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26 April 2013
Ref: 130164.3L

Strategic Assessments
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam,

Re: North West Rail Link Corridor Strategy – Cherrybrook Station and the Grosvenor Park Estate

We act on behalf of Chanrich Properties Pty Ltd which has made the accompanying submission on this Draft Plan. Our client owns 6.33 hectares of land which is located between 180 and about 400 metres from the proposed Cherrybrook Station. It is within 5 minutes walking distance of the station according to Figure 5 in the Draft Structure Plan. It is one of the largest parcels of undeveloped land in a single ownership lying within that distance of any station proposed along the North West Rail Link.

Under The Hills LEP 2012, the land is zoned, predominantly, E4 – Environmental Living. Given the objectives of that zone, that is an inappropriate zone for the land which, in the main, is cleared and regularly mown. We assume that the land was placed in that zone to reflect its zoning in earlier instruments.

Our client and we recognise that part of the land is subject to geotechnical constraints. However, in the 1990s, our client retained SMEC, engineering consultants, to develop measures to overcome those constraints. The Council, after having peer reviews conducted, accepted that the proposal advanced was appropriate. It granted consent for the subdivision of part of the land into seven lots and, subsequently, approved a construction certificate for the subdivision which, significantly, included the geotechnical work required to remediate, geotechnically, the whole of our client's land. Our client undertook initial works in accordance with that certificate. The Council has acknowledged, in writing, that those works constituted a substantial commencement of the approved subdivision so that the development consent remains afoot.

Our client did not continue with the works at that time because of doubts about the viability of the project and as it had other projects to undertake.



When the geotechnical remediation work is finalised, the land will be physically suitable for any form of residential development.

In the Draft Structure Plan, it is proposed that the land remain zoned for low density housing. The E4 zone currently applying to the major part of it has a minimum lot size of 2000sqm. It seems counter-productive to have such a large tract of land so close to the proposed station restricted to such low density housing when it is Government policy to encourage higher density residential development close to railway stations.

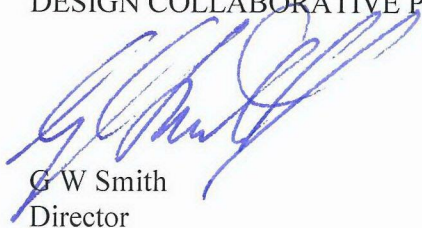
In 4.1, the Draft Structure Plan states that the development of opportunity sites south of Castle Hill Road is constrained by poor accessibility and steep topography. While the latter may be true of some of that land, it is not true of our client's. The considerable expenditure required to implement the approved geotechnical engineering work would readily be justified, in the short term, if the land could be developed for Medium Density Residential buildings similar to those proposed north of the station. That is our client's concept.

Insofar as poor accessibility is concerned, our client's land fronts Castle Hill Road and it has always envisaged providing pedestrian and cycle access to that Road. We note that, in 5.2 of the Draft Structure Plan, reference is made to the need to provide a number of signalised crossings to provide safe and attractive pedestrian access to the station from the south. Their provision would further enhance the accessibility of our client's land where developments could be designed to provide most dwellings with expansive views over the West Pennant Hills Valley. In addition, the land is adjacent to the Coonara Avenue Business Park which could provide residents with local employment opportunities.

Our client recognises that it would need to work with all relevant authorities to bring this concept to fruition but it is prepared to do so. Having held this land for over 20 years, it has shown it is a long-term investor and, as an inspection of the completed parts of the Grosvenor Park Estate [extending from this land down to the Henry Curtis Reserve] will clearly illustrate, it produces well-designed developments.

As planners with many years of experience and having worked with the principal of Chanrich Properties at various times on a variety of projects over the last thirty years (including on gaining consent for the Grosvenor Park Estate), we commend our client's proposal to those entrusted with planning the North West Rail Link.

Yours faithfully,
DESIGN COLLABORATIVE PTY LIMITED



G W Smith
Director

CHANRICH PROPERTIES

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YOUR REF:

26 April 2013

Manager
Strategic Assessments
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Dear Sir,

North West Rail Link Corridor Strategy – Grosvenor Park Estate

Reference is made to the North West Rail Link Corridor Strategy which is currently on public exhibition and to my brief discussion with Ms. A. Carruthers and Mr. A. Moroney of your Department at the community information session at Cherrybrook on 13 April 2013. Our Company's specific interest is in regard to the Cherrybrook Station Draft Structure Plan.

The Company has developed two major residential Estates within the north and south sections of the Cherrybrook Study Area. They contain over 30 hectares of the 187 hectares covered by the Study Area and comprise:

- Franklin Road, Cherrybrook: located in the northern section of the Study Area, Gloucester Park Estate was developed into 64 residential lots in the late 1990's with the last lot sold in 2007. Annexure A is a plan of the Estate.
- Coonara Avenue, West Pennant Hills: in 1992 the Company and associated entities purchased 18.6 hectares from IBM Australia Ltd. and added to the holding in subsequent years. This total holding became 24 hectares, comprising vacant land except for 2 houses.

The Company subsequently developed the residential project known as Grosvenor Park Estate. The Estate was the inaugural winner in 1996 of the Urban Development Institute of Australia (NSW Division) award for a residential development of 200 lots or more.

An area of 6.33 hectares, zoned residential, remains to be developed. It comprises vacant land except for 1 residence.

Grosvenor Park Estate has a large frontage to Castle Hill Road and is located almost directly across the other side of that road from the proposed Cherrybrook Station site. A section of the property has been resumed for the rail tunnel.

Annexure B shows the location of the Cherrybrook Station site together with our original and current landholdings at Grosvenor Park Estate. Our current holdings comprise:

Lot 719 DP 880259	5.709 hectares
Lot 712 DP 880259	0.176 hectares
Lot 8 DP 135618	0.4477 hectares
Total:	6.3327 hectares

It is noted that the Strategy envisages that all medium density development is proposed for the Cherrybrook side of Castle Hill Road with only low density residential development on the southern (West Pennant Hills) side of that road due to claimed poor accessibility and topography issues in the latter area. We respectfully request that this blanket approach be reviewed as these issues certainly either do not apply or do not restrict development of the Company's landholding. A brief comment regarding each of these issues with reference to Grosvenor Park Estate is as follows:

- Pedestrian access: as the Estate is directly across the road from the Station site, this is not an issue as it would only be a short walk to the proposed traffic lights at the Glenhope Road intersection adjacent the Station site. In fact, the Estate would have to be one of the most accessible to the Station within the catchment area.
- Traffic: our site is already proposed for residential development and an increase in development density would have no significant additional traffic impact.
- Topography: this is an issue that requires careful consideration for the Company's landholding. However, it is not an issue unique to the high areas of West Pennant Hills – there are many areas throughout Sydney and the State where sloping sites have been successfully developed to a high standard. It is predominantly a design issue.

The company holds Development Consent and a Construction Certificate, together with substantial commencement status, for part of our remaining landholding. Importantly, the approvals included the geotechnical remediation work required for the entire affected area of the site. SMEC Australia Pty. Ltd. has been our geotechnical engineering consultant on the project since 1992. Upon completion of these works approved under the Consent, there will be no physical constraints on the residential development potential of the property. A letter from SMEC dated 26 April 2013 in this regard is Annexure C.

It is considered that the property is an ideal site for medium density development for the following brief reasons:

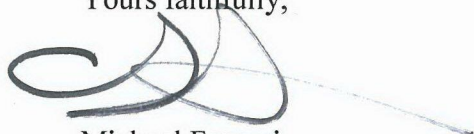
- The Estate is located directly opposite the proposed Cherrybrook Railway Station site. Accordingly, it is within very easy walking distance and has good accessibility to the Station.
- The Estate is located directly opposite both the Coonara Avenue Business Park and Coonara Village Shopping Centre.

- It is the largest privately owned vacant landholding within walking distance of the proposed Station. Being a large site, it provides the design flexibility that can be of great assistance in the design and development of a superior quality development.
- All services are already available.
- Significantly in our opinion – it is capable of being developed without delay. In this regard, the Company would be prepared to commence development as soon as the necessary approvals are in place.

As mentioned in the discussion with Ms. Carruthers and Mr. Moroney at the community meeting, the Company would appreciate the opportunity to arrange a site inspection and to arrange a meeting to discuss the matter in more detail with the Department.

In summary, we request that the Cherrybrook Station Structure Plan be reviewed to incorporate the Company's remaining undeveloped landholding in Grosvenor Park Estate for medium density development, including low rise apartments. We consider this will also assist the State Government in achieving the aims of the North West Rail Link Project, particularly for providing a relatively large landholding for immediate residential development adjacent to the proposed railway station.

Yours faithfully,

A handwritten signature in dark ink, appearing to be 'Michael Fornari', with a long horizontal line extending to the right.

Michael Fornari
DIRECTOR

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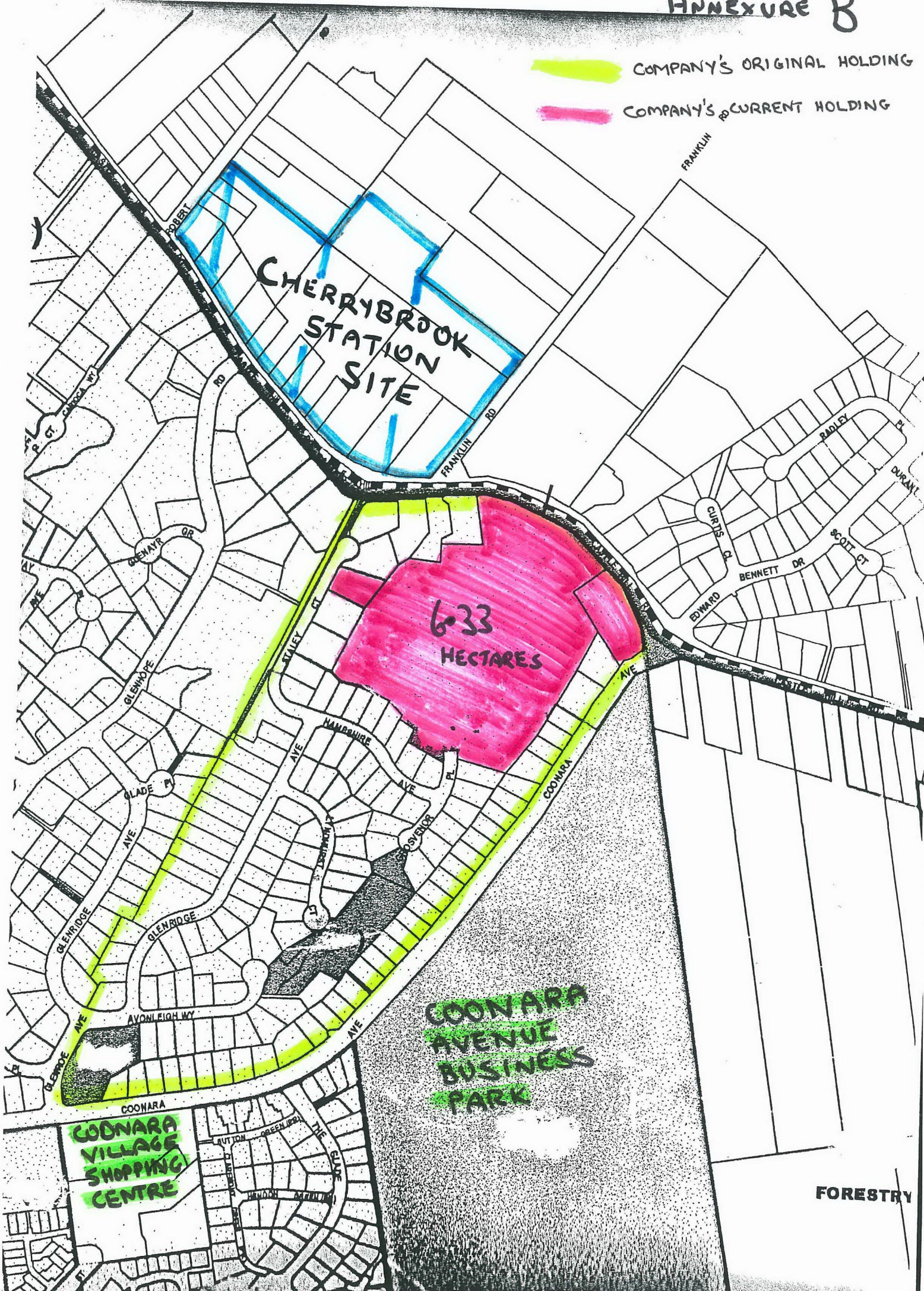
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ANNEXURE B

COMPANY'S ORIGINAL HOLDING

COMPANY'S & CURRENT HOLDING







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26 April 2013

Mr Michael Fornari
Director
12 Avonleigh Way
West Pennant Hills NSW 2125

Dear Mike,

RE: West Pennant Hills – Coonara Avenue

I refer to your enquiry regarding the development of your property at Coonara Ave West Pennant Hills, immediately south of Castle Hill Road.

SMEC was earlier engaged by you to undertake geotechnical investigations and instrumentation of the area and provide advice on ground treatment works that would enable the development of the land for residential buildings.

The proposed ground treatment works include drainage blankets, subsurface drainage trenches, reshaping of the topography and placement of stabilising berms. The treatment will effectively control the groundwater table and maintain stability of the area.

We are of the opinion that upon completion of the approved ground treatment works, the area could be developed for all types of residential development subject to the design of building foundations.

Please do not hesitate to contact me if you require further clarifications.

Yours sincerely,

Dr Jeff Hsi
Chief Technical Principal - Geotechnics