

Alan Moroney - North West Rail Link Corridor Strategy - Feedback

From: "Rajeev Madan" <rajeevmadan@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 4/28/2013 10:02 PM
Subject: North West Rail Link Corridor Strategy - Feedback

Dear Sir,

I write in reference to the release of the Dept of Planning's draft structure plan for Cherrybrook. At the Dept of Planning's community information session held recently in Cherrybrook, I learnt of the plan to create a low to medium density dwelling area within a small precinct study area. Even though I support the establishment of a station in Cherrybrook, the plan to create additional 1800 dwellings within a small area is impractical and goes against the sensitive nature of Cherrybrook as a young and established residential suburb. I strongly object the recommendations reached in the draft plan report and urge the Department of Planning to reconsider the draft plan recommendations and modify the same taking into account the constructive feedback received from the Cherrybrook community. I am providing below some of the important reasons for DOPI to relook at the draft plan recommendations.

1. 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. Some homes in Cherrybrook are still under construction and many are under 15 years old. 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.
2. 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 leading to devastating consequences for the existing home owners and community at large.
3. 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 signalisation 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'*.
4. 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.
5. Hornsby Council noted in its meeting on 17 April 2013 that 300 detached houses will need to be demolished to make way for 1800 new residences within the study area, which will also bring in an estimated 4000 cars. This will be accompanied by congestion and strain on shopping centres and schools and increase the vulnerability of already vulnerable residents at Inala school.
6. There was lack of notification prior to release of the medium density housing plans. The draft plan came as a complete surprise to the residents on my street.

There is no justification for a larger than necessary urban footprint for the station and medium density housing in a small area south of castle Hill road in Cherrybrook. The essential character of Cherrybrook suburb has to be preserved. There needs to be a thorough review and more community consultation before any further traction is gained on the draft plan recommendations.

I look forward to your feedback.

Sincerely,

Rajeev Madan

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