

Alan Moroney - Fwd: Oppose - NWRL draft structure plan for Cherrybrook

From: plan_comment
To: Alan Moroney
Date: 5/1/2013 3:58 PM
Subject: Fwd: Oppose - NWRL draft structure plan for Cherrybrook
Attachments: Oppose - NWRL draft structure plan for Cherrybrook; North West Rail Link Corridor Response - Objection; Planning Submission re: North West Rail precinct; NWRL Corridor Strategy - Castle Hill Station. Submission, Wesley Uniting Church, Castle Hill; North West Rail Link Corridor Strategy; NWRL Corridor Strategy Feedback; Proposed Demolition of the Hills Centre; Fw: Save the Hills Centre; NWRL Corridor Strategy - feedback; North West Rail Link Corridor Strategy- A Vision for Cherrybrook, Station Surrounds; North West Rail Link Showground Station Draft Structure Plan Comments; Cherrybrook station and surrounds; Opposition: Draft Structure Plan Cherrybrook Railway Station; North West Rail Link Corridor Strategy - Cudgegong Road Precinct ; NWRL Draft Structure Plan Cherrybrook; North West Rail Link Corridor - Norwest Station Draft Structure Plan Submission - 3 Brookhollow Ave, Norwest; Objection To Cudgegong Draft Structure Plan; Fwd: North West Rail Link Corridor Strategy- Feedback; North West Rail Link Corridor Strategy; North West Rail Link Corridor Strategy Submission; Emailing: Submission - North West Rail Link Corridor Strategy & Draft Structure Plans ; North West Rail Link Corridor Strategy- Feedback; Submission Cudgegong Road; Submission on Cherrybrook Station Draft Structure Plan - North West Corridor Strategy; Re: Submission - Castle Hill Railway Station - Draft Structure Plan; Response to the NWRL Corridor Strategy Plan; Response to the NWRL Corridor Strategy Plan; Cherrybrook NWRL Structure Plan ; Cherrybrook Plan; NWRL Draft Structure Plan; updated submission - now includes report to council - NWRL Corridor Strategy - Submission from Hornsby Shire Council; strong objection on re-zoning area around Cherrybrook proposed train station for high-rise development; North West Rail Link Corridor Strategy - McDonald's Pty Ltd - Submission; Submission to NWRL Corridor Strategy; Submission on the Draft North West Rail Link Corridor Strategy - Attn: Mr Sam Haddad

To whom it may concern,

I am writing with regard to the Draft Structure Plan (NWRL) for the proposed Cherrybrook Railway Station.

I would like to voice my strong opposition to the plan and would make the following points:

<!--[if !supportLists]-->1. <!--[endif]-->The Draft Structure Plan is based on the incorrect assumption that a 'centre' is required at Cherrybrook because a train station is being built. However, State Environmental Policy (SEPP) 32 – Urban Consolidation aims to promote *"the orderly and economic use and development of land by 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"*. At Cherrybrook, which is an established low density residential area, our land is still required for the purpose for which it is currently zoned. This is because Cherrybrook is a young suburb, with many homes less than 15 years old, while some homes within the Study Area are still being built.

<!--[if !supportLists]-->2. <!--[endif]-->Hornsby Council's current target for increased density is an extra 2200 homes over the entire Hornsby Shire. According to Council at their meeting on Wednesday 17th April, this target has been met, however the proposals contained in the Draft Structure Plan add

a further 1800 homes to one small section of the suburb, which is totally excessive and out of character.

<!--[if !supportLists]-->3. <!--[endif]-->The location of Cherrybrook Station has been determined on engineering and construction grounds alone – it is a convenient high point for ventilation between Epping and Castle Hill, both existing medium density hubs. Any proposal to rezone Cherrybrook to medium density will effectively turn Cherrybrook into an extension of Castle Hill.

<!--[if !supportLists]-->4. <!--[endif]-->There are precedents on the Sydney rail network for not having medium density around railway stations, with low density residential housing around stations in locations such as Denistone, Seven Hills and Beecroft.

<!--[if !supportLists]-->5. <!--[endif]-->The Draft Structure Plan pushes urban density without provision of the necessary infrastructure to support the suggested 1800 extra dwellings. This is because the predominant street layout in the study area is based on cul-de-sacs and crescents with few through roads, designed for low density residential living. Indeed, most people in the area have made purchasing decisions because they love the quiet residential nature of the Cherrybrook we know today. An extra 1800 homes will lead to increased pressure on streets that were not designed to cope with an estimated 4000 additional vehicles.

<!--[if !supportLists]-->6. <!--[endif]-->The Draft Structure Plan discusses constraints to development south of Castle Hill Road, but the following statement 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.'*

<!--[if !supportLists]-->7. <!--[endif]-->1800 new homes will also equate to between 4000 and 5000 additional residents in Cherrybrook, placing increased pressure on Cherrybrook Technology High, which is the largest high school in NSW and is already full, as well as creating extra congestion at Cherrybrook Village when these new residents begin using it as their local shops.

<!--[if !supportLists]-->8. <!--[endif]-->Consultation for changes to centres such as Epping was carried out over a period of many years. This plan has only been known to Cherrybrook residents for 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 Councillors were unaware until it was released. Cherrybrook residents are angry because of the lack of notification prior to the release of medium density housing plans, and such a significant change to the character of Cherrybrook cannot be quietly slipped through by the Department of Planning without full community consultation.

Regards,
Andrew Harrington
11 Robert Road, Cherrybrook