

**Alan Moroney - Rouse Hill Station Draft Structure Plan**

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**From:** [REDACTED]  
**To:** "plan\_comment@planning.nsw.gov.au" <plan\_comment@planning.nsw.gov.au>  
**Date:** 3/20/2013 3:12 PM  
**Subject:** Rouse Hill Station Draft Structure Plan  
**CC:** [REDACTED]

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Hello

This is a private submission.

Reference is made to the following part of the Rouse Hill Station plan:

## 2.6 Drainage

The station is located parallel to Windsor Road and within the Caddies Creek riparian corridor catchment. This and the Second Ponds Creek catchment drain into the Hawkesbury River catchment which lies to the north.

The predominantly rural land and areas of open space adjoining Caddies Creek and Second Ponds Creek are subject to a low and high risk of flooding. Further investigation may be required at any future re-zoning or development application stage to establish appropriate flood planning levels.

Similarly, given the location at the start of significant drainage catchments, controls governing stormwater capture, treatment and re-use will need to be devised to govern any future growth within the Study Area.

The flooding information captured in this report is preliminary and a detailed flooding study will need to be undertaken at master plan level.

It is noted that since the Rouse Hill Town Centre has been constructed, residents living along Caddies Creek have experienced increased flooding.

Can you be sure this will not be made worse?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

14<sup>th</sup> April, 2013

NSW Department of Planning & Infrastructure  
GPO Box 39  
SYDNEY NSW 2001



**North West Rail Link Corridor Strategy  
Cherrybrook Precinct Draft Structure Plan**

Please treat this letter as our feedback and objection to some elements of the above draft structure plan.

Our principal objection to the draft plan is the recommendation that within the area identified as "the sub-precinct with direct access to the station" (i.e. south of Ridgemont Close) it is proposed to become medium density residential characterised by 3-6 storey apartments with up to 1,750 new dwellings to be constructed. We also object to the plan's recommendation that 2-3 storey townhouses be permitted within the sub-precinct north of Ridgemont Close.

We contend that taking into account the constraints noted within the draft structure plan and noted elsewhere in this letter, the area contained within the sub-precinct with direct station access (i.e. south of Ridgemont Close) would be unable to effectively support a further 1,750 dwellings and their residents.

We disagree with the statement in section 1.2 that the Study Area's housing stock is mostly on large blocks. The document does not define what constitutes 'large' and while we would agree that some housing is on large blocks, from our observations, most housing is on what was the Councils concerned judged to be minimum blocks at the time the subdivisions were approved.

The draft plan's vision is for 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 but then goes on to conclude that to the south of Castle Hill Road development will continue to be low density, implying that the development of two to six story townhouses and apartments will be to the north of Castle Hill Road.

The draft plan suggests that the Cherrybrook railway station would provide a focal point for the community centred around the station that would include a mix of neighbourhood shops and services to provide for the daily needs of the local community, but at the Cherrybrook briefing held on 13<sup>th</sup> April, the presenter indicated that those shops would be a 'Seven-11' style convenience store, and possibly a dry cleaner and a newsagent, hardly shops that would meet the daily needs of the local community.

We are of the view that it is naïve to think that the community would consider the station as their focal point, particularly if security and safety issues experienced at, and nearby, other railway stations is repeated.

Not surprisingly, the draft plan fails to mention that the local community would still need a motor vehicle (or other transport) to provide them with the means necessary to get to a full function shopping centre as well as places to park those motor vehicles. We estimate that an additional 1,750 dwellings would result in an additional 2000+ motor vehicles (a conservative estimate) and the draft plan is silent as to where these vehicles would be parked, particularly when parking restrictions are applied in and around the station and nearby precincts as has been suggested by other agencies involved in the planning for the NWRL.



The draft plan's recommendations fail to make any provision for open space within the precinct suitable to use as playing fields. The draft report is also silent as to schooling for the children of school age living in the additional 1,750 dwellings

The study noted that 'a high proportion of dwellings ... have been recently built and/or are of sufficient quality to be excluded as potential urban renewal redevelopment opportunity sites in the short to medium term'. The study also noted that (*High Voltage*) overhead electricity wires, with a corresponding easement, traverse the area and that the easement represents a constraint to land use within its vicinity. The land occupied by Inala and Tangara School further reduces the land available for development and/or re-development within the precinct.

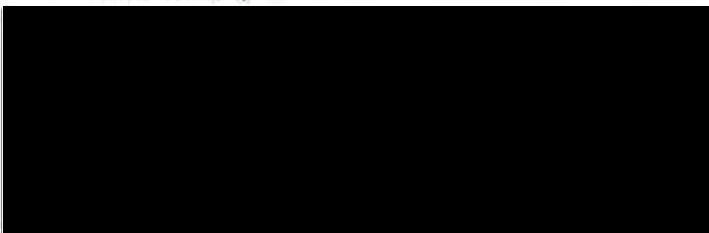
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A hand-out at the Cherrybrook briefing on 13<sup>th</sup> April headed "Frequently Asked Questions" under the heading 'What Has Been Considered' stated that the existing character around each station has been analysed to ensure that future growth is complementary, but the vision for the Cherrybrook precinct in the draft report that details the desired future character of the area and proposed land uses to complement the new rail link and station may well be the vision and desire of the State Government, but is certainly NOT the vision and desire of the residents of Cherrybrook who chose to live here due to the ambience that Cherrybrook offers.

We are afraid that the spectre of the State Government designating the North West Rail Link Corridor Strategy as of "State Significance" and usurping all local government planning and controls looms high in our mind!

Please withhold our name and address from any public tabling of the objections you receive in respect of this draft structure plan. Please note that we have made no donations to any political party nor to any organisation that may have an interest in any outcomes in relation to the North West Rail Link.

Yours faithfully

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## North West Rail Link Corridor Strategy – feedback

Name:



**We do not want our names published on the department's website**

Thank you for the opportunity to submit feedback regarding the North West Rail Link Corridor Strategy. We have stated our concerns both from a broad community perspective and from the impact this will have on us personally.

We don't believe that the area to the north of the train station can be transformed to a medium density "hub", ie the area highlighted in dark red on the map cannot be rezoned medium density. We note that the plan states the area south of Castle Hill Road is not suitable for rezoning due to poorly connected local road network, and a number of cul-de-sacs that create barriers to vehicular movement.... This applies equally to the targeted area highlighted in dark red.

The plan is also inconsistent with the State Environmental Policy (SEPP) 32 – Urban Consolidation. It 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". This does not apply to this target area, or any part of Cherrybrook.

Although the railway line may assist those travelling to regional or CBD business centres for work (during the week), there will still be many who will require their car to travel to and from work – as a working mother having had to drive children to daycare and school as part of the journey to work, catching the train was never going to be an option even if it had been available to me. I don't see how this will change for other parents in the future.

Cherrybrook Technology High School (CTHS) is one of the most popular state schools – certainly the largest. People move to the area just for their children to attend – including many families migrating from overseas. As it stands now, many of these families live with multi-generations in existing housing in Cherrybrook. We would expect these multigenerational and other families will be prepared to live in small townhouses and apartments just so their children can attend the school – not specifically to be closer to the station. The school is already bursting at the seams – how will the local schools (this one in particular) cope with an additional 1800 families? There are many articles that offer proof this area is a drawcard for families wishing to access CTHS – people will go to many lengths even providing fake addresses.

On weekends, most families in this area use their cars to do their shopping, attend sport (in the area and further afield), attend other community activities and visit friends/families in other areas. Adding medium density housing to this area is only going to exacerbate the traffic on weekends – the roads and infrastructure were not designed for these additional loads – they can barely cope now.

Perhaps this needs to be clarified but as this strategy and information has been provided in a short timeframe it has led to the assumption that all the homes in this "rezone", including those built in the last 15 years (at considerable cost such as in the Milford Grove East Estate), and selling in today's market for well over \$1 million will be bulldozed to make way for townhouses, apartments, and the like. If that is the case, it would be easy to assume that these new structures would not be designed and built in keeping with the entire Cherrybrook/West Pennant Hills/Castle Hill (Oakhill) area. The medium density housing that has been built to date (townhouses and duplexes) are mainly poorly designed and unattractive.

As residents of the Milford Grove East Estate, this draft structure plan is of course enormously concerning for us. However, unlike many of the homes that were built 10-15 years ago, we purchased our land in 2010. At the time, our conveyancer undertook all the usual checks to ensure there were no major developments planned, or issues that would be of concern to us. We were aware the railway line was planned at Franklin Road – at some point in the future, although at that time no funding had been committed and no official plans were in place. On the basis that perhaps our children may benefit from a rail link to Epping/Chatswood/Macquarie Park and the city during their university and working careers we were happy that our new land purchase would be within a reasonable distance of the future station.

Although the reasons for our relocation from Dural to this new home are irrelevant, it is worth noting that the primary reason for our move was in fact so that our children would be guaranteed entry to Cherrybrook Technology High School. As students at Cherrybrook Public School we had always been assured they would be able to progress to the high school as it was a feeder school, however as the high school grew larger those guarantees could no longer be made to students outside the catchment. Having paid a premium for land in Cherrybrook (and in a desirable location of the area) we then set about building a family home (again at a premium price) that we intended to live in for many years to come.

We are delighted by our new home and location secure in the knowledge that our children are and will be eligible for places at CTHS. We have chosen to live in this area and have our children attend local (state schools) and work within driving distance. I have avoided seeking work in further locations including the CBD for this reason – knowing we would always be reliant on driving to work has meant sacrificing other employment opportunities further afield. A choice we have happily made due to the other benefits we have living in the area.

In recent months we have been extremely distressed by several outcomes of the proposed NWRL and Cherrybrook station.

- 1) The original plans for the station have been changed so that it is in fact closer to our home – we can only assume that once construction begins we will be impacted by noise, increased traffic, and other disruptions. This also means a changing landscape around Robert Road.
- 2) TfNSW then announced that Robert Road would become the major bus route for the new station. We can see Robert Road from our house – no doubt if this initiative does proceed (although we are told this is being reconsidered based on significant community feedback) we would see and hear the buses at regular intervals, there will be increased traffic in and out of our area, increased parking from local residents (Robert Road will have no resident parking available). It is not only the impact to ourselves, but to our friends and neighbours.
- 3) Now we learn via this Northwest Rail Corridor Strategy that in the future our own (less than 2 year old home) and our neighbours' homes could be bulldozed to make way for medium density housing, or be surrounded by medium density (up to 6 storeys high apartment blocks).

This last issue, and of course the reason for our submission is causing us considerable concern:

- a) We have invested considerable money in the establishment of this home – the mere mention of rezoning will decrease the value of the home, even if the rezoning doesn't take place for many years, if at all
- b) We have protected gum trees at the rear of our property (and on neighbouring properties). We and others in the area have reasonably requested to council to have some trees removed for safety and lifestyle reasons. Hornsby council is fierce in its fight to retain these trees. Yet future rezoning and rebuilding of the area will undoubtedly see the removal of these trees. If the protection of trees in "the bushland shire" is critically important then this proposed rezoning will mean removal of a significant number of trees (protected and other) in this area.
- c) It seems that the considerations for this draft structure plan have not taken into account the whole Cherrybrook area, the current residents in the "dark red zone", and whether these plans will in fact create benefits for the area or only create more problems that would not be easily resolved without a complete restructure of the entire suburb. Cherrybrook was never designed around a railway line – yes, having a station closer than the current Pennant Hills station will be helpful for many residents but this area was not designed to be a "hub" for business, retail or other purposes. That is what Castle Hill was designed for.
- d) We and our neighbours face significant financial loss, yet others (private developers) will benefit financially.
- e) The psychological impact of this is almost worse than the financial impact. Imagine, instead of enjoying the beautiful home we have created, we will spend the next 10-15 years wondering and worrying about our financial security and future lifestyle. Of course with so many detrimental impacts on our home and life in the short period since the NWRL was announced, we have no doubt there will be further worrying issues in the coming months and years.

Although you may not receive everyone's submissions, you can be assured that the other residents are not in support of the proposed strategy and rezoning. This is evidenced by the number of attendees at community meetings and the establishment of community groups to address these concerns. This does not just impact this small part of Cherrybrook but the whole suburb. **We strongly urge you to reconsider this strategy.**

[REDACTED]

[REDACTED]

[REDACTED]

Opposite Recreation Reserve

Re: Submission to object to Cudgegong Road Station Draft Structure Planning,

concerning our property.

Our property in [REDACTED] has been rezoned for medium density

We believe medium to high density zoning and development would be appropriate, providing effective access to transport, infrastructure and public amenities.

Concern has developed regarding the apparent indigenous presence of shale planes woodlands. We refute this as our ownership dating back 25 years and previous owners and our properties original usage as a dairy farm, reveal that any forms of shale planes woodlands and vegetation has been introduced. Therefore, **all vegetation is re-growth.**

Our property is directly opposite "Recreation Reserve" on Cudgegong Road. Therefore, rezoning and development that we have identified as appropriate, would not compromise opportunities for recreation and access to park lands.

With the opening up of the North-West Transport Corridor by providing a commuter rail service into the Sydney CBD and more specifically, Cudgegong Railway Station, we believe will only serve to increase the demand for housing stock in our area. This railway station is less than a 5 minute walk from our property.

Our property contains the following advantages;

- Family friendly residential environment
- 2 Road Frontages
- Town Water
- Primary and Secondary School Education
- 10 minute walk to Rouse Hill Village and Town Centre
- Local bus services

Thank you for your consideration

Yours Faithfully

[REDACTED]

[REDACTED].

NB: the e-mail address that has transferred this document is not to be attached to or disclosed to any other third party without the express consent of the author.



**From:** [REDACTED]  
**To:** "plan\_comment@planning.nsw.gov.au" <plan\_comment@planning.nsw.gov.au>  
**CC:** [REDACTED]  
**Date:** 4/28/2013 11:31 am  
**Subject:** Re: PUBLIC SUBMISSION - Proposed Rezoning of Cherrybrook

Thank you for acknowledging receipt. I also request that my address Not be published. [REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]\_comment plan\_comment"  
<plan\_comment@planning.nsw.gov.au> wrote:

> Thank you for your submission, it has been forwarded to the relevant planner.

>

> Regards,

>

> Information Officer

> Information Centre

> Department of Planning & Infrastructure

>

> 23-33 Bridge Street Sydney

> GPO Box 39 Sydney NSW 2001

> T 02 9228 6333

> F 02 9228 6555

> E information@planning.nsw.gov.au

>

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>

>>>> [REDACTED]

>

> I write to raise my concern about the proposed rezoning of the Cherrybrook  
> area particularly around Franklin Rd where the NWRL parking station is  
> designated, and near to where I reside.

>

> I believe that the proposed conversion from an established primary low  
> density residential area to a medium/high density residential housing  
> estate is most inappropriate, and goes against fundamental strategic  
> planning objectives.

>

> I believe there have not been sufficient local community and public  
> consultation by DoPI for even to put forward the case for rezoning this  
> area.

>

> I wish to be actively involved in future consultation processes and hereby  
> formally express my interest as such.

>

> Thank you

>

[REDACTED]  
[REDACTED]  
[REDACTED]

>



[REDACTED]  
28 April 2013

- >
- > -----
- > This message is intended for the addressee named and may contain confidential/privileged information. If you are not the intended recipient, please delete it and notify the sender.
- > Views expressed in this message are those of the individual sender, and are not necessarily the views of the Department.
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- > -----
- >

*Suppress name and email information*

Regarding the Cherrybrook Station Draft Structure Plan and section 5.1 VISION FOR THE STUDY AREA

I support the North West Rail Link.

I however **reject** and am **opposed** to the vision for the Cherrybrook station and the potential re-zoning to allow "*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.*"

and

*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.*

The sole purpose of the Rail Link is to provide a mass public transit option for the North West. It is envisaged that this will also provide the benefit of reducing the existing road congestion during peak periods. By increasing the housing/population density of Cherrybrook any congestion relieve will be instantly negated as not all residents will be using this service. The mass transit option will also predominantly be required for those looking to go distance (eg. to Sydney city) but not the local trips both in and out of peak including weekends during which the roads are often congested already.

Please provide us with the much promised and urgently required rail link without over populating our leafy, quiet and enjoyable community.

Regards,

[REDACTED]

[REDACTED]

Residential Address:

[REDACTED]  
[REDACTED]

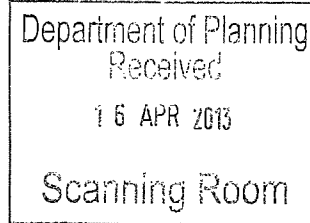


Postal Address:

[REDACTED]  
[REDACTED]

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Not surprisingly, the draft plan fails to mention that the local community would still need a motor vehicle (or other transport) to provide them with the means necessary to get to a full function shopping centre as well as places to park those motor vehicles. We estimate that an additional 1,750 dwellings would result in an additional 2000+ motor vehicles (a conservative estimate) and the draft plan is silent as to where these vehicles would be parked, particularly when parking restrictions are applied in and around the station and nearby precincts as has been suggested by other agencies involved in the planning for the NWRL.

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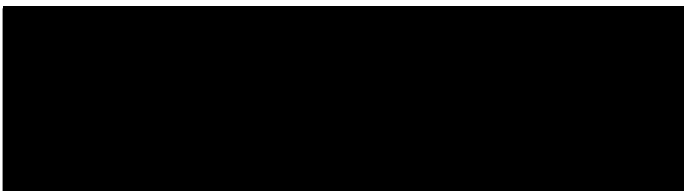
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- a) We have invested considerable money in the establishment of this home – the mere mention of rezoning will decrease the value of the home, even if the rezoning doesn't take place for many years, if at all
- b) We have protected gum trees at the rear of our property (and on neighbouring properties). We and others in the area have reasonably requested to council to have some trees removed for safety and lifestyle reasons. Hornsby council is fierce in its fight to retain these trees. Yet future rezoning and rebuilding of the area will undoubtedly see the removal of these trees. If the protection of trees in "the bushland shire" is critically important then this proposed rezoning will mean removal of a significant number of trees (protected and other) in this area.
- c) It seems that the considerations for this draft structure plan have not taken into account the whole Cherrybrook area, the current residents in the "dark red zone", and whether these plans will in fact create benefits for the area or only create more problems that would not be easily resolved without a complete restructure of the entire suburb. Cherrybrook was never designed around a railway line – yes, having a station closer than the current Pennant Hills station will be helpful for many residents but this area was not designed to be a "hub" for business, retail or other purposes. That is what Castle Hill was designed for.
- d) We and our neighbours face significant financial loss, yet others (private developers) will benefit financially.
- e) The psychological impact of this is almost worse than the financial impact. Imagine, instead of enjoying the beautiful home we have created, we will spend the next 10-15 years wondering and worrying about our financial security and future lifestyle. Of course with so many detrimental impacts on our home and life in the short period since the NWRL was announced, we have no doubt there will be further worrying issues in the coming months and years.

Although you may not receive everyone's submissions, you can be assured that the other residents are not in support of the proposed strategy and rezoning. This is evidenced by the number of attendees at community meetings and the establishment of community groups to address these concerns. This does not just impact this small part of Cherrybrook but the whole suburb. **We strongly urge you to reconsider this strategy.**

[REDACTED]



**Alan Moroney - NWRL Draft Structure PAn**

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**From:** [REDACTED]  
**To:** "plan\_comment@planning.nsw.gov.au" <plan\_comment@planning.nsw.gov.au>  
**Date:** 4/30/2013 1:53 PM  
**Subject:** NWRL Draft Structure PAn

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To the Director, Strategic Assessments  
Dept of PLannign and Infrastructure

I object to the NWRL Draft Structure Plan “Vision for Cherrybrook Station Surrounds” recently released by the Department of Planning & Infrastructure. My sister and her husband live in the affected area. My step-mother’s sister is a resident at Inala. I also am a frequent visitor to this quiet residential area. This part of Cherrybrook was designed with low-key housing and green spaces with many cul-de-sacs and dead-end streets. This type of suburban design is entirely inconsistent with apartments and the addition of 1800 new residences . It will not accommodate the extra 4000 cars as projected by Hornsby Council. The NWRL Draft Structure Plan, combined with the proposed new station (itself an objectionable planning decision), will create increased traffic congestion, putting strain on shopping centres, schools and the vulnerable Inala residents.

This plan will likely destroy this beautiful area. The plan has been rushed through, without proper consultation, in less than 1 month. Many residents in the area, including my sister and her husband, were not notified at all. This is unconscionable.

The O’Farrell government was elected on a platform of returning decision making back to the local population. There is no evidence of that in this plan. I strongly suggest that you allow the residents of Cherrybrook to decide what is best for their area.

Yours sincerely,

[REDACTED]

Please note: I do not agree to my name being published on the planning website.

[REDACTED]

Director Strategic Assessments

30<sup>th</sup> April, 2013

Department of Planning & Infrastructure

GPO Box 39, Sydney 2001

**North West Rail Link Corridor Strategy–**  
**A Vision for Cherrybrook, Station Surrounds**

Dear Sir,

Through other members of our community we recently became aware of the draft proposal relating to building and zoning in this area. Our initial feedback and comments are as follows:

- Why was this draft proposal not published and open for comment as part of the North West Rail Link Environmental Statement 1 and 2?
- Why has there been such a short period made available for comment in view of the significant changes proposed for this area?
- The proposal to build another 1800 residences in this area seems totally out of context for its small size and the proposed contradictions are completely at odds with the type of residences currently built and being built in this area. The addition of this number of residences would have serious impacts on traffic flow in the area which is already being compromised by the proposal of the construction of the Cherrybrook Railway Station.
- From information we have been able to obtain it would seem the draft proposals run contrary to existing by-laws and statutes relating to land use and zoning not only of this area but across the whole State.

In closing we believe this draft runs contrary to all commitments by various governments relating to land use, or zoning changes being subject to thorough community consultation and it would seem that this draft is being presented as a “fait accompli”.

We would appreciate if you continued to provide updates of this process as clearly we do not feel it is in the best interest of our community

[REDACTED]

[REDACTED]

# NORTH WEST RAIL LINK CORRIDOR STRATEGY- FEEDBACK

Name:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**I STRONGLY OBJECT TO THE NORTH WEST RAIL LINK CORRIDOR STRATEGY DUE TO REASONS CITED BELOW:**

## **1. ISSUES WITH COMMUNITY CONSULTATION**

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There has been inadequate time given for community consultation on this important planning decision that impacts on Cherrybrook residents including me. I did not receive any notice or letter from Department of Planning given that I am directly impacted by this proposal as my street is one earmarked for medium residential housing for proposed NWRL Cherrybrook station.

I was informed by other residents on this street and; I am aware there may be others who may be unaware of this planning proposal. Is this a legitimate planning proposal?. Isn't this being rushed out with a big tick without much community involvement? I believe this is this a prime reason for annulment of this proposal given that it has not gone through a proper consultative process. Hornsby Council has also objected in principle to this proposal on these grounds (Refer notes below:)

*Cited Council's Objection to this proposal*

**Hornsby 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'.**

## **2. NON-COMPLIANCE WITH STATE PLANNING INSTRUMENTS**

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Inconsistent Residential Density Targets around proposed Cherrybrook station. The area earmarked for this planning proposal is relatively new area of Cherrybrook (less than 15 years Old). This section of cherrybrook is only about 1-2 km from the Castle Hills Tower Shopping Centre with direct access from Castle Hill Road. In fact, the two proposed Cherybrook and Castle Hills stations are in close vicinity of each other.

I cannot understand what is the basis behind creating two satellite high residential centres within a range of 1-2 km. Castle Hills proposed station is the one that needs to be considered for Commercial cum residential development similar to the Chatswood station on the Epping-City Rail Corridor. This proposal defies all the planning considerations (Refer Notes below:)

### *Cited Non-Compliance with State Planning Instruments:*

**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.**

**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 current NWRL corridor strategy proposes building (upto 3-6 Storey apartment) in height, this is direct contradiction to the Hills Draft Development Control Plan 2011 (see extract from the NWRL corridor strategy page 17 cited below:)

**The existing controls for residential development permit 1-2 storey building heights throughout the Study Area. Land to the north of Castle Hill Road will be subject to a maximum building height of 8.5m under Hornsby Local Environmental Plan 2013, while land to the south of Castle Hill Road is restricted to a building height of 9m. The Coonara Avenue Business Park site has a building height limit of 22m, although The Hills Draft Development Control Plan 2011 restricts all buildings on the site to a maximum of four floors.**

### **3. ISSUES WITH LOCATION OF PROPOSED NWRL CHERRYBROOK STATION**

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The location of Cherrybrook station is proposed in currently leafy neighbourhood of cherrybrook. The proposed plan considers high to medium residential development that brings vehicular and related noise, social issues related to loss of amenity, space and privacy in addition to crime. NWRL has not responded to all these issue raised given that the original design was to build Cherrybrook as a station in a bush.

NWRL has also not responded favourably to alternative location and all other related issues I raised in my submission to EIS2. All the responses were cut and paste and lacked the desire to address genuine concerns of residents.

As a resident on a street that is impacted I find the stance taken by NWRL inconsiderate. The reasons we moved to this part of Cherybrook was to have a good quality of life with a bushy surrounds in vicinity of Cumberland forest that is a national park. There are other location of the station that have not been remotely considered and even the original footprint of the station has been moved towards Robert road without any consultation. All the engineering and other reasoning provided by NWRL are flawed and to date the residents have not been given any legitimate reasoning including traffic issues (discussed in the next section). Department of Planning and Infrastructure has confirmed that the location of the station was not based on planning consideration (see extract below:)

*Cited Non-Compliance with State Planning Instruments :*

**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.**

#### **4. ISSUES WITH SELECTION OF PROPERTIES MARKED FOR HIGH TO MEDIUM RESIDENTIAL DEVELOPMENT**

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NWRL Corridor Strategy (Refer Figure 20) marks properties within a radius of 600 m for change in zoning. The properties on the south western side of the Castle Hill road (ie Highs road and surrounding area) has been exempted, the reasons being site and other constraints. These constraints have not been discussed in detail except that there are stability issues. There are engineering solutions for building structures in the poor stability areas, as Civil Engineer I find the reasoning inconsiderate and incompetent. Note, there are already new houses built and being built in the area on the west of the Highs road with engineering solutions (ie retaining wall and structures).

**What is NWRL response to this issue regarding undue exemption of the houses within the zone from higher density residential development?**

#### **5. ISSUES WITH TRAFFIC PLANNING. WHERE IS NORTH WEST RAIL LINK TRAFFIC PLAN???**

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The current traffic situation around the proposed Cherrybrook station is chaotic. NWRL plan is to use narrow residential streets (Robert Road, Franklin and other residential roads) as feeders to access this medium to high residential development. These roads do not have the engineering standards nor the width to take extra traffic on these roads. Where is NWRL transportation strategy and plan? All the traffic studies and engineering reasoning put forward by NWRL in EIS No.2 were flawed and were proved incorrect by local traffic studies undertaken by Robert Road Action Group.

Hornsby Council has itself criticized the proposal on inadequate traffic planning.

*Cited extract from Minutes of Council Meeting*

**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. This will be accompanied by congestion and strain on shopping centres and schools and increase the vulnerability of already vulnerable residents at Inala.**

I am sure NWRL are aware that Castle Hill road is over capacity and is traffic choke a block connecting Old Northern Road to Penant Hills road. There are no dedicated bus lanes and as a daily commuter on this road, I find this frustrating and appalling that NWRL has not given iota of thought about the traffic capacity in their planning decision.

Given that there will be 4000 additional cars with this proposal, where are these additional vehicles going to fit in the overloaded Castle Hills road. These additional vehicles will make rat runs around the residential streets which do not have capacity to either carry the vehicles and are not designed to carry this traffic load. (Narrow roads designed for low residential traffic only).

Where will the 4000 additional cars park? What about parking spaces taken illegally by residents who come from outside the proposed zones.

I am really appalled at lack of traffic planning that has gone into this significant planning proposal and this is inconsistent with planning considerations. The North West Rail Link Corridor Strategy itself refers to the current traffic issues in the area (see extract from North West Rail Link Corridor Strategy Page 8 below:)

**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’.**  
[page 8]

**North West Rail Link Corridor Strategy need to have included transport strategy which is core requirement for success of this planning proposal. Without a transport strategy in place this proposal does not carry any merit.**

## **6. ISSUES WITH PROPERTY PRICES**

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What are the impacts of this proposal on the property prices on the streets marked for medium to high residential development. It appears there has already been a slight decline in the property prices already due to announcement of the NWRL Corridor Strategy. Most of the houses in the area surrounding the proposed Cherybrook station are in estates with typical dwelling a 4-5 bedroom house. If this proposal goes ahead there will not be any buyers willing to move into the area for the next 5-10 years given that the houses will be eventually demolished for higher density dwelling. This will impact on the market prices and will be a double dip on the property owners who have to involuntarily or voluntarily sell their property in 5-10 years of time. Has this issue with decline in property prices been considered? This is a significant issue which I perceive will impact on all the property owners in the neighbourhood and as a concerned resident I need NWRL to answer this.



## 7. ISSUES WITH DRAINAGE

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I had raised some significant issues related to drainage in EIS No.2 that were not appropriately answered by NWRL. Below is extract from my query in EIS 2:

- ▣ The report is not clear on the adoption of two planning levels (ie PMF and 1 in 100 year for station and other access areas). The report highlights that all access areas leading to the platforms will be above the PMF, it is not shown what areas are at what planning level.
- ▣ Where is the evacuation strategy and evacuation plan? I will assume this was covered under the NWRL Corridor Strategy or atleast referred to. *Given that the traffic routes will be severely impacted due to poor traffic planning by NWRL, what will be the impact on evacuation in case of extreme flood event OR even a bush fire hazard.*

***The community needs a reasonable response to understand the operational risks from proposed rail station, increase in residential density and resultant induced or natural hazards.***

29 April 2013

Sam Haddad  
Director-General  
c/o Director Strategic Assessments  
Department of Planning and Infrastructure  
23-33 Bridge Street  
SYDNEY NSW 2000

Sent by email: [plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au)

Dear Mr Haddad,

**RE: SUBMISSION ON THE DRAFT NORTH WEST RAIL LINK CORRIDOR STRATEGY  
CASTLE HILL STATION DRAFT STRUCTURE PLAN**

*The following submission and land owners name is requested not to be published on the Department's website. The below mentioned land owner declares no political donations have been made.*

This submission is made in relation to the draft North West Rail Link Corridor Strategy, specifically the Castle Hill Station Draft Structure Plan, released by the Department of Planning and Infrastructure in March 2013.

I am the land owner of [REDACTED] (Subject Property) upon which currently exists an existing three bedroom residential house.

I support the high-density residential apartment living zoning that has identified for the Subject Property in relation to the draft strategy under which it is understood that the North West Rail Link Corridor Strategy is to provide a new 23km rail link from Epping to Rouse Hill via Cherrybrook, Castle Hill, Showground, Norwest, Bella Vista and Kellyville.

I support the expansion and growth of Castle Hill as a Major Centre. The areas around new train stations are predicted to provide 27,400 new homes and 49,500 new jobs by 2036. A major objective of the new rail link is to make the areas around the new stations more desirable areas to live and work with a draft structure plan for each of the eight new train stations having been prepared. The Castle Hill area is identified to remain a major residential area for Sydney's North West providing a range of housing types to ensure appropriate and affordable housing is available.

Given the proximity of the Subject Property to both the newly proposed Castle Hill Station and Castle Towers Shopping Centre, I support the high-density residential apartment building height of 20 storeys. This support is provided while acknowledging the surrounding height approved of the Stage 3 Castle Towers being some 54m (nearest cross street "Kentwell St" RL 127.00 to shopping centre roof structure RL 180.750) and the current Hills Shire Council consideration of 18-22 storeys at Gay St Castle Hill. This level of density is also will be supported by the appropriate transport infrastructure not limited to the new train station but also the upgrade of Showground Rd to potentially 8 lanes including bus transit stops.

It is my observation that the appropriate uplift in density allocation should occur between the new Castle Hill Station site, Castle Towers Shopping Centre and the Castle Hill RSL (77 Castle Street, Castle Hill). Both Castle Towers and the Castle Hill RSL are key local destinations providing community amenities of high use. Therefore, it is logical to motivate development between these destination landmarks.

While the Castle Hill Station Draft Structure Plan does not cover lot sizing, I support adoption of the current minimum lot sizing for high density zoning under *Hills Shire Local Environmental Plan 2012* of

4000m2. I do not support the current *Hills Shire DCP 2012*, particularly the Occupancy Rates and Unit Layout and Design guidelines. This DCP is not in line with other Major Centres such as Chatswood or Parramatta. The future amendments to such local planning policies will need to be aligned to meet the objectives of high density living and I recommend the appropriate community consultation should occur prior to gazettal.

In my opinion, the adoption of the Castle Hill Station Draft Structure Plan concepts and above mentioned supporting items, will be accepted by the surrounding neighbours as no re-development has occurred in the vicinity for some 30+ years. All surrounding land lots are original single dwelling houses that await their re-development potential.

I am happy to meet with the Department to discuss further. If you have any queries in relation to this, please do not hesitate to contact me on phone [REDACTED] or email [REDACTED]

Yours Faithfully



**ANONYMOUS – REDACTED**

29 April 2013

The Director,  
Strategic Assessments,  
Department of Planning and Infrastructure NSW  
GPO Box 39  
Sydney NSW 2001

Dear Sir,

Re: North West Rail Link – Corridor Strategy

Castle Hill Railway Station – Draft Structure Plan

I wish to support this document as it relates to the proposed Castle Hill Railway Station.

In particular I wish to support the overall Structure Plan for the Castle Hill Study Area (figure 20) and the associated commentary on the report pages 20 (4.1 OPPORTUNITY SITES) to page 29 (HIGH DENSITY APARTMENT LIVING), (figure 27) inclusive.

I support the view that the Western side of Old Castle Hill Road, up to Gilham Street, would be most suited to the proposed 20 storey Apartment Buildings, considering the current higher density zoning, larger lot sizes and the road classification.

With developments in our area in the past few years I believe most residents understand the evolving nature of the Castle Hill Town Centre and the rate of this change can only increase significantly as a result of the NW Rail Link Project. Local residents would appreciate a speedy resolution of the consequential rezoning issues to enable them to make personal decisions based on these outcomes.

Yours faithfully,

Resident of Old Castle Hill Road.

## Alan Moroney - Cherrybrook Plan

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**From:** [REDACTED]  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 4/30/2013 2:09 PM  
**Subject:** Cherrybrook Plan

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I wish to record my strong objection to the hastily developed plan for the area surrounding the proposed Cherrybrook Station.

The proposal is entirely inappropriate for a developed area of substantial single family houses, many with fine gardens.

The proposed increase in population density with the concomitant traffic increase will impact very badly on the amenity of the area, including for the residents of Robert Road. The quiet and leafy atmosphere will be destroyed.

I urge the Department and the Government to re-think this plan and allow for a fuller process of public participation.

I do not wish my name to appear on the planning website.

Yours faithfully

[REDACTED]

Liability limited by a scheme approved under Professional Standards Legislation

We note from your plan that our property has largely been zoned for low rise residential. (Refer to Figure 20). We agree this is an appropriate use of our land due to its position and with respect to local facilities, present and future.

There is a section of our land, bordering on Worcester Road, and running along several neighbouring properties, which has been zoned as 'Open Space'. On the other side of this road, there is already a significantly large Open Space, the Rouse Hill Regional Park. This area bordering our land would be better utilised as low rise residential zoning in conjunction with the development of this site, rather than setting it aside and fragmenting it. I understand this is a low lying area and will fulfil a drainage use, but I feel the drainage could be redirected so as to better suit the proposed development of the available area.

Figure 7 outlines areas containing Shale Plain Woodland and Shale/Sandstone Transition Forest in my immediate area. I very much doubt that this is the case. We have an aerial photograph of our land which includes our neighbour's property. Our neighbours at one time operated a market garden at the rear of their property. In the photograph you can clearly see the rows of the gardens. The vegetable garden which would have been completely clear, is now completely covered with regrowth of all sorts, from grasses and weeds and bushes to tall trees. This does not support your Constraints Analysis and I consider this constraint of this area inaccurate.

As to issues of Bushfire and Flooding, I have only lived here since 1996, but there have been some severe bushfires in the Sydney region during this time. Rouse Hill has never been subject to a threat of bushfire. As to flooding, Rouse Road has consistently flooded, but I feel this is due to the local council who refuse to do anything about it. It is not a huge issue; there are other routes to bypass it as there is no flooding otherwise.

Anonymous

29<sup>th</sup> April, 2013.

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Re: North West Rail Link Corridor - Objection

Dear Sir/Madam,

We object to the proposed North West Rail Link Corridor Strategy (the Strategy) and development around the stations on the North West Rail Link on a number of grounds as follows:

- 1) The size and scope of the Strategy is unreasonably and unacceptably large;
- 2) The lack of detail provided in the Strategy means the proposal cannot be properly assessed or scrutinized;
- 3) The Strategy does not provide sufficient (or in fact any) infrastructure – either transport or community related;
- 4) The Strategy does not provide any schools, childcare centres, parks, other recreational and sporting facilities, habitat zones or wildlife corridors. These will be required in each proposed station zone due to the large increase in population and population density in each area. It is unreasonable and unfair to leave these issues “til another day” or for Local Government to address;
- 5) The Strategy will not increase the quality of life for the residents in the areas surrounding each station;
- 6) The Strategy will increased pollution and traffic congestion in these areas;
- 7) The Strategy will not encourage healthy and sustainable living;
- 8) The Strategy is based on overly basic and often faulty assumptions – especially with respect to current and future transport requirements (the Strategy appears to be predominantly based on a significant increase in public transport use over car usage. This is not likely or realistic.);
- 9) The Strategy falsely considers that housing and development around the eight stations will occur “over the next 20-25 years”. It is clear that there is a high probability that most of the significant residential development will occur very quickly after re-zoning approvals have been given (as has happened elsewhere in Sydney – for example locally at Macquarie Park and Carlingford – where councils have admitted to being “caught out” due to the unexpected fast progress of development in the newly rezoned areas);
- 10) The size and scope of the Strategy is out of place and is of conflicting in character and nature to the impacted and surrounding suburbs;
- 11) The project will destroy and/or jeopardize the future sustainability of the impacted ecosystems, habitats and areas of local natural environment. These areas are of almost exclusively isolated, unusual, locally significant and highly sensitive to housing/development encroachment;
- 12) long overdue investment in the new rail line to the northwest should not necessitate a massive increase in population and population density along the rail corridor;
- 13) the rail line is needed right now to address existing public transport inadequacies (ie. a complete lack of good and reliable public transport). However, current residents in the northwest of Sydney do not want an additional 27,400 homes along the railway corridor – due to the inevitable adverse impacts this will bring (such as traffic congestion, reduced quality of life and surroundings, overcrowded schools, lack of childcare facilities, lack of parking, etc).

- 14) the plan intimates that the existing areas along the corridor are not “attractive” areas to live and work (p2 FAQs). This is completely false and demonstrates a lack of understanding of the requirements of existing and future residents in these areas;
- 15) Despite the massive increase in population and population density, there is little or no provision for significant areas for employment purposes (ie. offices etc);
- 16) The massive increase in building heights will negatively impact adjacent residences, the local area and region. Impacts such as overshadowing, loss of privacy, visual impacts and loss of character are not considered.

We note that the “FAQs” document states that “Councils have been planning for the new rail link for several years.” However Councils have not provided the community a chance to provide input into the proposed Strategy or comment on whether or not the proposed development is needed, or indeed wanted. This lack of community consultation is contrary to the NSW Government’s Policy and election commitments promising that planning powers would be given back to the local community.

The Strategy will have a massive negative impact on local and regional traffic and flow. No traffic study has been provided to highlight the expected impacts resulting from the Strategy.

Given the relative isolated nature of the station precincts, any assumption that there will be a significant modal shift toward public transport is likely to be incorrect.

There has been little and insufficient public consultation to allow the local community to undertake reasonable and proper scrutiny of the proposed Strategy.

No parking facilities for commuters or additional car parking capacity is planned.

No environmental assessment has been undertaken for each station zone to assess impacts associated with the Strategy. This demonstrates the flawed nature of the development process.

Noise and air pollution caused by the development/Strategy are not adequately addressed in the local or regional context – especially given the topography of the development areas and that the north west is subject to higher levels of summertime ozone and wintertime particulate pollution compared to the coastal regions of Sydney.

In summary, we strongly object to any future rezoning of existing land and the Strategy as a whole.

Yours Sincerely,

# North West Rail Link

## Environmental Impact Statement 2 – Stations, Rail Infrastructure and Systems

### Submission Form

This form can be used to make a submission about the proposed North West Rail Link – Environmental Impact Statement 2 – Stations, Rail Infrastructure and Systems. The NSW Department of Planning and Infrastructure (DPI) will take account of your views when considering the Environmental Impact Statement that is now on exhibition.

Once you have completed your submission return to DPI:

- By mail - Major Projects Assessment, Department of Planning & Infrastructure, GPO Box 39, SYDNEY NSW 2001.
- By fax - 02) 9228 6355
- Email - [plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au)

Transport for NSW cannot accept submissions on behalf of DPI. **Submissions close Monday 3<sup>rd</sup> December 2012.**

Before posting your submission, please note the following:

- Fields marked with a \* are compulsory. Anonymous comments are not able to be accepted as submissions, subject to the Act - please enter your name, email address and physical address accurately.
- You may request that your name be withheld from public display by ticking the box at the bottom of this form.
- If there is not enough room on this form for your comments, you can add extra pages.

#### Name\*

Title

First Name

Last Name

#### Your Details

Email\*

Organisation

Position in Organisation

#### Address\*

Address 1

Address 2

Suburb

State

Postcode



## Your Comments\*:

I reside at the address listed on the previous page. After viewing your information package I have learnt that the tunnel will only be 18 metres under my property. After speaking to your "experts" last week at Epping I am very concerned about many aspects of this project. We were about to put our home up for sale when this letter was received in early November advising us of the resumption of our land under our property. We are now in the situation of having to sell a property that has instantly been de-valued as a direct result of the tunnel and it's proximity to our home. The property 'expert' even suggested to my husband that once the project was completed the value would probably be almost back to normal! We are talking about seven to eight years, probably longer. For this loss, we have been advised that there will<sup>2</sup> be no compensation. We have sought legal advise and have been advised we could challenge the actual NSW. Govt. law



that allows this to happen to many home-owners. Of course we do not have the funds to take the NSW government to court!

Another tunnel 'expert' said that she could not guarantee that we would not hear the train going through the tunnel under our property! This is not acceptable. The tunnel needs to be further down in the ground to protect not only our homes but the Devlins Creek water way.

#### Donations\*

I have made a disclosable political donation

Yes

☐

No

☒

P.S. We understand the tunnel will only be five metres under the creek. This would seem to be quite inadequate.

\*Persons making submissions are required to disclose certain political donations made by them, or made by an associate of them, in the previous two years and up until the application is determined. These include donations of 1000 or more, or when aggregated with other donations made in the same financial year, ending 30 June, total 1000 or more. For more information, visit [www.planning.nsw.gov.au/donations](http://www.planning.nsw.gov.au/donations). It is an offence under the Environmental Planning and Assessment Act 1979 to not disclose certain political donations.

#### Submission privacy: \*

I request that my name be withheld: ☒

Under section 75H of the Environmental Planning and Assessment Act 1979, the Director-General is required to provide copies of submissions received during the exhibition period, or a report of the issues raised in those submissions, to the Proponent and other interested public authorities. If you do not want your name to be made available to the Proponent or these authorities, please tick this box.

It is Departmental policy to also place a copy of your submission on the Department's website. If you tick this box, your submission will be published on the website with 'Name withheld on request' and the name of your suburb.

Yours Sincerely,



6 MAY 2013

Scanning Room



PCU044124

## North West Rail Link Corridor Strategy -- feedback

Name

Address

Email

Your privacy It is the department's policy to publish submissions on our website. If you do not want your name to be published on the department's website, clearly state this in your submission or tick the box below.

☒ I do not want my name published on the department's website

Political donations If you make a submission, you are required to declare any reportable political donations (which includes donations of \$1,000 or more) made in the previous two years. For more details, or to get a disclosure form, go to [www.planning.nsw.gov.au/donations](http://www.planning.nsw.gov.au/donations)

We oppose the NSW Governments plan for the Northwest rail link  
"Cherrybrook Station Draft Structure plan"  
and the 'study area' of Cherrybrook.

Specifically we reject the plan for

\* proposed 1,800 new dwellings in this area of Cherrybrook

\* we oppose the 'corridor strategy' rezoning of the area to medium density to allow 6 storey apartments with 4-5,000 extra cars and widening of the streets. the reason is that it will cause massive overdevelopment, noise pollution, air pollution, light pollution and shadowing and dangerous / congested traffic. we support \* Maintaining low density in Cherrybrook due to the 'sensitive nature of Franklin Rd children 4yo - 17yo & schools Tangara infants / primary & high school and people with disabilities Dulkara & Inala who are also located on Franklin Rd.

Send your submission by close of business 30 April 2013 to:

Mail	Email	Phone
Director Strategic Assessments Department of Planning & Infrastructure GPO Box 39, SYDNEY 2001	plan_comment@planning.nsw.gov.au	02 9228 6455



## North West Rail Link Corridor Strategy -- feedback

Name

Address

Email

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We oppose the NSW Governments plan for the Northwest rail link  
"Cherrybrook Station Draft Structure plan"  
and the 'Study area' of Cherrybrook.

Specifically we reject the plan for

\* proposed 1,800 new dwellings in this area of Cherrybrook.

\* we oppose the 'Corridor Strategy' rezoning of the area to medium density to allow 6 storey apartments with 4-5,000 extra cars and widening of the streets. The reason is that it will cause massive overdevelopment, noise pollution, air pollution, light pollution and shadowing and dangerous/congested traffic. We support \* Maintaining low density in Cherrybrook due to the sensitive nature of Franklin Rd children 4yo - 17yo & scheduled Tarrara infants/primary & high school and people with disabilities Pulkara & Inala who are also located on Franklin Rd.

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I AM AGAINST THE CONSTRUCTION OF MEDIUM DENSITY HOUSING IN THE FORM OF TOWNHOUSES AND 3-6 STOREY APARTMENTS IN THE AREA BOUNDED BY EDWARD BENNETT DRIVE, CASTLE HILL ROAD, COUNTY DRIVE AND JOHN ROAD/NEALE AVENUE. MY WIFE & I PURCHASED OUR NICE HOME 30+ YEARS AGO BECAUSE OF THE LOVELY TRANQUIL SURROUNDINGS, IN THE VICINITY OF CHERRYBROOK WE LOOKED AROUND OTHER AREAS OF SYDNEY BEFORE PUTTING OUR HARD EARNED MONEY INTO PURCHASING OUR HOME IN AN AREA OF COMPARABLE HOUSE PROPERTIES. WE ARE VERY CONCERNED ABOUT THE PROSPECT OF MANY NEW CARS USING OUR STREETS IF THIS DEVELOPMENT GOES AHEAD. I / WE DO NOT WANT HIGH-RISE DEVELOPMENT WITHIN STATION PRECINCT, NOR DO WE WISH STREETS TO BE WIDENED FOR BUSES & TRAM. WE WOULD LIKE CURRENT BUS ROUTES TO REMAIN AS WE HAVE A BUS NEXT DOOR WHICH TAKES US INTO THE QVB IN GEORGE ST SYDNEY & OTHERS WHICH TAKE US TO PENNANT HILLS RAILWAY STATION, AS I AM ONLY A COUPLE OF YEARS OFF 80 YRS, I DON'T NEED TO HAVE A LONG DISTANCE TO WALK TO CATCH TRANSPORT. WE ARE VERY PLEASED TO HAVE RAIL LINE COMING TO OUR AREA BECAUSE THERE ARE NO TRAINED BUSES TO OUR RESIDENCE AFTER 9PM (MON-FRI) AND 7.15 PM ON WEEKENDS. WE NEED NEW TRAIN TO RUN OUT

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OUR WAY UNTIL 1/2 AM 7 DAYS A WEEK :  
IT WOULD BE APPRECIATED BY THE MANY RESIDENTS  
WHO ATTENDED THE MEETINGS ON SAT 13/4/2013  
TO HAVE THEIR GRIEVANCES AND CONCERNS  
EARNESTLY LISTENED TO. PLEASE ENDEAVOUR  
TO SATISFY OUR CONCERNS AND WORRIES  
AT A TIME WHEN THIS IS SO NECESSARY. HIGH  
& MEDIUM DENSITY HOUSING SHOULD BE AT CASTLE HILL  
WHERE IT HAS A LARGE EXISTING SHOPPING CENTRE, PROFESSIONAL  
SUITES, LIGHT INDUSTRIAL AREA, SCHOOLS & LARGE RPA CLUP  
THESE FACILITIES ARE THERE NOW. THE "MAJOR" RAILWAY STATION  
& MEDIUM & HIGH RISE PROPERTIES IS MORE IN KEEPING WITH  
THIS AREA

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We are against 3-6 storey apartment buildings

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