as sewage, waste, water, electrical sub stations etc.

14. Lack of attention to setback and separation.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 2:02:41 PM

---

Submitted on Thu, 29/08/2024 - 14:02

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

[REDACTED]

### **Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Crows Nest NSW 2065

### **Please provide your view on the project**

I object to it

### **Submission**

Crows Nest TOD Submission

We, [REDACTED] Crows Nest strongly object to the Crows Nest Transport Orientated Development Rezoning proposal as we believe it goes well beyond the North Sydney Council local planning requirements, and if approved would have a detrimental effect on all existing residents in the area.

Reasons:

Excessive density as evident in the proposed built form. ...

Lack of information on total floor space, and populations employment and residents

Lack of open space commensurate with population.

Negative impact on the amenity of the neighbourhood.

The change from human scale streets to windswept streets as evident in the existing development



Impact on residents of 220 Pacific Highway

Reduction in well-being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress, cladding (NSW ban)

Significant reduction in light and introduction of afternoon shading for Panorama west facing units

Loss of privacy for west facing units in Panorama directly facing into proposed new dwellings

Loss of privacy for all eastern facing units in new developments dwellings.

Loss of views for 47-51 west facing units in 220 Pacific Highway

Lack of light and shading in units of new dwellings built on the 8 storey sites in Bruce Street

Issues for Precinct

Pedestrian hazard and safety for primary and high school aged student minors from North Sydney Girls HS and Cammeraygal High School

Impediments to parking and access affecting Mater Hospital and the MIA, existing Sinclair Street residents and guests

Traffic congestion along Sinclair, from Bruce St to Pacific Highway Northbound and from Rocklands Road to the Pacific Highway Northbound and Southbound

Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital and the Melanoma Institute of Australia (MIA) facilities

Loss of the tree canopy on Sinclair Street

Failure to provide 2.83 hectares of open space per 1000 population which is an established benchmark that should apply to St. Leonards and Crows Nest

Loss of maintaining the integrity of the historic skyline Panorama historically visible from many areas

Negative impact on adjacent local character and heritage because of the scale of the proposal

Impact on existing town services such as sewage, waste, water, electrical sub stations etc

16. There should be no additional density (FSR) for site 238-242 Pacific Highway, 1 Bruce Street Crows Nest and 1 Bruce Street, given the excessive density in the precinct. The pocket park can be delivered through a Voluntary Planning Agreement (VPA) from the development sites.

Background

220 Pacific Highway Crow's Nest. (Panorama Residences)

Class 2; 17 story high rise; refurbished hotel; developer Barana Group & builder Probuild Corp (liquidated 2022)

160 units; occupied 2013 as Strata; situated behind residences at 19-41 Sinclair Street; 82 units west facing; 51 units on floors 1-7

Panorama Residences have suffered from two unexpected and uncontrollable events:

-Collapse of the builder, Probuild, leaving a massive liability for unresolved defects

-NSW retroactive ban on cladding and requirement for replacement

Probuild liquidation left unaddressed construction defects; 2019 investigations identified non-compliant external. Current OC remediation costs for defects, water damage and cladding are being borne by all unit owners via special levies to-date of \$5.5million

The owners are, in effect, continuing the purchase of their units while facing property value losses due to the Crows Nest Transport Orientated Development Rezoning proposal in terms of the loss of amenity of the precinct and in terms of the direct impact on harbour views and outlook resulting from the proposals for Sinclair Street. The rezoning proposal goes well beyond the North Sydney Councils, local planning requirements, and if approved would have a detrimental impact on the quality of life for all existing residents in the area

and will have a negative impact on the value of apartments in the area

#### Issues

The proposal overrides and exceeds the LEP controls of North Sydney, Lane Cove, and Willoughby Councils.

The current proposed development of the NSW State Government does not adequately consider liveability. The actual mass and form of development in such a small area is a false interpretation of a TOD and does not enable reasonable amenity for either existing residents or proposed residents. There is inadequate separation of buildings, lack of green space, tree canopy, deep soil and walkable streets. There is insufficient recreation facilities and services.

The existing Townhouses on Sinclair Street are located at a lower level than Pacific Highway, therefore the majority of the apartments in 220 Pacific Highway currently have district views.

The rezoning and proposal to allow 8 storey development of the Townhouse site will result in the loss of harbour and district views for 50% of western facing units in Panorama. It will result in a substantial number of apartments losing their outlook, with a detrimental effect on property values.

Additionally, if the eastern side of Sinclair semi-detached dwellings (25-35) are redeveloped into a high-rise sites, they will obstruct additional views, and therefore more apartments in Panorama Residences and adjoining highway residences will be adversely impacted.

Sinclair Street is at the very boundary of the proposed rezoning and therefore at the furthest point from stations, would have significant view affection if rezoning of that street is approved, and would significantly alter the character of Sinclair Street and the existing tree canopy. There is an imbalance in Crow's Nest. At the proposed density the built form is unsustainable and the actual and perceived density excessive.

Sinclair Street already has higher density housing forms in the form of townhouses and should not be rezoned but be retained to contribute to the housing mix and to preserve the existing character of Sinclair Street.

Crows Nest is known as high density 'Bedroom Suburbs'. Best practice residential development should be located away from major traffic arteries, on a complex fine grain street network with a diverse mix of uses, walkable and adequate open space. The lack of accessible open space will reduce the potential range of demographics that can live in the towers.

Much of Sydney's open space is in the gullies, the transport is on the ridges. Locating excessive densities around transport nodes does not reflect the intent of TODs and will not produce a liveable city.

#### Cumulative & Community Development Impact

The simultaneous approval of multiple developments in North Sydney, Crows Nest, and St Leonards is causing severe congestion, frequent road closures, and prolonged construction disturbances. There appears to be a lack of coordination between Councils and State Government in managing these impacts.

The NSW State Government has not conducted adequate research to assess the adverse

impacts on our community. Despite widespread opposition from residents, the government is prepared to unilaterally impose this proposal, disregarding local sentiment and the potential negative consequences

Given the significant increase in residents in the last 4 years and the majority of proposals planned for the west side of the Pacific Highway pedestrians have not been taken into account. Higher density and walkability are the keystone of TOD development but the proposed building form, overshadowed windswept streets, lack of open space do not comply with the stated priority for pedestrians in 2036 plan.

#### Traffic Congestion & Insufficient Traffic Analysis

The most recent comprehensive vehicular traffic study for the area dates back to 2013, failing to account for current congestion levels

No new developments for the area should be approved by the NSW State Government or Councils until such time as a detailed study is undertaken by the State Government concerning the current vehicular traffic congestion, traffic flows, construction congestion and parking. The Pacific Highway and side streets in this area are currently extremely congested at peak times with insufficient access to and from existing developments.

#### Insufficient green space

Crows Nest is lacking in green space, overall nature, public amenities and recreational precincts, particularly when compared to most of its neighbouring suburbs. Our residents have to live in the area and put up with all the developments approved by the State Government and Councils, with some that go totally against local planning and residents' values and wishes and do not represent best practice higher density development.

#### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 29 August 2024 2:03:02 PM

---

Submitted on Thu, 29/08/2024 - 14:02

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Nick

### **Last name**

Liu

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Crows Nest

### **Please provide your view on the project**

I object to it

### **Submission**

To leave 126 Shirley Rd Wollstonecraft for future development is out of step of the Crows Nest TOD now, it look extremely ugly and totally irrelevant

### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 8 August 2024 1:02:03 PM

---

Submitted on Thu, 08/08/2024 - 13:01

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

[REDACTED]

### Last name

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

[REDACTED]

### Suburb/Town & Postcode

Artarmon

### Please provide your view on the project

I object to it

### Submission

I object to some of it, specifically the 62 story building on the site near Royal North Shore. I understand the need for housing but is that high on that location really required?

PARKING - parking is bad enough at the hospital, with this many (addition 440+ units) additional people in the area, will it be able to cope. Surely the health system should be a priority?

HEALTH SYSTEM - is already overrun, would this land be better used for a health hub closer to the station and highway? This would divert some people away from the main, overcrowded hospital.

OPEN SPACE - did we learn nothing in the pandemic - open space was key for people living in apartments, the development of St Leonards is crying out for green space. A

much smaller footprint of a building and a greenspace included would be an asset to the Government.

SCHOOLS AND EDUCATION - where are children that invariably come with an apartment build, expected to go to school in this area?

ROAD ACCESS - will the already area be able to cope with such a bulky building.

To reiterate - it's the bulk, scale and usage of this building that needs to be considered. IT IS TOO BIG.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 7 August 2024 1:44:14 PM

---

Submitted on Wed, 07/08/2024 - 13:44

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

■ —

### Last name

■

### I would like my name and personal contact details to remain confidential

Yes

## Info

### Email

■

### Suburb/Town & Postcode

Adamstown

### Please provide your view on the project

I object to it

### Submission

I object to the range of 9-15% affordable housing being included as part of the rezoning. Affordable housing should be as close to 15% as possible, as previously indicated by the NSW Government. The community will only welcome density when it delivers affordable housing.

This level of affordable housing should not impact the viability of projects. Given the land is not rezoned yet, costs to developers associated with delivering affordable housing can be factored in to the price they purchase land. Developers just need clear requirements regarding affordable housing to ensure projects can be delivered economically.

### I agree to the above statement

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 14 August 2024 10:24:28 AM

---

Submitted on Wed, 14/08/2024 - 10:24

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

[REDACTED]

### **Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

St Leonards 2065

**Please provide your view on the project**

I am just providing comments

### **Submission**

At a community briefing last week I was told that Solar Access controls apply to residential homes and not units. If this is the case I believe that they should be extended to apply to existing residential units.

Additionally, p37 of the plan refers to a "transition in height, bulk, and scale stepping down from the highway". I agree this is important, but suggest to support maintaining as much solar access as possible that the step down should also be from the south side to north side of the highway, such that buildings on the southern side of the highway always be taller than those on the northern side.

**I agree to the above statement**

Yes



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Monday, 12 August 2024 8:29:21 PM

---

Submitted on Mon, 12/08/2024 - 20:29

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

[REDACTED]

### **Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

St Leonards

**Please provide your view on the project**

I support it

### **Submission**

It has always made sense for the proposed St Leonard's South development zone to carry through to Greenwich Rd to create a clearly defined corridor and community space. High density zoning to support the health precinct adds further amenity to the area. Shifting practices around car ownership, coupled with a surplus of transport options (train, metro and bus) as well proximity to the city mean traditional concerns around traffic are unlikely to manifest. Case in point, the addition of multiple high rise building to St Leonard's has seen no material increase in traffic density. Let's commit to more accessible housing close to our city. A resounding yes in my backyard.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 18 July 2024 8:12:50 PM

---

Submitted on Thu, 18/07/2024 - 20:12

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████████

### Last name

██████████

### I would like my name and personal contact details to remain confidential

Yes

## Info

### Email

██

### Suburb/Town & Postcode

2065

### Please provide your view on the project

I object to it

### Submission

I object the site 4B RNSH Herbert Street Precinct for the use of school, workers accommodation etc. Firstly, the building should be reserved for medical use purpose due to increase in population after rezoning and also opening of Crows Nest Metro. Secondly, Herbert Street traffic concerns. I'm living on ██████████, in the morning, I can see Herbert Street traffic is very busy during peak hour. Many cars including buses, school buses, company shuttle buses drive from Pacific Highway via Herbert Street to Artarmon / Chatswood / Willoughby. Whenever any car accident happens on Herbert Street, long queue of cars are stuck on the road, and cars from Pacific Highway cannot turn into Herbert Street. Herbert Street is one of the roads leading up to both public and private hospital, if site 4B RNSH Herbert Street Precinct to be used for school, Herbert Street may become school zone which makes morning traffic even worsen and impact/delay people to access into both Public and Private Hospitals.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 15 August 2024 4:27:42 PM

---

Submitted on Thu, 15/08/2024 - 16:27

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████████

### Last name

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

██

### Suburb/Town & Postcode

2065

**Please provide your view on the project**

I object to it

### Submission

I am writing to voice my concerns regarding the many high-rise development applications that have been advised for the St Leonards precinct following the Minns Government announcement for additional housing. Whilst I am not opposed to the attempt to create affordable housing, I am opposed to the height of some of the planned dwellings which are many stories above what was originally scoped for the area and recommended as part of the St Leonards Crows Nest plan 2036.

My concerns are for extended height, in particular, on top of the current Telstra building of 524-542 Pacific Highway, St Leonards. The closeness of the building encroaching on the amenity of The Landmark occupants is of great concern.

Loss of sunlight & shadowing - There will be a major reduction (& some cases total removal) of sunlight. The wind tunnels created are another issue of significant concern for

the amenity of residents and local constituents.

Traffic congestion is already an issue, with the many apartments already exiting via Nicholson Street - which is the ONLY way out of the area. Traffic flows onto Oxley Street and can be banked up at certain times for a wait of over 20minutes. This is hampered by -

1. Oxley street is the only exit out of the area (Christie Street is one way)
2. Oxley street does NOT have a green arrow to turn right onto Pacific Highway. This is needed.
3. Nicholson Street is blocked at Oxley Street by a nature strip. This should be opened up.
4. Coles invites many shoppers as do the many restaurants in St Leonards Square. Parking is available, but the car traffic has not been taken into account.
5. Construction vehicles & lane closures/lollipop people, will have a massive impact on tenants.

Green space - there is a significant lack of green space in the area and these buildings will provide even less. There are many children and dogs needing green space in this area.

Privacy & Amenity - Privacy is paramount and with a building that close and that high, this will have a significant impact. Many of the occupants of The Landmark, and other towers, bought into the building as retirees and made informed decisions after due diligence was done on surrounding buildings in the St Leonards & Crows Nest 2036 plan. Given the now increased building proposed for the area, following State intervention, the amenity - privacy, outlooks, solar access and liveability is brought into question and has resulted in much angst. This is unjust.

We are seeking your support with a reduction in height and the amount of building structures that are to occur in the St Leonards area, particularly those that are not as stated in the 2036 plan.

Thank you.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Friday, 23 August 2024 11:21:18 AM

---

Submitted on Fri, 23/08/2024 - 11:20

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Marcelo

### **Last name**

Vargas

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Crows nest 2065

### **Please provide your view on the project**

I object to it

### **Submission**

To whom it may concern.

I've been living in [REDACTED] for over a year now. I've been paying a lot of money because I enjoyed the view, the natural light, and the small peak to the bay.

But now you are telling me that the reason why I love my apartment is over?

Are you telling me you are going to sell the benefits I've been paying loads of money for less.

I'm sorry I don't think that's fair.

Many people paid a lot of money to have that exact same.

I think there are many places in crows nest where you can build this apartments.

### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 17 July 2024 7:55:14 PM

---

Submitted on Wed, 17/07/2024 - 19:54

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████████

**Last name**

██████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

St Leonards

**Please provide your view on the project**

I am just providing comments

**Submission**

More care needs to be taken to address impact on traffic. South western Oxley St to Pacific Highway intersection is already becoming problematic and traffic is regularly backed up to the length of Nicholson St up to the Landmark building carpark entrance after 5pm.

Would also like to see better connected cycling links throughout the area.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 8 August 2024 2:52:04 PM

---

Submitted on Thu, 08/08/2024 - 14:51

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████████

### Last name

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

██

### Suburb/Town & Postcode

parramatta

**Please provide your view on the project**

I object to it

### Submission

My name ██████████ and I am an ██████████. I am passionate about working in the Parramatta community where I live, and I am also working for ██████████ now.

The rising cost of living has significantly impacted my family, particularly through increased rent. Our rent for a 2-bedroom apartment in Parramatta went from \$600 to \$720 per week at the end of last year. To manage costs, we moved to a smaller unit this year, but moving costs a lot of money and energy. We spent a lot of money and time on packing and buying new furniture. Additionally, childcare fees have also risen. As a result, we have had to reduce the number of days my son attends childcare to save money. Since we are a low income family, the financial burden is significant for both of us. My husband has to work longer hours to earn enough money, while I have to spend more time taking care of our son due to reduced childcare availability. Physically, we are more exhausted than we used to



be. Psychologically, we are both experiencing increased anxiety compared to the past.

I am seeking a place with reliable transportation to facilitate sending my son to school, and we also need more affordable housing. For instance, it is proposed that all new residential developments within this area contribute 9-15 percent towards affordable housing. I believe the maximum contribution of 15 percent is necessary. Additionally, I support affordable housing being regulated by not-for-profit organizations and being held in perpetuity. Therefore, I object to the project as it currently stands.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 28 August 2024 8:58:01 PM

---

Submitted on Wed, 28/08/2024 - 20:57

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Samer

### **Last name**

Talebi pichahi

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Crows nest

### **Please provide your view on the project**

I object to it

### **Submission**

To leave 126 Shirley Rd Wollatonecraft for future development is out of step of the Crows Nest TOD now, it would look extremely ugly and irrelevant

### **I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 1 August 2024 9:08:31 PM

---

Submitted on Thu, 01/08/2024 - 21:08

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

■

**Last name**

■

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

■ .

**Suburb/Town & Postcode**

2065

**Please provide your view on the project**

I object to it

**Submission**

Object

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 22 August 2024 8:59:23 PM

---

Submitted on Thu, 22/08/2024 - 20:59

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

[REDACTED]

### Last name

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## Info

### Email

[REDACTED]

### Suburb/Town & Postcode

2008

**Please provide your view on the project**

I support it

### Submission

Clearly there is a shortage of diverse and affordable homes in well-located areas, close to where people live and work, and close to transport and other amenities. This precinct is a wonderful opportunity to build more such homes. We should be as ambitious as possible, going even further than this plan envisages with more housing. Don't let the vocal older home owning crowd deter you from doing this, all the future residents who need these homes don't always comment in consultations like this. Some may not have even been born yet. I strongly support the TOD program

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 22 August 2024 1:53:19 PM

---

Submitted on Thu, 22/08/2024 - 13:53

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

████

### Last name

██████

### I would like my name and personal contact details to remain confidential

Yes

## Info

### Email

██

### Suburb/Town & Postcode

Crows Nest 2065

### Please provide your view on the project

I object to it

### Submission

The plans do not adequately address the following issues:

1. Lack of parklands. Green space is important. Recent development has increased population density and there has not been consideration for greenspace in the area. Playgrounds have been created, which is welcomed, but there needs to be parks where children can kick balls, have birthday parties and picnics and simply run around on grass. There needs to be zoning for greenspace, not more development (or at least a combination - We need the equivalent of another St Leonard's Park at least).
2. Lack of consideration for community services. Some of these older developments hold drama classes, dance schools, language tutoring, arts and craft clubs. They are being moved on for additional housing and are then subsequently priced out of the newer buildings or as an alternative, the required cost increase to cover increased expenses for

these associations make the classes untenable for parents to continue to provide these additional activities for children. Alternatively, they are being moved into an industrial estate without adequate transport links (and because of the limited ability for newer housing options to hold car spaces, means getting to these activities are unmanageable). Also relevant is the fiasco of the North Sydney Pool - Without adequate public pools in the area, where are our children learning to swim? the Increase in local population requires more funding and prioritisation for these infrastructure projects

3. The wind tunnels that these high-rise buildings create. Already in St Leonard's this is an issue. Without adequate parklands and greenspace to break this up, dense high-rise development increases these wind tunnels and creates various hazards (i have seen tables and chairs slide out of cafe's onto the highway disrupting traffic and the unpleasant experience of sitting in said cafes impacts those businesses).

4. Impact on Transport infrastructure. While the Metro has been introduced, during peak hour, the metro trains have been been packed resulting in the need for Crows Nest residents to wait for the next train, or the one after that. Further, the lack of bus options into the city means there are not other alternatives to get to work. Further, the lack of buses into the city also leaves a pocket of Crows Nest/North Sydney areas underserved by public transport (Transport NSW suggests for me to get to Wynyard tat i should get a bus to Neutral Bay and change busses to come back into Wynyard, or walk 1.4km to North Sydney train station and get the train - Almost doubling our journey from previous commute times). Additional density only impacts this further.

5. Schools. While there are a lot of schools in the area, most of them are private/catholic. The public schools have limited space and inadequate areas for children to run around and play. These schools are already at capacity and additional density with a rezone would require significant investment into public educational infrastructure (including after school care offerings).

6. Current and recent developments (including the metro) has caused getting around Crows Nest to become hazardous. The closure of footpaths, the uneven grounds destroying footwear, grazing knees and causing many ankles to be rolled. While this do not necessarily form the basis of rejecting the rezoning per say, it highlights the lack of project management and the need for better oversight to ensure adequate safety measures being implemented to ensure our community can easily access local businesses and services.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 28 July 2024 8:45:46 PM

---

Submitted on Sun, 28/07/2024 - 20:45

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████████

**Last name**

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

2065

**Please provide your view on the project**

I support it

### Submission

Has there been any provisions or considerations for allowing or instructing some of the new proposed developments to include in their uptake public amenities, such as pools , indoor basketball, futsal , tennis or even public training grounds . For instance under the proposed zoning changes, if a site can go up to 15 floors , one floor should be devoted to providing these public amenities which would be controlled by Council. We have an extreme , extreme, extreme shortage of theses amenities in Crows Nest and North Shore Area. .

To be clear these amenities would be accessible to all public residents, wishing to use or hire.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Sunday, 25 August 2024 8:23:49 PM

---

Submitted on Sun, 25/08/2024 - 20:23

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

██████████

### **Last name**

██████████

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

██

### **Suburb/Town & Postcode**

Crows Nest & 2065

**Please provide your view on the project**

I object to it

### **Submission**

Loss of privacy of west facing units in Panorama building. Significant reduction in light for said residents. Impediments to parking affecting Mater Hospital patients + existing Sinclair street residents. Massive increase in Traffic & potential congestion along Sinclair street, Bruce street & rocklands road. Impact on current traffic costing services in the area including (but not limited to) sewage, waste, & water.

**I agree to the above statement**

Yes



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Tuesday, 27 August 2024 6:48:34 PM

---

Submitted on Tue, 27/08/2024 - 18:48

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

Hahn

### **Last name**

Wang

### **I would like my name and personal contact details to remain confidential**

No

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Crows Nest 2065

### **Please provide your view on the project**

I object to it

### **Submission**

1. Reduction in amenities and well being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works for defects, water ingress, retrospective cladding (NSW ban)
2. Significant reduction in light and introduction of afternoon shading for Panorama west facing units
3. Loss of privacy for west facing units in Panorama directly facing into proposed new dwellings .
4. Loss of privacy for all eastern side of new developments dwellings .
5. Loss of views in 47-51 west facing units in 220 Pacific Highway
6. Increased noise and emissions from rooftop services such as ventilation and heating equipment in addition to the current noise levels generated by Mater Hospital And the Melanoma Institute of Australia (MIA) facilities
7. Pedestrian hazard and safety for primary and high school aged student minors from

North Sydney Girls HS and Cammeraygal High School

8. Impediments to parking and access affecting Mater Hospital and the MIA, existing Sinclair street residents and guests

9. Traffic congestion along Sinclair, from Bruce Street to Pacific Highway Northbound, from Rocklands Road to the Pacific Highway Northbound and Southbound, down Rocklands to the Willoughby area

10. Significant impact to the tree canopy cover on Sinclair street

11. Loss of maintaining the integrity of the historic skyline Panorama has offered visible from many areas

12. Loss of retention of area specific appearance and heritage

13. Impact on existing town services such as sewage, waste, water, electrical sub stations etc

14. Lack of attention to setback and separation

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 15 August 2024 11:42:24 AM

---

Submitted on Thu, 15/08/2024 - 11:42

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

[REDACTED]

### Last name

[REDACTED]

### I would like my name and personal contact details to remain confidential

Yes

## Info

### Email

[REDACTED]

### Suburb/Town & Postcode

St Leonards 2065

### Please provide your view on the project

I object to it

### Submission

I write this with the context and background of being raised in a social and affordable housing area, in a social and affordable home. My parents were [REDACTED] who fled their country and made a home for themselves here, with help from the government. Up until I was 22, I lived with them, who continued to live in social housing.

The areas which I grew up in were very rough. Crime rates are significantly higher than other areas with less social housing. My mother would get harassed weekly and my father often had to walk her home from work. They forbid me from going out by myself, and on instances when I did, I never felt safe. I have been to the local hospital on multiple occasions, as I was robbed and/ or assaulted growing up.

While not everyone who lives in social housing is unsavoury, there is a higher chance of people who refuse to conform to the Australian culture, and continue to abuse the system. I

write this statement not as an attack on social housing users, but as someone who has lived, breathed and grew up in those areas. I know what it is like.

I moved to St Leonards as it simply safer. I can walk around without fear. While this sounds so simple, I refuse to take it for granted as I know what an alternative is like. I object to the implementation of social housing here as I worked hard to afford my home in this suburb, alongside everyone else who lives here. It is simply unfair to allow people, who abuse this governmental care package, who refuse to conform, to live here and negatively change and impact the suburb.

I am all for social policies, my parents would not be able to make my life easier without them, but it should not be at the cost of people who work hard and are able to live in suburbs which are safer, and lack the higher crime rates which social housing inevitable increases.

I am aware that my opinion here may not change anything. This project probably has been in planning, approval and grant for years, but I'd like to make this clear. I moved up here for a better, safer and more pleasant life. I worked hard to afford this. It would be a massive shame to this community, once the status quo has been altered.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Thursday, 8 August 2024 8:50:27 PM

---

Submitted on Thu, 08/08/2024 - 20:50

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

█

**Last name**

█

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

█

**Suburb/Town & Postcode**

Wollstonecraft 2065

**Please provide your view on the project**

I object to it

### Submission

I have looked at the Crows Nest TOD rezoning proposal and attended a Teams meeting held by Dep of Planning and am extremely concerned that the proposal will severely disadvantage and devalue our block at █ / █ Wollstonecraft.

The █ is located on █ has unchanged height limit of 12m( about 3 story limit)

- The northern side of Nicholson Street opposite SP7878 has height increased to 29m – about 7 stories
- The Pacific Highway has been turned in a deep, windswept canyon of towers from 283m (~62 stories opposite St Leonards Station) to 163.8m ( 35 stories) on Pacific Highway

straight out from our block

- This will mean winter sunlight will be blocked and we will be in cold shadows all winter – this is unforgivable theft of sunlight and deserves legal action
- Traffic from the new towers near our block will be increase traffic in Nicholson Street to intolerable levels for our block – the same as the traffic jam at the Coles end of Nicholson Street every afternoon – where it takes at least 15minutes to exit from 4-7pm each night. Also expect paid parking meters very soon and little if any street parking near our block. Suggest you get rid of your car and use the Metro, a bike and cabs if you or your tenants do not have off street parking.
- The a large number if apartments will be built over the busy Pacific Highway – so will need triple glazing and 24x7 AC ( adding to global warming) to prevent unliveable traffic noise for this high concentration of apartments in the worst possible location – very poor urban planning – they would be better putting 4 stories of commercial property( who do not have bedrooms facing highway) on the pacific highway and at least 6 stories of eco designed apartments on both sides of Nicholson Street with balconies, quiet location a block behind highway, fresh air by opening windows instead of 24x7 Air conditioning, charging for EVs in garage etc. There is also no planning for schools and green spaces for the increased population of this mega tower canyon.
- The towers along the highway use a lot more energy per m2 of residential housing – compared to modest height medium density apartments a block behind highway as more energy is used for powering lifts( easy to walk up/down stairs up to 4 stories), extra energy is needed to pump water to top of tower, larger heating/cooling energy consumption/losses due to larger glass area facing the sun/shade, more energy used to ventilate or air condition apartments on the busy highway as windows need to be closed at all times to block traffic noise ( in Contrast – a block back from the highway – residents can simply open their windows for 75% of the year and enjoy the natural breeze and fresh air on their balcony.
- The windswept canyon created by the row of towers along the Pacific Highway is already evident near the new Coles at the end of Nicholson Street – More towers will make the wind swept canyon worse.
- The planning is made to ensure that the developers maximise returns by not blocking their views to the south. This is not a valid reason for the rezoning proposal.
- A developer agent told me it is not economically viable to develop the 2 story apartments and townhouses in our area unless they also get the 29 m height rezoning that the northern side of Nicholson street are getting. This planning proposal is economically very unfair.
- TOD was supposed to increase residential density near Metro and Train stations – it is illogical and extremely poor urban planning to ignore the opportunity for modest( say 6 story) development on the southern side of Nicholson street when it is less than 100m-200m from Crows Nest Metro Station and other locations south of the 5 ways are much further away from Crows Nest Metro Station than our block. Other metro and railway station sites under TOD proposal measure the distance radially from the rail/metro stations. It is very poor urban planning and completely illogical to develop sites further away from Crows nest Station – in order to create the wind swept tower canyon( which will look like the canyons in Star Wars Death Star).
- The single story houses on the corner of Oxley Street and the southern side of Nicholson Street have had their height rezoned to 23m in this proposal. These houses are a similar

distance or further from Crows Nest Metro Station compared to the 2 story townhouses and our block from Hume street to Lamont street on the Southern side of Nicholson Street . The rezoning is inconsistent and unfair. The same height levels should be applied to both sides of Nicholson Street

- Nicholson Street is Wollstonecraft or St Leonards and is not part of Crows Nest Village which had a height restriction to maintain village atmosphere

- There are 10-15 story buildings in the existing 12m area south of Nicholson Street including - at 44 Sinclair Street, 4 Lamont Street, 112 Shirley Road and 10 Hume Street Wollstonecraft – all further away from Crows Nest Metro station than the block between Hume and Lamont Street. So what is the problem with increasing height limit for the rest of the area near Crows Nest Metro to be consistent – it has been done in the past by North Sydney Council.

- The high density development in South St Leonards is further away from St Leonards Station than the existing 2 story apartments on the southern side of Nicholson Street from Hume to Lamont street from Crows Nest Metro Station – Dep of Planning are inconsistent and illogical and should increase height density closer to Crows Nest station

- The residents on the southern side of Nicholson and Lamont street will not get the capital gain of the neighbours on the north side of Nicholson Street – but will lose street parking, endure increased traffic from the new towers to the north, and have to endure years of construction noise. It will be nightmare for existing residents which are on the edge of these proposed unfair re-zoning rules.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Friday, 26 July 2024 8:23:09 PM

---

Submitted on Fri, 26/07/2024 - 20:22

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

[REDACTED]

### **Last name**

[REDACTED]

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

[REDACTED]

### **Suburb/Town & Postcode**

Wollstonecraft

**Please provide your view on the project**

I object to it

### **Submission**

The area will lose its unique character with the amount of residencies being approved here in a suburb that is already highly built up. A majority of constituents will agree that it needs to be reduced at least partly.

**I agree to the above statement**

Yes



**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Friday, 23 August 2024 4:32:21 PM

---

Submitted on Fri, 23/08/2024 - 16:32

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

### First name

██████

### Last name

██████

### I would like my name and personal contact details to remain confidential

Yes

## Info

### Email

██

### Suburb/Town & Postcode

2076

### Please provide your view on the project

I object to it

### Submission

Reduction in well being of owner/residents currently continuing to significantly invest in unanticipated remedial and rectification works on defects, water ingress, cladding (NSW ban)

Significant reduction in light and introduction of afternoon shading for Panorama west facing units

Loss of privacy for west facing units in Panorama that will be directly facing into proposed new dwellings and for all eastern side of new developments dwellings .

Loss of views in 51 west facing units in 220 Pacific Highway

Pedestrian hazard and safety for primary and high school aged student minors from North Sydney Girls HS and Cammeray Girls High School

Impediments to parking and access affecting Mater Hospital and the MIA, existing Sinclair street residents and guests

Traffic congestion along Sinclair and from Bruce to Pacific Highway Northbound and

from Rocklands Road to the Pacific Highway Northbound and Southbound  
Increased noise and emissions from rooftop services such as ventilation and heating  
equipment in addition to the current noise levels generated by Mater Hospital And the  
Melanoma Institute of Australia (MIA) facilities  
Impact to the tree canopy cover on Sinclair street  
Loss of maintaining the integrity of the historic skyline Panorama has offered visible from  
many areas  
Loss of retention of area specific appearance and heritage  
Lack of light and shading in all eastern facing units in new dwellings built on the 8 store  
sites in Bruce Street  
Impact on existing town services such as sewage, waste, water, electrical sub stations etc

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 24 July 2024 4:06:29 PM

---

Submitted on Wed, 24/07/2024 - 16:06

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am making a personal submission

## **Name**

### **First name**

██████

### **Last name**

██████

**I would like my name and personal contact details to remain confidential**

Yes

## **Info**

### **Email**

██

### **Suburb/Town & Postcode**

Greenwich 2065

**Please provide your view on the project**

I am just providing comments

### **Submission**

As a 30 year resident of Greenwich I have seen the St Leonards area change dramatically and not for the better. If the Crows Nest developments turn out like St Leonards, it will be very disappointing. St Leonards is a soulless wind tunnel with empty retail shops and few people on the streets. It is unclear whether people actually live there. To add so many new "homes" around the Crows Nest Metro station will probably end up the same way - particularly if the approvals are "streamlined" at the expense of good quality building and well planned architecture not to mention the lack of support for these new residents. Where are the schools going to go? The traffic in Crows Nest is already crazy made worse by the closing of the Falcon Street exit from the freeway which now sends all traffic right through the middle of the shopping district. There seems to marginal additional green spaces in the plan. I understand the NSW government wants to increase housing around train/metro stations but given the near proximity of St Leonards and Crows Nest stations to each other, it seems very unfair to layer so much density into

this area.

**I agree to the above statement**

Yes

**From:** [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [DPIE PDPS St Leonards Crows Nest Mailbox](#)  
**Subject:** Webform submission from: Crows Nest TOD rezoning proposal  
**Date:** Wednesday, 28 August 2024 8:59:03 PM

---

Submitted on Wed, 28/08/2024 - 20:58

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am making a personal submission

## Name

**First name**

██████

**Last name**

██████

**I would like my name and personal contact details to remain confidential**

Yes

## Info

**Email**

██

**Suburb/Town & Postcode**

Crows nest

**Please provide your view on the project**

I object to it

**Submission**

To leave 126 Shirley Rd Wollatonecraft for future development is out of step of the Crows Nest TOD now, it would look extremely ugly and irrelevant

**I agree to the above statement**

Yes