

Alan Moroney - Response to the NWRL Draft Structure Plan

From: "Enrico Pelleri" <ricco@pacific.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 4/28/2013 9:32 PM
Subject: Response to the NWRL Draft Structure Plan

To whom it may concern, I am writing in respect to proposals to changes in the immediate area (800m from station) around the proposed new Cherrybrook rail station designated as part of the NWRL. I am a longtime resident in Dalkeith Rd., Cherrybrook and feel strongly that the local amenity (notably freedom from overshadowing and overcrowding by cars and people) will deteriorate as a result, if the streets north of Castle Hill Rd bordered by Robert and County Rds. are re-zoned to medium density. As you are aware there has been significant objection from local residents to not only Robert Rd being used for buses and cars commuting to the new station, but also now, without acceptable and protracted consultation with Cherrybrook residents, the re-zoning of the area near Cherrybrook Stn to accommodate an extra 1800 homes, this being the objective by 2030. Robert Rd., will become a bottleneck and so congested that at certain times of the day it will be a VERY patient person who can tolerate getting out of Dalkeith Rd. My objection is not to the building of the station, which most residents welcome, but to our neighborhood being designated for the extra 1800 homes, for the reason given by planners that it is near the proposed transport hub/rail station. In addition I include below pertinent information bearing on my concerns.

nsby Council at the meeting of 17 April 2013 voted to amend its submission to note that the exhibition process is 'inconsistent with the proposed Community Participation Charter in the State Government's new White Paper and Exposure Bills'.

See http://hsconline.hornsby.nsw.gov.au/businesspapers/Open/2013/GM_17042013_MIN.PDF

The Draft Structure Plan is inconsistent with State Environmental Policy (SEPP) 32 – Urban Consolidation which aims to promote *'the orderly and economic use and development of land enabling urban land which is no longer required for the purpose for which it is currently zoned or used to be redeveloped for multi-unit housing and related development'* which **does not apply in Cherrybrook**. See <http://www.legislation.nsw.gov.au/maintop/view/inforce/epi+597+1991+cd+0+N>. Some homes in Cherrybrook are still under construction and many are under 15 years old, as is mine. Although it is the aim of the Urban Consolidation SEPP to place increased densities around transport nodes it is *not* a foregone conclusion that all transport nodes will have increased densities.

Hornsby Council's current target for increased density is an extra 2200 homes over the entire Shire. This target has been met. This proposal adds a further 1800 homes to one small section of one suburb.

The constraint described in the Draft Structure Plan to development south of Castle Hill Rd is equally applicable to the north – *'The southern half of the Study Area below Castle Hill Road contains a poorly connected local road network, featuring a number of culs-de-sac that create barriers to vehicular movement in both east-west and north-south directions. Traffic signalization is limited to intersections at the boundaries of the Study Area, including the intersections of Castle Hill Road and Edward Bennett Drive and Castle Hill Road and County Drive'*. [page 8]

See <http://www.planning.nsw.gov.au/LinkClick.aspx?fileticket=MUaoRA5g0Xk%3d&tabid=205&language=en-US>

The Department of Planning and Infrastructure (DPOI) confirmed at the Community Information Session on 13 April that the location of the proposed Cherrybrook station had been determined on engineering and construction grounds only. There were no planning reasons why a station, or centre,

was needed or desired.

The meeting papers for the 17 April meeting at Hornsby Council noted that 300 detached houses will need to be demolished to make way for 1800 new residences, which will also bring in an estimated 4000 cars. See http://hsconline.hornsby.nsw.gov.au/businesspapers/Open/2013/GM_17042013_AGN.PDF [page 128]. This will be accompanied by congestion and strain on shopping centres and schools and increase the vulnerability of already vulnerable residents at Inala. Roads in/out of shopping centres such as Cherrybrook Village are grossly inadequate in engendering free-flowing traffic.

In addition, consultation for changes to centres such as Epping was carried out over a period of many years. This plan has been less than a month and although notices were printed in the local paper no other communication of the plan has been carried out.. Many residents have only known about this for an even shorter time. Even our Local Member and Hornsby Councilors were unaware until it was released.

I therefore seek extensions to the planning and consultation process involved in both the re-zoning and the decision about Robert Rd as a feeder transit route for the majority of buses servicing the station. Again I am in favour of the proposed rail station but am exceedingly concerned about the massive congestion that will result from an extra 1800 homes in the streets of already narrow and established localities, especially those bordered by County, Castle Hill, John and Franklin Rd.

Regards,

Enrico Pelleri, 22 Dalkeith Rd., Cherrybrook.