

Alan Moroney - North West Rail Link Corridor Strategy & Draft Structure Plans - Chrerrybrook

From: "Gerard Calilhanna" <gerard_cal@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 4/29/2013 11:01 PM
Subject: North West Rail Link Corridor Strategy & Draft Structure Plans - Chrerrybrook
CC: "Andrea Calilhanna" <a.calilhanna@gmail.com>

To the Director Strategic Assessments, Department of Planning and Infrastructure,

Our family home has its back fence along the area designated for Cherrybrook Station.

We do not want the Cherrybrook area re-zoned to more than low density housing. We do not want the area to have buildings up to 6 storeys high in our area. (Ref: **Medium Density Apartment Living** p 25)

Reference: "It is envisaged that the future character of this area will comprise, over the long term, low to medium density residential dwellings, ranging in height from two storey townhouses to six storey apartments, with higher density developments located closest to the station." (Cherrybrook Draft Structure Plan - 5. Vision & Structure Plan: 5.1 VISION FOR THE STUDY AREA p 21)

Also: "The area north of Castle Hill Road is proposed to have two distinct subprecincts. The sub-precinct with direct access to the station is proposed to become medium density residential characterised by 3-6 storey apartments. The second subprecinct is also proposed to become medium density residential but characterised by 2-3 storey townhouses." (Cherrybrook Draft Structure Plan - 5. Vision & Structure Plan 5.2 PROPOSED DRAFT STRUCTURE PLAN)

We also object to housing areas being built inside the Cherrybrook Station Precinct area.

What does this mean please? "The Coonara Avenue Business Park site and the Inala and Tangara Schools have been identified as significant sites and a potential future land use has been nominated." Is the potential future land use distinct from the establishments mentioned earlier in the sentence?

The Castle Hill Road and Franklin Road Gateway appears ambitious. At present Franklin Road cannot handle heavy traffic and it should not be used for such. Heavy traffic will damage the look and feel of the area. Noise pollution will rise considerably.

Re the point made on p 26: "**Demand for Additional Dwellings**. Future demand for additional residential development in the Study Area is estimated to be in the order of **80** dwellings per annum comprised of 19% townhouses and 81% 3-6 storey apartments in addition to existing stock resulting in the total dwelling diversity shown in the adjacent table in 2036. Such demand is related to the high level of amenity and quality of life afforded within Cherrybrook, the demand for housing diversity and improved access to social, recreational and employment opportunities as a result of the North West Rail Link."

Do you realise this is counterproductive – the so called demand for additional dwellings reduces the very "quality of life" that Cherrybrook is meant to attract? Medium density housing will kill the very attraction that Cherrybrook is portrayed as drawing people to live there with in the first place. Its character will change completely.

Kind regards,

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