

Our ref: SP0147

13 May 2013

Michael File
Director, Strategic Assessment
NSW Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Dear Michael,

Re: Northwest Rail Link Corridor Strategy – Cherrybrook Precinct

Further to our meeting on 3 May 2013 and following the public exhibition of the draft *Northwest Rail Link (NWRL) Corridor Strategy*, we submit a Vision Statement for the potential re-development of approximately 3.5 ha of land located to the south of the future Cherrybrook Station. Mecone and Grimshaw Architects jointly prepared the Vision Statement on behalf of 14 landowners of properties located south of Castle Hill Road. Mecone has substantial experience in strategic planning of various large-scale developments throughout the Sydney Metropolitan Area. Both Mecone and Grimshaw have had involvements in the planning and design of the NWRL and we believe our views warrant the Department's consideration in the preparation of the NWRL Corridor Strategy.

The NWRL is identified in the draft Metropolitan Strategy as one of the nine 'city shapers' that will have the most significant contribution in shaping future growth of the city. The strategy acknowledges that housing affordability is a major issue for Sydney residents and sets targets for the delivery of housing and employment along the corridor. The subject site benefits from easy access to the future Cherrybrook Station, a mix of residential, retail and community services in the future station precinct, high quality public domain and open spaces and community facilities. It provides an excellent opportunity for the provision of a Transit Oriented Development which can assist Council and the State Government in meeting challenges in providing well-located housing and employment.

As such, our analysis recommends the site be rezoned to allow redevelopment as a low to medium density residential precinct. As outlined in the attached Vision Statement, the rezoning of the site:

- can provide up to 500 additional dwellings in an area with excellent access to public transport, retail and employment centres;
- will allow a coordinated and master planned approach to the site as opposed to piecemeal development of land,
- will provide substantial public domain upgrades, and

- can be developed with minimal impacts on the surrounding residential area.

The proposed rezoning is fully supported by the all landowners within the proposed rezoning area. Further, the proposal has been presented to the station precinct design managers of the NWRL, who have indicated support for the proposal subject to the engineering feasibility of the development.

It is noted that the natural topography of the site and landslip risk present challenges for the development of the site, however, preliminary engineering investigations have been undertaken, suggesting that the landslip risk can be mitigated and managed through appropriate design and engineering measures. Further comments on land stabilisation and risk mitigation methodology have been provided in the enclosed Vision Statement. This engineering advice is appended to the Vision Statement.

Based on the above, we consider that the site provides an excellent opportunity for the integration of land use, transport and infrastructure and the provision of a Transit Oriented Development. The uplift of land zoning to facilitate medium to low-density residential development can assist the State and local government in meeting their employment and residential targets.

The Vision Statement identifies a logical area that we consider suitable for uplift. This area extends beyond the subject site boundary. The identified area generally follows the natural topography of land and is within a convenient walking distance to the train station.

We welcome the opportunity to discuss this matter in further detail. I can be contacted on bhendriks@mecone.com.au or 8667 8668 if any additional information is required.

Yours sincerely,



Ben Hendriks