

- Thank you for the opportunity of speaking this evening.
  - My name is Adrian Checchin and I am a Development Director at Mirvac.
  - In mid-2015, I recall coming into Council's offices and introducing Mirvac.
  - We may not be a known entity in the Hills, however for over 40 years Mirvac has delivered some of Australia's largest and most respected projects.
  - We are also one of the Country's biggest Office, Retail and Industrial developers and asset owners'.
  - Mirvac is a long term organisation who focuses on quality and creating lasting, trusted relationships.
  - In relation to the site, an incredible amount of work has been carried out.
  - We have moved a long way to attempt to balance the significant game changing rail infrastructure with a change in use.
  - We believe, what is before Council is a proposal that ticks all the boxes and should be supported.
1. It balances the need for appropriate density leading to reducing existing impacts as a result.
  2. It is an opportunity to deal with a single land owner and secure desperately needed public open space.
  3. It is a prime opportunity to facilitate the type of family friendly, exemplar development Council has communicated it so keenly desires.

#### **Location from Cherrybrook Station**

- The site is located within 800m of the new Cherrybrook Station.
- And despite a gradient on the way to the station, which is quite trivial as there is a decline on the return, the distance is walkable.

#### **State Strategic Planning Merit**

- It is correct that the Governments Structure Plan does show the site as a business park.
- Importantly however, the Structure Plan identifies the site as a significant short term opportunity site, one which will be subject to further consideration and collaboration with stakeholders, to determine its role in the future.
- Ultimately, the proposal is consistent with State Strategy, including the new draft District Plans.

#### **Local Strategic Planning Merit**

- In relation to the Hills Corridor Strategy, discussions and representations at the time it was being exhibited, was that the site was expected to proceed as a Planning Proposal.
- Our proposal is not precluded or inconsistent with what Council is aiming to achieve.

**Economic Viability**

- The unfortunate reality is that IBM and the other temporary tenants are moving out in 2019.
- The existing land use is not viable or appropriate in the context of its surrounds.
- The buildings are redundant, there is no surrounding amenity to support office use.
- Companies want to be located in areas such as Macquarie Park, Norwest, Castle Hill, Showground, Bella Vista, Rouse Hill, Rhodes, Parramatta.
- Accordingly, the jobs have already been lost. They will not be replaced. This outcome will not change even with the new rail network.
- The site is at very high risk of remaining vacant or being filled with inappropriate industrial / storage uses and becoming dilapidated and desolate.

**Density**

- On planning merit, the Site is capable of achieving a density far greater than what we are seeking.
- We are only seeking an FSR of 0.4:1. This is a very low density and other developers would be trying to obtain much more.
- 0.4:1 is much less than Council's agreement with the Department of Planning for sites greater than 400m but within the precinct to have an FSR of 1:1.
- On the total site area, it equates to 31 dwellings per ha.

**Height**

- The Site's current controls allow buildings to a height of 22m.
- Our Planning Proposal is actually seeking to reduce building heights from 22m and transition height from the front of the Site from 9m (2 stories)... to 14m & 16m (3-4 stories)... then 22m (6 stories) only at the rear of the Site where buildings will be imperceptible.
- The proposed heights across the Site represent a significant reduction to existing controls.

**Bulk and Scale**

- Our design does not create any overshadowing or view loss for adjoining residents.
- The scale is appropriate and well considered.
- It is sympathetic to its surrounds and sits within the sites unique context.

**Public Open Space**

- The proposal includes dedication of 24,930 sqm of Public Open Space land.
- This is an unprecedented offer, and extremely valuable land at no cost to Council.
- The land is capable of accommodating a play field and includes on grade parking.
- The masterplan design also includes other green spaces and will open the Site to the public linking the Cumberland State Forest.

**Parking / Traffic**

- Parking rates are proposed above the recent agreement between Council and the Department of Planning and results in some 400 less parking spaces than currently provided on Site.
- Detailed traffic assessment has been completed, and determined that even though there is a shift in direction of vehicle movements, our proposal will generate significantly fewer trips to the local road network than would be generated by commercial operations at the Site.
- All assessments support a strong conclusion that the project would have a reduced impact on the local traffic environment.
- This position greatly assists in alleviating the significant traffic issues in the area.

**Infrastructure**

- The plans can be supported by existing infrastructure. The proposed use is far less intensive than current use.

**Preservation of Forest**

- Forest, flora & fauna will be preserved.
- Our proposal gives the environment the best chance of survival.

**Other**

- Bushfire, heritage, land slip, geo-tech, drainage and flooding have also all been considered and in no way inhibit the sites redevelopment potential.

**Family Friendly**

- And from a design point of view, the proposed development will be family friendly.
- It presents a master planned approach with a diversity of housing outcomes.
- In our view there could be no better site or no better developer to deliver the family friendly development Council so keenly desires.

## **Conclusion**

- In closing, we strongly believe we have a quality proposal supportable this evening, however note the officer's report does not recommend the proposal proceeding to gateway determination.
- In the absence of Councillors agreeing with our proposal.... Given the quantum of work carried out to date, and the additional information provided over the weekend, it would be disappointing for a decision to be made without a further opportunity for you to understand the site and what Mirvac is capable of creating.
- Accordingly, Mirvac would like to suggest the matter is deferred so that a properly organised site visit occurs, followed by an inspection of Mirvac completed projects such as Harold Park.
- An inspection and tour will allow a detailed understanding of the site and provide confidence that the proposal is appropriate.
- It will highlight Mirvac's quality, which will be a catalyst to set a new benchmark in the area.
- Deferral will also allow consideration of the additional material provided, and further assessment such as our traffic consultant meeting with Council planners and Council's traffic engineer.
- A decision can then be made.
- Ultimately, we do understand the conundrum Council is in.
- New State infrastructure does mean increased density in the Hills.
- We are confident however, that with some more time, you will be able to make a more informed decision on the proposal.
- In the absence of supporting the proposal, I kindly request you consider deferring the matter for an inspection, tour and further assessment, with a decision to be made following.