

Alan Moroney - North West Rail Link Corridor Strategy - feedback

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Subject: North West Rail Link Corridor Strategy - feedback

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I attended the presentation by the Department of Planning & Infrastructure on Saturday 13th April 2013 at the Uniting Church at Cherrybrook to which I comment as follows:-

Insufficient time has been given to properly understand and raise objections to the Corridor Strategy Consultation over Epping and other areas was counted in years not days

The proposed Corridor Strategy for the Cherrybrook area is not in keeping with the present residential area as there will be limited employment opportunities as this is a residential area and commercial/industrial as are the remaining stations along the Corridor. The original developers took great care to ensure the character of the basically bush area was retained. It is an incorrect assumption that just because there is a train station it is necessary to have further development.

The position of the station has changed significantly and is positioned as a convenient pit stop between Epping and Castle Hill and therefore no further development is required. This location for the Station is only 2 minutes from Castle Hill and has been located purely for construction purposes. Many current residents purchased on the basis of the original "Station in the Bush" as provided on Drawing 2152055-AR-SK101 dated 5th April 2007. The drawing is indicated as Transport Infrastructure "North West Rail Link" Indicative Franklin Road Station Precinct is no longer being considered.

Councillor Berman pointed out that the whole of Hornsby Shire was required to have an increase of approx 2200 dwellings and that this proposal was for 1800 in one small section of one suburb therefore is overdevelopment of an existing residential area. Further studies need to be carried out with regard to regional traffic and parking.

Council describes Cherrybrook as 1-2 storey residential on large blocks - I would argue that most of the housing in the Cherrybrook area of the Strategic Plan is in fact on quite small blocks within cul-de-sacs and therefore not suitable for medium to high rise development.

In conclusion if the planners of the latest proposal took the time to visit the area and actually got out of their cars they would see that the streets are narrow and do not suit the higher density and traffic conditions proposed. The drawings as provided do not truly reflect the current situation, Robert R. Park is not shown and the dogleg in Robert Road is not shown. These two items alone make Robert Road unsuitable for bus/heavy traffic.

The residents of Cherrybrook, like the residents of Beecroft will not accept the need to have this type of development in our area. We will strenuously object to the current proposals and look forward to being able to live in our unique residential area with the addition of a rail link only.

Lorraine McGregor