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- Having been a business owner and company director in Crows Nest for more than twenty years, I am pleased to see and enthusiastically support the proposed development. The new Metro will positively change the landscape. This is a significant investment by the government which, in my opinion, warrants even greater development than is currently proposed.
- Development of the Pacific Highway (both sides) in the vicinity of the new Crows Nest Metro Station will be a vast improvement on the current infrastructure which I consider adds nothing to the area aesthetically and I imagine very little commercially. In fact, I find the current infrastructure in this area of Crows Nest characterless.
- Residential and commercial development will support retail and business growth in the area and contribute to the concept of Crows Nest becoming a vibrant and prosperous centre.
- The new Metro Station is a major piece of transport infrastructure and massive investment in city function. It will provide double the capacity of existing train stations. The city has a huge task in meeting the housing and job needs of a rapidly growing population. If anywhere is appropriate to accommodate growth, it is around the new Metro Stations. Contrary to this logic, the draft Plan provides an unjustified skew towards St Leonards where buildings around double the height of Crows Nest will be permitted. The draft Plan should be amended to provide much greater density at Crows Nest (at least to a similar level as St Leonards) but at the same time ensuring that the village character of Willoughby Road is maintained.
- Building form changes should occur over a wider area, particularly west of the highway. This will also allow a better transition in height to be provided.
- If broader changes are not investigated, it has been demonstrated by the Ingham Planning submission that a building of 21 storeys with an FSR of 8:1 can be accommodated at 360 Pacific Hwy without unreasonable impacts and compliance with the Apartment Design Guide. This FSR is consistent with that proposed for the land directly opposite on the Pacific Hwy.