

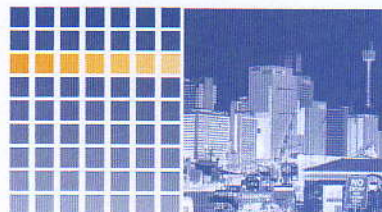
The Director General
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

29 April 2013

Attention: Strategic Assessments

CALADINES

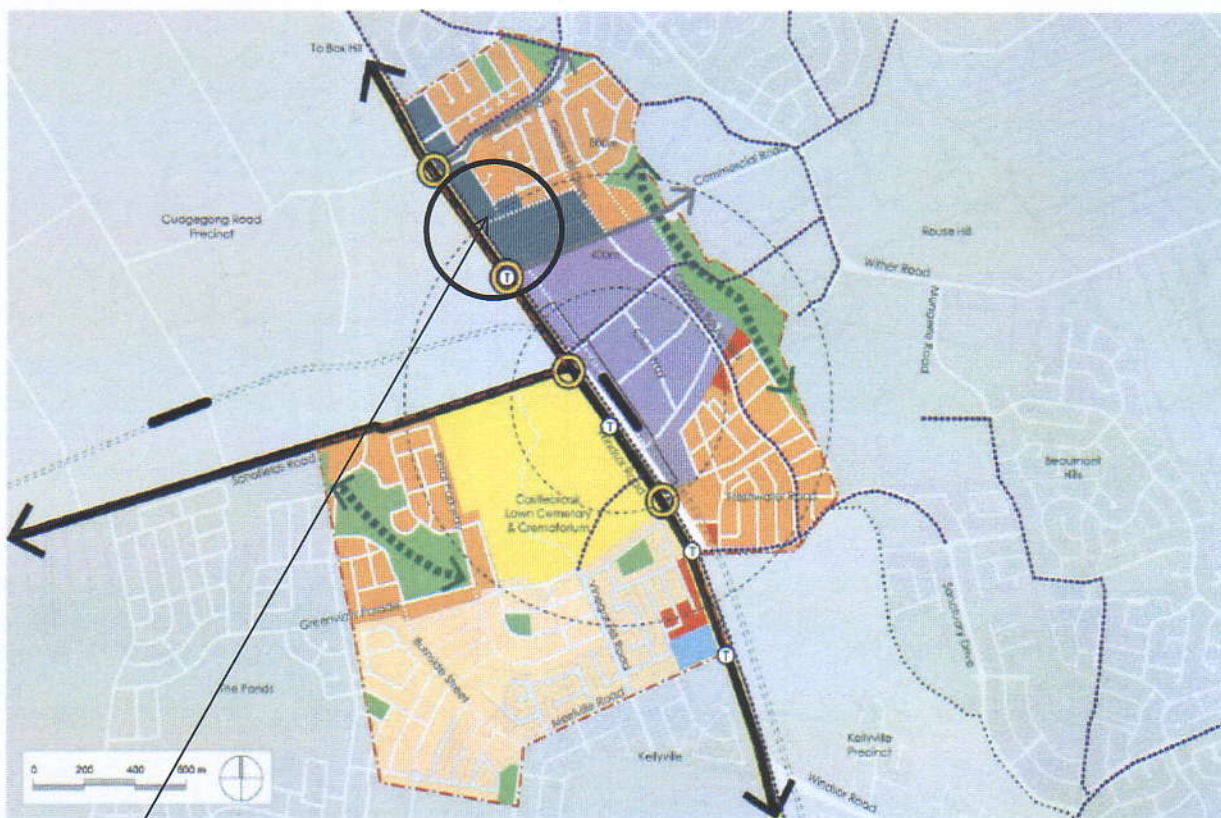
TOWN PLANNING PTY LTD



Dear Sir,

**Re: Submission
North West Rail Link Corridor Strategy & Draft Structure Plans**

I refer to the abovementioned matter and wish to advise that my firm acts on behalf of Norlex Holdings Pty Ltd who owns a large parcel of land at Lot 901 Windsor Road Rouse Hill, which is within the Rouse Hill Study area for this matter. See location map at **Figure 1**.



Subject Site

Figure 1

(Source: Draft Structure Plan for Rouse Hill Study Area)

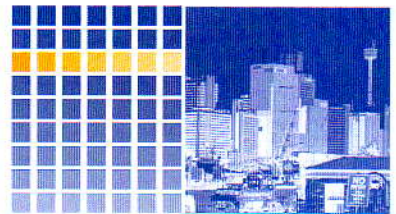
My client fully supports the proposed North West Rail Link, in particular the provision of a new railway station at Rouse Hill. We believe it will be a complimentary transport infrastructure project to service persons living and working in this North West growth sector of Sydney, which when finalised will allow Rouse Hill to be recognised as a planned Major Centre of Sydney.

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We wish to place on record for the purposes of this exhibited plan that my client's site remains undeveloped and while zoned for business purposes, we believe its proximity (very level and walkable 800m) to the proposed Rouse Hill railway station and the existing Rouse Hill Town Centre suggests it is in an ideal location for high density residential housing. This view is reinforced by the provision within the centre of two high rise mixed residential and retail towers of up to 8 – 9 storeys in height. These units are highly sought after and few go on the market for sale or even lease.

My client's site consists of a single parcel of land that has an overall site area of approximately 12000m². It has a 64m wide frontage to Windsor Road and a 190m wide secondary street frontage, which accesses a round-about and traffic signals.

We believe that the site can readily accommodate high density housing of up to 12 storeys fronting Windsor Road, which would capitalise on its accessible location to deliver a greater quantum of apartments and make an important contribution towards housing choice and supply. While we recognise there may be opportunities to create employment in any building fronting Windsor Road, we see that approach as tokenistic and something that may not be well received by the employment market in this area.

It needs to be recognised that housing choice is critical to reflect the need for more affordable accommodation and the changing demographics of the Hills Shire LGA. This is particularly important within the context of an aging population and the forecast decline in household sizes by 2036 as projected for The Hills Shire and the Metropolitan Plan 2036.

As a result of the above, development which maximise housing supply and choice will offer the greatest community and economic benefits.

In qualitative terms, the synergy between the existing T Way and the future railway station supports higher density residential uses on the site. Additional residents within walking distance of the future railway station would support the economic justification for the railway station and patronage of the line once it is development. The future railway station itself would also enable higher density uses to be supported locally in order for the location to capitalise on the expedient access to a mass transit system it provides. Therefore higher density residential development would make a greater contribution towards sustainable travel nodes.

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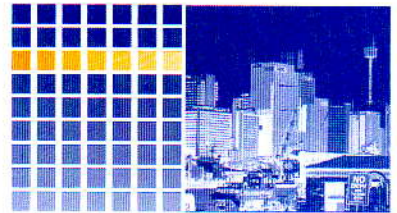
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Finally, in looking at the totality of the Study Area, it needs to be recognised that a large area comprises the Castlebrook Lawn Cemetery and Crematorium located at the corner of Schofields Road and Windsor Road, directly opposite the proposed Rouse Hill Railway Station. Therefore, this area of land cannot be used for any future development within the study area and actually diminishes potential dwelling growth within the 800m walkable catchment.

Yours sincerely,

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