

Alan Moroney - Cherrybrook station and surrounds

From: "Warwick Andrews" <wja@proscan.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 4/30/2013 5:12 PM
Subject: Cherrybrook station and surrounds
CC: "Warwick at home" <wand4553@bigpond.net.au>

Dear Sir,

Thank you for the opportunity to express some of the deep concerns I and many of my neighbours have about your plans for our local community and the changes these plans will have on us. It is amazing and somewhat disgusting that very few people are aware of the proposed changes your department suggests. Changes that will radically alter the very nature of the suburb. We only became aware from a letter box drop by concerned local residents. Surely, your department should be communicating these types of changes directly to affected residents not just relying on local newspapers, or ill-advertised community meetings.

While I can understand the governments desire to increase population densities along rail corridors Cherrybrook is not like an Epping, Castle Hill, Rouse Hill or Cudgegong. It is a quiet leafy suburb of reasonable sized blocks of land with small shopping complexes in reasonably close proximity. That is why people bought here and that is why they want it to stay the same. It is also why others want to live here. Where are the proposals to totally change the aspect of suburbs like Beecroft and Cheltenham? They have had rail for decades but there are no re-zoning proposals to throw up apartment complexes there!

I believe the rail project is a good idea but changing the nature and zoning of the proposed station precinct is out of character for the area. Build your railway with Cherrybrook station, parking and a few small shops but leave Cherrybrook and its surrounds as it is.

A proposal to add 1800 new dwellings is ridiculous considering there is to be no change South of Castle Hill Road.

All of this change is to go into the area bounded by Castle Hill Rd, Edward Bennet Dr, Neale Ave, John Rd and County Dr. Take out of this area the station precinct, Inala Special School and its incumbent residences and surrounds, the water tower, electricity line easement, open space behind the station precinct and the Tangara Girls School then the redevelopment is being forced into the small number of remaining surrounding streets.

Your plan suggests there are currently 1100 residences in the area and that 350 would go, over time to apartment and townhouse redevelopment. This is a gross misrepresentation - There are about 600 residences south of Castle Hill Road where no redevelopment will take place. There are about 500 residences north of Castle Hill Road where up to 350 might be replaced.

1800 additional dwellings = 3,240 people (at an average density of 1.8 per dwelling suggested by your consultant - which I think is very low. At 2.4 = 4,320, so let's say somewhere between 3,500 - 4,000 additional people actually). Some of these may catch the train, the majority will not. They will still need at least one car per household at any rate to get to the shops, children's sport etc. So say that's about 2,500 additional cars.

Take a real look at the area now -

At 7am every morning Castle Hill Road is bumper to bumper and feeder roads like Edward Bennett and New Line Road are clogging with cars trying to get out into the traffic.

This is due to the fact that Castle Hill Road reduces into one lane at Thompsons Corner underpass as it merges into Pennant Hills Road headed for the M2 (Why this was never made 2 lanes from the outset with one lane straight onto the M2 still mystifies me, but that's planning I

guess).

By 7.30am Castle Hill Road crawls and it takes 25 mins to get from Edward Bennett to Thompsons Corner.

Your Head Consultant Ian said at the community meeting at Cherrybrook that he recognises the problem is not of this area but comes from further out, west of Castle Hill. Some of that may convert to the train but most will still remain, one person to a car, heading east. Your proposal is to add to that with maybe another 1,500 more cars north of Cherrybrook station that can't or don't want to catch the train?

An additional 4,000 people will contain maybe 1,500 children, so where will they go to school? where will they play sport? The GHFA soccer Association doesn't have anywhere near enough playing fields now and they can't accommodate an additional 1,500 kids and adults that might want to play soccer.

What about parking? At the station you propose 400 spots? Surely more than 400 people further out will drive to the station. People in WPH are not going to walk up the hill to the station they will drive. All these cars will quickly use up the 400 spots and the remainder will clog the surrounding narrow streets which will have more cars in them anyway from the 1800 new dwellings.

There are safety aspects to consider as well. Inala has mentally disabled residents who walk around the streets in close proximity to their homes. More cars means more danger to these vulnerable residents.

The planning map shows Edward Bennett Dr as a major road - it is not. It is a cul de sac blocked off at New Line Road, so the only exit is to Castle Hill Rd, unless one wants to travel right the way around to County Dr.

Cherrybrook shops is a bottleneck now with only one road in and out so it is difficult enough now to access, park and shop without adding another 4,000 residents with 2,500 cars. The new station is no where near the shopping centre so it's access is by car alone. People aren't going to catch the train to the shops at Castle Hill they will drive either to Cherrybrook or Castle Hill.

There are already numerous townhouses in Neale Ave, Edward Bennett Dr, Franklin Rd, John Rd and County Dr, why do we need more?

There are many concerned residents that do not want our local precincts transformed, we do not want to sell our homes and we do not want developers knocking on our doors. We do not want to see trees disappearing and 6 story apartments crowding our horizons.

Apartment dwellers will not want to walk up 3 or 4 flights of stairs, they will want lifts. Developers therefore will want to build 6, 8 or 10 storey buildings not 3, to make it worth their while. Councils pressed for revenue will agree to this.

How many people headed for the city will want to use the rail anyway if they have to change trains and maybe platforms at Chatswood. The original proposal was for it to be a direct route all the way to the city and that's how it should be.

Build the railway with Cherrybrook station, parking and a few small shops but please leave Cherrybrook and its surrounds as it is. The suburb cannot sustain the number of people you want to push into the small area to the north of Castle Hill Road.

Warwick Andrews
6 Radley Place
Cherrybrook.