



Cherrybrook Station Precinct Place Strategy

Finalisation Report

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Table of Contents

Executive Summary	4
1 Introduction	6
1.1 Overview of the Place Strategy	7
1.2 Cherrybrook Station State Significant Precinct.....	7
1.3 Ministerial Direction	8
2 Exhibition details	8
2.1 Exhibition period	8
3 Submissions summary	10
3.1 Submissions received.....	10
4 Submissions from community members	10
4.1 Roads and traffic impacts	11
4.2 Car parking.....	14
4.3 Public transport	15
4.4 Walking and cycling.....	15
4.5 Schools	16
4.6 Environment and sustainability.....	16
4.7 Open space and recreation	17
4.6 Local character and heritage	18
4.6.1 Local character	18
4.6.2 Heritage	18
5 Submissions from community groups and associations.....	22
5.1 West Pennant Hills Valley Progress Association.....	22
5.2 The Beecroft Cheltenham Civic Trust.....	24
5.3 Community Association of Deposited Plan (DP) 270310 (the landowners).....	25
5.4 Community Association of Deposited Plan (DP) 270013 (the landowners).....	26
5.5 Protecting your suburban environment.....	27
5.6 The Galston Area Residents Association Inc (GARA).....	28
5.7 Inala Disability Services	28
6 Submissions from Local Government	29
6.1 The Hills Shire Council	29
6.2 The Hornsby Shire Council	39
7 Submissions from Government agencies.....	45
7.1 Transport for NSW.....	45
7.2 Environment and Heritage Group (EHG).....	45
7.3 Heritage NSW	46
7.4 NSW EPA.....	46

7.5	NSW Office of Sport	47
7.6	Aboriginal Housing Office	47
7.7	NSW State Emergency Service.....	48
7.8	Crown Land	48
7.9	School Infrastructure NSW	48
7.10	Endeavour Energy.....	49
7.11	Sydney water.....	49
7.12	NSW Rural Fire Service	50

Executive Summary

The *Cherrybrook Station Precinct Place Strategy* (Place Strategy) has been prepared by the Department of Planning and Environment (the Department) to provide a strategic framework to guide development and infrastructure delivery in the Cherrybrook Station Precinct over the next 20 years.

The Place Strategy establishes a 20-year vision for the Cherrybrook Station Precinct to be a Green Village that will facilitate up to 3,200 homes, 140 new jobs and supporting infrastructure, including 2.3ha of new open space and 1.4km of new walking and cycling paths.

The Place Strategy is a comprehensive update to the *Cherrybrook Station Structure Plan 2013* and provides a detailed planning framework to guide future development across the wider precinct and inform future land use change and infrastructure planning. It establishes opportunities for new housing close to public transport and identifies the required infrastructure and open space improvements to support a growing population over the next 20 years.

The Place Strategy covers the wider Cherrybrook Station Precinct spanning across The Hills and Hornsby Local Government Areas (LGA) and includes the Cherrybrook Station Precinct State Significant Precinct (SSP), a large 7.7ha Government owned site around the Cherrybrook Metro Station.

The draft Place Strategy was exhibited from 22 July to 28 August 2022. The exhibition package included the draft Place Strategy, a Traffic and Transport Study, and an Explanation of Intended Effect (EIE) for the proposed rezoning for the Cherrybrook Station State Significant Precinct (SSP) and proposed amendment to *State Environmental Planning Policy (Planning Systems) 2021* to enable the Cherrybrook Station government land to be listed as a State Significant Development (SSD) site.

The response to submissions and finalisation of the Cherrybrook Station Precinct SSP and associated amendment to *State Environmental Planning Policy (Planning Systems) 2021* is considered separately in the *Cherrybrook Station State Significant Precinct Finalisation Report*.

The exhibition was supported by an extensive engagement strategy. It was publicised in newspapers, letters were posted to 1,239 landowners in the precinct, and postcards were distributed to 4,100 residents.

The Department received 254 submissions in response to the exhibition. The key issues raised during the exhibition included:

- the need to ensure adequate car parking in the area.
- potential impacts on the road network;
- proposed development controls, including heights and density;
- potential impacts on the environment and sustainability;
- need to ensure the provision of adequate infrastructure, including schools; and
- need to consider existing character and local heritage.

As part of the consultation on the draft Place Strategy, the Department sought feedback on the potential planning pathways to implement the Place Strategy. Three options were presented to implement the Place Strategy: a State-led rezoning process for the entire precinct, Council-led planning proposals for each LGA, or site-specific planning proposals by landowners.

Both The Hills Council and Hornsby Council indicated in their submissions a clear preference for a precinct-wide State-led rezoning as the preferred option to implement the Place Strategy.

The Department considered the feedback received on the potential planning pathways and is committed to progressing the implementation of the Place Strategy as a State-led rezoning. Further information on the implementation strategy is provided in Section 8 of this Report.

In response to issues raised in submissions to the draft Place Strategy, the following minor changes have been made to the Place Strategy, particularly in relation to the Green Village/growth area:

- refinements to the growth area boundary to improve the boundary alignment and transitions. This resulted in properties at 9,11,13 and 15 Matthew Way being included in the growth areas boundary;
- introducing a new category for the 'further investigation area' to the south eastern section of the growth area to provide flexibility for a growth area boundary realignment to be considered as part of the rezoning. The Place Strategy identifies this area as 'further investigation area', to be considered at rezoning stage for '3 storey townhouse development' and/or '5 storey residential flat building'. This will allow the growth area boundary and the building heights to be reviewed and potentially refined through the rezoning stage;
- introducing a new category for the 'further investigation area' to the south western section of the growth area to clarify that these areas will be considered for potential '3 storey townhouse development' as part of the rezoning stage;
- including mapping that identifies the extent of Blue Gum High Forest threatened species across the growth area;
- including mapping that identifies the water courses/streams across the growth area;
- minor amendments to the building setbacks map and upper-level setbacks map to include land at 10 Curtis Close, ensuring all cul-de-sacs have consistent setback controls;
- minor amendments to correct anomalies or errors in the draft Place Strategy (including updates to the indicative street sections to remove the reference to the 1m basement extension into the front setback);
- minor updates to identify all listed heritage properties in the Place Strategy;
- removal of the former IBM Site from the Precinct boundary, particularly given the site has already been rezoned (but noting the 600 dwellings permissible under the zoning still remains a relevant consideration for any precinct traffic modelling);
- inclusion in the implementation section that building height for the growth area south of Castle Hill Road may be further considered at rezoning stage, having regard to the height recommendations from The Hills Corridor Strategy; and
- inclusion in the Big Move 2 actions to implement the necessary controls to preserve existing view corridors as these are critical components of local character, such as the district views looking south across Castle Hill Road.

1 Introduction

Cherrybrook is located 27km north-west of Sydney on Metro North West line. The Place Strategy applies to the Cherrybrook Station Precinct which spans land to the north and south of Castle Hill Road in the Hills and Hornsby local government areas.

The Cherrybrook Station Precinct also includes the Cherrybrook Station SSP a large 7.7ha Government owned site around the Cherrybrook Metro Station. The rezoning of the Cherrybrook Station SSP site is being led by Landcom, in alignment with the vision and objectives for the Cherrybrook Precinct established in the Place Strategy.

The Cherrybrook Station Precinct and Cherrybrook Station SSP as exhibited is shown in Figure 1.

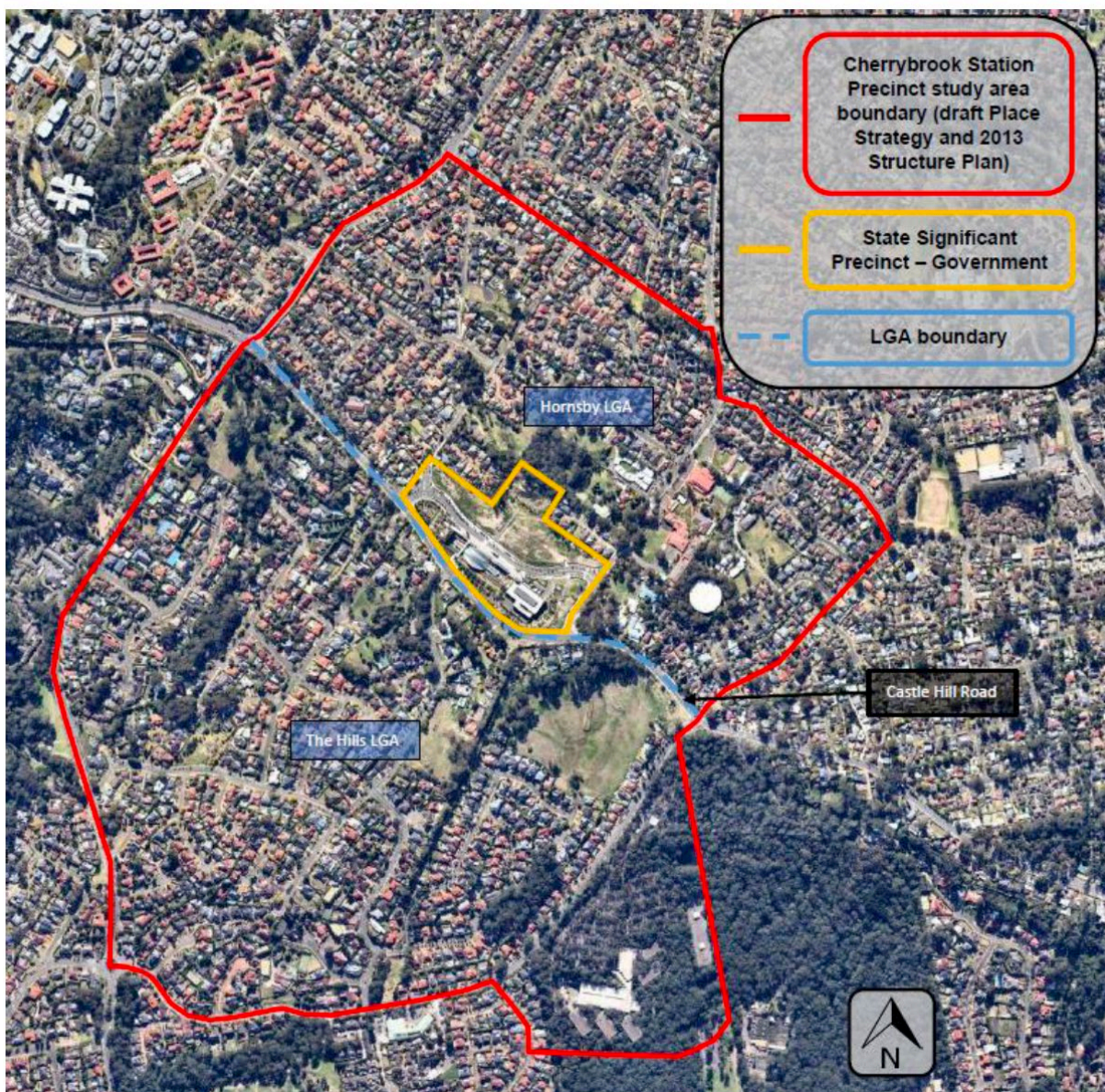


Figure 1 – Cherrybrook Station Precinct

The Cherrybrook Precinct will be a compact and walkable green village that will facilitate up to 3,200 new homes over 20 years within walking distance to public transport, new and expanded

open space, new walking and cycling connections, and generous landscaping and tree canopy to build on the precinct's established landscaped character.

1.1 Overview of the Place Strategy

The Cherrybrook Place Strategy establishes a framework to guide future development and infrastructure delivery in the Cherrybrook Precinct.

The Cherrybrook Precinct will be a compact and walkable green village that will facilitate new homes within walking distance to public transport, new and expanded open space, improved walking and cycling connections, and generous landscaping and tree canopy targets to build on the precinct's established landscaped character.

The Place Strategy builds on the principles, vision and framework established in the *Cherrybrook Station Structure Plan 2013* to establish a place-based approach to renewal, with guiding principles and actions to inform future rezoning. It provides a refined vision for the Cherrybrook Station Precinct and recommendations for land use zoning, built form controls, and infrastructure requirements to support future growth.

The Place Strategy defines a growth area boundary within the broader Cherrybrook Precinct to create a walkable and compact urban village and concentrate new housing within around 400m of the Metro station. New housing opportunities are focussed close to the station to provide increased housing supply and greater housing choice within walking distance to public transport. Areas beyond 400m from the station and outside the growth area boundary will continue to provide opportunities for low density residential housing, providing a diverse mix of housing options across the broader precinct.

The Place Strategy is supported by an infrastructure schedule which identifies local and regional infrastructure upgrades to support growth over the next 20 years. New homes will be supported by new and expanded open space, improved walking and cycling links, and social infrastructure, including schools and community facilities. The Cherrybrook Place Strategy will facilitate a compact and walkable green village with:

- up to 3,200 new homes, generally within 400m of Cherrybrook Metro station;
- medium density apartments, up to 5 storeys to provide more homes close to the Metro station;
- over 2.3ha of new and expanded local open space;
- 1.4km of new walking and cycling connections to create a walkable neighbourhood and improve access to the Metro station; and
- generous landscaping and tree canopy targets and the protection of Blue Gum High Forest.

1.2 Cherrybrook Station State Significant Precinct

The Cherrybrook Station SSP site comprises of 7.7ha of government owned land adjacent to the Cherrybrook Metro Station. The land was nominated as a SSP by the Minister for Planning and Public Spaces on 21 December 2019.

The SSP rezoning is being led by Landcom and was exhibited concurrently with the draft Place Strategy. The SSP rezoning proposal sets out a vision and proposed planning controls for the SSP site to facilitate a mixed-use local centre, community facilities, new open space and 390 new dwellings. The Department's post-exhibition assessment of the SSP proposal is addressed in the *Cherrybrook Station State Significant Precinct Finalisation Report*.

An amendment to the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), also formed part of the exhibition package. The SEPP amendment proposed to list the government land at Cherrybrook Station as a State Significant Development (SSD) site to enable future development application/s for the site to be lodged through the SSD pathway.

The finalisation of the proposed amendment to *State Environmental Planning Policy (Planning Systems) 2021* is considered in the *Cherrybrook Station State Significant Precinct Finalisation Report*.

1.3 Ministerial Direction

The Place Strategy will be given legislative weight through a Ministerial Direction. The direction under section 9.1 of the *NSW Environmental Planning and Assessment Act 1979* will ensure future proposals are consistent with the Place Strategy.

1.4 Report structure

This Finalisation Report provides a summary of the submissions received in response to the exhibition of the draft Place Strategy. It provides the Department's response to key issues raised in submissions, and the key changes to the Place Strategy in response to issues raised. The key elements of this report include:

- an outline of the exhibition and engagement activities;
- a submissions summary;
- key issues raised by stakeholder groups; and
- post-exhibition amendments made to the Cherrybrook Station Precinct Place Strategy.

This Finalisation Report does not consider the submissions received in response to the exhibition of the Cherrybrook Station SSP rezoning or the proposed amendment to the Planning Systems SEPP. A summary of the issues raised in submissions, and the Department's assessment is provided in the *Cherrybrook Station State Significant Precinct Finalisation Report*.

2 Exhibition details

2.1 Exhibition period

The draft Place Strategy was made available for public comment on the NSW Government Planning Portal from 22 July to 28 August 2022.

The following communications activities were undertaken:

- dedicated project webpage, virtual engagement room and Social PinPoint;
- letters and postcards distributed to residents in the precinct;
- media release;
- Electronic Direct Mail (EDM) sent at start of exhibition to Cherrybrook webpage subscribers, plus a reminder EDM; and
- social media advertising on Facebook and print advertisements in The Australian Chinese Daily.

The following lists the engagement activities undertaken during the exhibition period:

- webinar Information session;
- community information day;
- one-on-one 'Talk to a Planner' sessions; and
- briefings to both councils and community groups.

Project webpage

- A dedicated webpage was available as a key resource for the public to access more information on the draft Place Strategy, including a link to view the exhibition documents. The webpage also provided the opportunity to 'have your say', with links to make a submission and details of how to attend one of the 'talk to a planner' sessions or the webinar. A project webpage was available during the exhibition period between 22 July and 28 August on the Department's website at www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Cherrybrook-Station-Precinct; and
- the page recorded 4,414 page views by 3,238 unique users.

Virtual Engagement Room

A Virtual Engagement Room was available during the exhibition period on the NSW Department of Planning and Environment website at <https://caportal.com.au/dpe/cherrybrook>.

The page recorded 10,607 page views by 6,683 unique users.

Social Pinpoint

An Interactive Social Pinpoint map was also available on the Department's website at <https://caportal.com.au/dpe/cherrybrook>.

The page recorded 6,825 pageviews by 2,835 unique users

Letters and postcards

- letters were sent to 1,239 landowners in the precinct; and
- postcards were distributed to 4,100 households in the precinct and surrounding areas.

Electronic Direct Mail (EDM)

One EDM was sent 22 July 2022 to 363 recipients. A reminder EDM was sent 17 August to 354 recipients.

Advertising

To support awareness of the public exhibition and provide the opportunity to share feedback, a range of communications tools were used.

- 5 ads were run on Facebook from 22 July to 23 August, reaching 79,718 users and generating a click-through rate of 3.55%.

Engagement

Several engagement methods were made available to residents and interested stakeholders.

- a community information day, including 5 x 45 minute facilitated sessions, was held at the West Pennant Hills Club on the 13 August 2022 and was attended by 155 people;
- 13 'Talk to a Planner' phone sessions were held with members of the public as requested;
- a briefing was provided to the Hornsby Shire Council on the 22 July 2022, and similar briefing was provided to the Hills Shire Council on 2 August 2022; and
- 8 briefings were conducted with community groups throughout the exhibition period.

3 Submissions summary

3.1 Submissions received

A total of 256 submissions were received in response to exhibition of the draft Cherrybrook Station Precinct Place Strategy.

Of the total submissions received, 234 submissions were received from members of the community, 7 submissions were from community groups including the West Pennant Hills Valley Progress Association, the Beecroft Cheltenham Civic Trust and the Galston Area Residents Association, and 1 submission was made by an industry body.

The remaining submissions came from the Hills Shire Council and the Hornsby Shire Council, and 12 submissions were made by NSW Government agencies and service providers including Transport for NSW, School Infrastructure NSW and the Environment and Heritage Group of the Department of Planning and Environment.

A summary of submissions grouped into stakeholder groups is provided at Table 1. Copies of the submissions received are available on the Department's website.

Table 1: Summary of submissions by group

Submission author	Number of submissions
Local community	234
NSW Government agencies	12
Local Government	2
Community groups	7
Industry body	1
Total	256

4 Submissions from community members

A total of 234 submissions were received from members of the community, predominantly interested individuals and residents in the Cherrybrook Station Precinct and surrounding areas.

The key issues raised by the community during the exhibition related to:

- the need to ensure adequate car parking in the area;
- potential impacts on the road network;
- proposed development controls, including heights and density;
- potential impacts on the environment and sustainability;
- the need to ensure the provision of adequate infrastructure, including schools; and
- the need to consider existing character and local heritage.

A summary of the key issues raised by the community is provided in Table 2. A discussion of these issues and the Department's response is outlined in Sections 4.1 to 4.9.

Table 2: Summary of key areas of interest identified by the community

Issues raised in submissions by the community	Proportion of Submissions %
Roads and traffic	35%
Car parking	31%
Environment and sustainability	19%
Open space and recreation	21%
Walking and cycling	12%
Land use and built form	39%
Schools	16%
Public transport	15%
Local character and heritage	14%
Process and timing	11%
Growth area boundary	8%

4.1 Roads and traffic impacts

Many of submissions (35%) raised increased traffic and road network impacts as a concern.

4.1.1. Traffic impacts

- concern the draft Place Strategy will increase traffic and impact the road network;
- that certain roads, such as John Road, Franklin Road and Castle Hill Road, are already congested at peak times;
- concern about traffic congestion around schools, particularly around school pick-up and drop off times; and
- concern that the increased population will see regular streets become 'rat runs' into new developments.

4.1.2 School traffic

- concern about traffic congestion around schools, particularly around school pick-up and drop off times;
- requests for additional traffic modelling to consider peak school times and impacts on the local road network; and
- safety concerns with narrow and congested roads surrounding schools, and suggested local roads such as Franklin Road, John Road and Robert Road should be widened.

4.1.3 Road upgrades and proposed connections

- recommended upgrades and widening to roads such as Roberts Road and Castle Hill Road to increase capacity for cars;

- concern that narrow local roads impact the efficient movement of cars and the proposed increase in development will likely increase this issue;
- request for a traffic management plan be prepared that considers the wider transport network along with a program for road widening, including roads such as Glenhope Road, Castle Hill Road and Robert Road;
- concern with the proposed new connections, including shared streets/ mews and impacts on future development potential. Additional investigations were requested into the need for the proposed shared streets/mews, delivery mechanisms and the feasibility impacts;
- clarification was sought regarding potential widening of Robert Road. The Place Strategy identifies Robert Road as a 'primary street' with the associated indicative street section showing a 20.4m road reserve. Robert Road is currently 15-16m. It is unclear if Robert Road is to be widened and how the upgrade would be delivered; and
- requests that any land required for road acquisition purposes should be identified in the future proposed LEP mapping.

Department Response

Traffic impacts

Most of the green village is within 400 metres of the metro station and the mixed-use centre. This proximity, combined with new pedestrian and cycle links and local roads, will encourage greater walking, cycling and public transport use.

Detailed traffic modelling was undertaken to assess the additional car use likely to be generated from the projected growth in the precinct in combination with the impact of wider network traffic growth. The outcomes of this analysis recommended regional road intersection upgrades along Castle Hill Road to support the proposed growth in the precinct.

The Place Strategy focuses on creating a more walkable, compact and sustainable neighbourhood. The Place Strategy facilitates increased housing generally within 400 metres of the station to create a walkable urban village and deliver transit orientated development providing residents with direct access to high frequency public transport and reduced need for private vehicle use.

The supporting Traffic and Transport Study supports this vision and recognises the importance of providing more active transport connections, reviewing bus services and more direct bus routes to encourage mode shift to active and public transport and reduce reliance on private vehicles over time.

The Place Strategy aims to reduce car use and increase public and active transport, consistent with the priorities in the NSW Government's *Future Transport Strategy*. In particular, the Place Strategy aims to deliver a compact, walkable urban village, with increased housing concentrated within a 4-5-minute walk of the station, which aims to reduce traffic generation and increase active and public transport use. This aligns with the objectives in the *Future Transport Strategy* to create a thriving and healthy 15-minute neighbourhood where people walk and cycle for local trips and catch public transport for longer journeys.

To support this, the Place Strategy identifies new connections and improved walking and cycling paths that will make it easier for people to walk, cycle and use public transport for most trips. The Place Strategy includes specific actions in *Big Move 5 Pedestrian and cycling connections* to develop new streets and pedestrian/cycling links and open up cul-de-sacs to improve access to the station and local centre with the aim to increase walkable trips from 10% to 18% of all total trips.

School traffic

The Cherrybrook Station Precinct Traffic and Transport Study project managed by Transport for New South Wales in partnership with the Department considered peak school times and current school bus routes and stop times in the traffic modelling and did not recommend widening of local roads, such as Franklin Road, John Road, or Robert Road based on the projected growth in the precinct.

The Traffic and Transport Study recommended an upgrade at the intersection of Castle Hill Road and Bradfield Parade to improve intersection performance, with the intersection of Castle Hill Road and Franklin Road as an alternative option. These upgrades are identified in the infrastructure schedule, which is summarised in the Place Strategy, including the required timing. The Report also notes the use of Franklin Road for pedestrians, cyclists and school and commuter traffic, and to manage the speed environment for drivers, traffic calming measures, such as LATM devices and traffic signals, are recommended to be implemented along Franklin Road.

School Infrastructure NSW(SINSW) has requested that transport planning for the precinct be guided by the NSW Government's Movement and Place Framework (MAPF) and its Built Environment Performance Indicators. These indicators are based on qualities that contribute to a well-designed built environment and aim to promote active transport, including walking and cycling for school trips.

The traffic and transport network will be further considered and assessed at rezoning stage, including the NSW Government's Movement and Place Framework.

Road upgrades

The Place Strategy and supporting Traffic and Transport Study identify the necessary local road and regional road intersection upgrades to support development in the precinct over the next 20 years.

The Traffic and Transport Study identifies the required regional road intersection upgrades to support growth in the precinct:

- Castle Hill Road / High Road/ County Drive;
- Castle Hill Road / Bradfield Parade;
- Castle Hill Road /Franklin Road; and
- Castle Hill Road/ Coonara Avenue/Edward Bennett Drive.

The Place Strategy identifies new local roads to improve local road access and increase permeability through the precinct. The Traffic and Transport Study did not recommend the need to widen existing local roads such as Robert Road or Glenhope Road to support future growth.

The Place Strategy recognises the role and function of Robert Road as a primary road; however, it is not proposed to widen Robert Road. The Place Strategy includes indicative street sections, which are indicative only, and will be further considered as part of the rezoning and for inclusion in Council's DCP, where appropriate.

The proposed local streets and shared streets/ mews are important and are required to provide improved accessibility throughout the precinct, including improved access to open space, and enhanced permeability for walking and cycling.

The Place Strategy identifies the preferred location for the new local road and pedestrian cycle connections; however, the exact location, alignment, delivery and ownership arrangements for proposed connections will be resolved through the rezoning process.

4.2 Car parking

A large number of submissions (31%) related to car parking.

4.2.1 Commuter car parking

- concerns about insufficient commuter parking at the Cherrybrook Station; and
- concerns that the commuter car parking is at often at capacity in the morning and there is limited street parking available close to the station.

4.2.2 On-street parking

- concerns about a lack of on-street parking available in Cherrybrook for residents and visitors due to narrow street widths and demand for parking around Cherrybrook Station; and
- concerns that the increased population would further exacerbate parking access.

4.2.3 Residential car parking

- submissions raised concerns about increased density leading to increased demand for car parking and suggested there is not enough car parking spaces to meet existing demand.

Department Response

Commuter car parking

Sydney Metro Northwest's plans for Cherrybrook Station include 400 commuter spaces, parking and storage for 40 bicycles as well as kiss-and-ride spaces for 14 cars to ensure the new Cherrybrook Station and train link reduces pressure on current car parking spaces. The local area already has restricted on-street parking near the Metro station.

The Traffic and Transport Study assessed car parking and concluded that the existing on-street parking restrictions are generally effective in managing overflow commuter parking. The Study did recommend that parking restrictions should be extended on Glenhope Road to Salisbury Downs Drive to further limit commuter car parking in local streets. However, this will be a matter for further consideration by the Councils as growth in the precinct occurs.

On-street parking

The local area already has restricted parking near the metro station and both councils will continue to monitor the need to adjust these restrictions in order to manage commuter parking and preserve parking opportunities for local residents.

On-street parking will be a matter for further consideration by the local councils when developing parking demand management strategies and implementing on-street parking arrangements.

Residential car parking

Future development will be required to include onsite parking. Car parking rates for residential development will be considered as part of the rezoning phase in collaboration with councils including development control plans to ensure car parking rates reflect best practice for highly accessible renewal precincts, and promote a shift to walking, cycling and public transport use.

4.3 Public transport

15% of submissions included comments regarding public transport, particularly public transport options to access the Metro station.

- concern about indirect bus routes, and limited frequency of bus services to Cherrybrook Station;
- a preference to use a car rather than public transport to access the station due to limited public transport options and difficulties accessing parking at Cherrybrook Station; and
- comments that the Place Strategy may lead to easier access to the station and less reliance on car use.

Department Response

The Place Strategy aims to prioritise walking, cycling and public transport to access the Metro station and reduce reliance on private vehicles, particularly for the new population of the Green Village.

The *Future Transport Strategy* prioritises the 30 minute-city concept which aims to improve public transport options and provide seamless connections between transport modes. The Department will work with Transport for NSW as part of the detailed rezoning and infrastructure delivery phase to ensure improved public transport options are available to support future growth in the precinct.

The *Future Transport Strategy* establishes that Transport for NSW will support urban renewal around centres and public transport corridors by reviewing and improving infrastructure and services to ensure they are aligned with growth and place-based objectives. To ensure that public transport access to the station is improved, the Department will continue to work with Transport for NSW to improve bus connections to the station and promote increased public transport use.

4.4 Walking and cycling

12% of submissions related to walking and cycling connections.

- support for improved walking and cycling connections in the precinct; and
- that the proposed pedestrian and cycle links did not consider the topography of the land, integration with the wider growth area, or adequately address separation from motor vehicles.

Department Response

The Place Strategy identifies new local streets, through site links and shared streets to increase permeability, make it easier to walk and cycle around the precinct and access the station. The Place Strategy promotes enhanced permeability and legibility and is supported by specific actions in Big Move 2 to improve pedestrian and cycle access through additional linkages and shared streets.

The Place Strategy also aims to encourage increased walking and cycling to open space areas and includes a specific Action in Big Move 3 to ensure the open space network has a high level of pedestrian and cycling access.

The proposed local road connections and pedestrian links identified in the Place Strategy will be subject to further review and refinement as part of the rezoning phase. This will include further consideration of costings, topography and integration with the existing local road network in collaboration with councils.

4.5 Schools

16% of submissions provided comments relating to schools and concern that existing schools in the area will be unable to accommodate increased demand. Submissions suggested that additional schools will be required and that a site for a new primary school should be identified prior to the draft Place Strategy being finalised.

Department Response

School Infrastructure NSW (SINSW) has indicated that the proposed growth of 3,200 additional dwellings over 20 years, together with current projections, indicates that there will be a requirement for at least an additional primary school, secondary school and support services infrastructure. SINSW indicates the possible need for new school sites will also be subject to future population and housing forecasts issued by DPE within the NSW Common Planning Assumptions and the actual growth rates of development.

The Department will work closely with SINSW to ensure schools are considered early in the planning process. SINSW will commence investigations to identify appropriate solutions to accommodate the projected enrolment demand, including the need to provide new schools or expand existing schools.

SINSW will determine the need for new schools based on future population and housing forecasts, with ongoing consultation with the Department to be undertaken as detailed planning progresses for the precinct.

SINSW will also consider capacity at existing schools and consider additional resources to ensure existing schools are fully utilised before new schools are considered.

4.6 Environment and sustainability

Almost one in five submissions related to the environment and sustainability. These submissions included concerns regarding reduced tree canopy, impacts to flora and fauna, increased pollution, reduced green space and impacts to waterways.

A high proportion of submissions raised concerns about the impact of the draft Place Strategy on the Blue Gum High Forest - Critically Endangered Ecological Community (CEEC) and suggested areas of Blue Gum High Forest should be zoned C2 Environmental Conservation.

A number of respondents also raised issues relating to sustainability and climate change. Many of these submissions raised concerns that development may exacerbate urban heat and climate change.

Department Response

The Place Strategy sets out clear actions and priorities to ensure the protection of high value vegetation, promote increased landscaping and tree canopy and provide increased green space and open space areas.

Big Move 3 A rich landscape character and *Big Move 6 Caring for the Blue Gum High Forest and watercourses* establishes specific actions to maintain the precinct's existing 26% tree canopy cover, retain and protect significant vegetation, and improve waterways health. These actions will inform more detailed planning and environmental outcomes for the precinct. The Place Strategy ensures significant areas of Blue Gum High Forest are retained as proposed open space. The Place Strategy has also been updated to include mapping of Blue Gum High Forest species across the growth area to support the actions and principles in Big Move 6.

Any rezoning proposal will need to address the actions in the Place Strategy and be supported by detailed environmental and biodiversity assessments to assess any potential impacts and required

mitigation measures as required under the *Biodiversity Conservation Act 2016* which aims to identify and protect threatened species, populations and ecological communities in NSW.

4.7 Open space and recreation

4.7.1 Open space provision

- most submissions outlined support for improved open space and recreation facilities in the precinct;
- suggestions that the proposed new open space is not enough to support the additional residents; and
- support for the two new sporting fields and requested the location for the additional playing fields be identified early in the planning process.

4.7.2 Land acquisition for open space

- objections to potential property acquisition for the proposed expansion of Robert Road Park and new open space Miriam Place Park; and
- suggestions that alternate sites for open space should be identified, including 16-24 Robert Road and areas south of Castle Hill Road.

Department Response

Open space provision

The Place Strategy identifies new and expanded open space to support future growth in the precinct over the next 20 years. The Place Strategy aims to improve access to open space to ensure that most residents live within a short walk to a local park. Currently only 8% of residents are living within 200m or a 2–3-minute walk to open space.

A key focus of the Place Strategy is to improve access to existing open space and recreation opportunities, with proposed new walking and cycling connections identified to ensure most people are within a 2–3-minute walk to open space, consistent with the priorities in the North District Plan. The Place Strategy also aims to improve walking and cycling access to open space and includes a specific Action in Big Move 3 to ensure the open space network has a high level of pedestrian and cycling access.

The Place Strategy aims to facilitate the delivery of a network of 2.37ha of new and improved open space, to ensure that the majority of residents are within 200m of open space. This includes three new local parks, an expansion of Robert Road Park to 6,743sqm and an 8,930sqm reserve containing BGHF to the north of the station.

Land acquisition for open space

To deliver new and expanded open space, additional land will be required. The Department acknowledges the concerns regarding land identified for proposed open space and potential future acquisition; however new open space is required to support future growth and given the developed nature of the area acquisition of private land is inevitable if new open space is to be provided.

The Department will work closely with councils and landowners as part of the rezoning investigations to determine the extent of local open space areas within the precinct and confirm delivery mechanisms and acquisition requirements for local open space. The Department's analysis is that local infrastructure provision for the precinct is generally within the scope that could

be funded through local contributions. This will be further explored and refined through the implementation phase.

The Department notes the support for new active open space to be provided to support the future population. The Place Strategy clearly establishes the need for 2 additional active sports fields, and the Department will work with councils to identify a suitable location for new sport fields.

Proposed expansion of Robert Road Park

The proposed enlargement of Robert Road Park was identified in the 2013 Structure Plan. The proposed enlarged contiguous area of open space is preferable to creating a separate open space area across the road at 16-24 Robert Road. The existing park is under the minimum recommended size of 3,000sqm for a local park and the proposed expansion will improve the function and useability of the park for existing and future residents.

Proposed Miriam Place Park

New open space required to support future medium density housing in this area. The proposed park is located to improve access to open space in accordance with the Government Architect New South Wales (GANSW) Greener Places Design Guidelines and will achieve the objective of new medium density dwellings being within 200m of a 3,000sqm local park.

4.6 Local character and heritage

14% of submissions related to local character and heritage considerations.

4.6.1 Local character

- concern that apartment development may not complement the existing family-friendly, low-density, landscape character of Cherrybrook
- support for increased housing options and suggested that the increased population will create a vibrant centre.

4.6.2 Heritage

- concern that the draft Place Strategy did not include proposed land use zoning or other measures to recognise and protect local heritage properties in the area.

Department Response

Local character

The Place Strategy establishes a vision and priorities for the precinct that aims to promote a green village, with increased landscaping, maintenance and augmentation of the already generous tree canopy and enhanced green spaces for residents to enjoy.

The Place Strategy balances the need to deliver increased housing supply and housing diversity close to the Metro station, while ensuring future development is compatible with the precinct's landscape character.

This will be achieved through the recommended development controls, including generous setbacks, tree canopy targets and landscaping requirements. This will ensure that future development is compatible with surrounding development, while responding to the established precinct vision and desired future character as set out the Place Strategy.

Heritage

Local heritage items will continue to be protected through existing heritage conservation controls in Council's local environmental plans and DCPs. The Place Strategy does not alter the level of protection to local heritage items or the assessment requirements for development adjacent to

heritage items. Future development will need to consider potential heritage impacts and measures to mitigate any impacts.

The two local heritage items within the growth area to the north of Castle Hill Road have now been included in the Place Strategy mapping.

4.7 Land use and development controls

4.7.1 Medium density zoning.

- concern that the proposed increase in density and population growth is supported by adequate infrastructure;
- support for increased density, provided it is supported by appropriate infrastructure; and
- noting that the recommended medium density zoning would allow for more affordable housing choices close to public transport.

4.7.2 Height and FSR controls.

- concern that the recommended height and FSR controls are too high and that building heights should be no more than 3 storeys;
- suggestions that building heights should be increased to 6 storeys across the precinct, and increasing heights up to 8 -12 storeys close to the Metro station;
- requests for increased FSR controls up to 2:1;
- requests for no FSR control consistent with the approach taken for residential zoned land in the Hornsby LEP; and
- requests for built form controls should be higher as they do not provide an incentive for development because of:
 - the high cost of acquiring the land
 - the low return on investment due to the zoning limitations
 - low FSR and building heights
 - large minimum lot size requiring sites to amalgamate.

Department Response

Medium density zoning

The Place Strategy provides for medium density development within 400m of the station, with supporting development controls to ensure future development provides an appropriate transition to surrounding residential areas. This is also consistent with the direction under the 2013 North West Rail Link (NWRL) Strategy that was subject to extensive community consultation and an accompanying Ministerial Direction.

Increasing the number of homes within walking distance to public transport is a key objective of the NSW Government. The Place Strategy establishes a place-based approach to renewal to ensure future development builds on local character, creates a permeable and walkable neighbourhood, enhances landscaping and tree canopy and increases open space, while providing opportunities for increased housing supply and housing diversity within walking distance to public transport.

The Place Strategy ensures that future growth will be supported by new and upgraded infrastructure as the precinct develops over the next 20 years. The infrastructure schedule in the Place Strategy identifies the required infrastructure to support development, including upgrades to local roads, new open space and improved walking and cycling links.

Height and FSR controls

The Place Strategy balances the need to deliver a feasible development framework, with a built form outcome that responds to its context and local character. The Place Strategy provides for medium-density scale development with a maximum building height of 5 storeys to ensure the new housing blends in with the surrounding leafy residential suburb including the areas of Blue Gum High Forest species.

Building frontages along most streets will be 3-storeys, with the upper 2 storeys setback by 3 metres to ensure sensitive built form transition to the street and surrounding residential areas. The recommended height controls respond to previous community feedback and views that any new development should be compatible with the existing leafy green character.

The recommended FSR control of 1.4:1 is based on urban design analysis and ensures alignment between the proposed 5 storey height control. The Department supports the introduction of recommended FSR controls for the precinct as it is an important mechanism to guide built form outcomes and provide certainty about the bulk and scale of development. It is standard practice for FSR controls to be applied in renewal precincts and growth areas where increased densities are planned. The Department will further consider the recommended built form outcomes as part of the rezoning stage.

The Place Strategy was informed by feasibility testing which recommended medium-density housing of up to 5 storeys would be required for development to be feasible. The feasibility testing showed that lower scale development (3 storeys) and low-rise medium-density housing such as townhouse development would not be feasible, other than possibly within large sites.

4.8 Growth area boundary

4.8.1 Growth area boundary

Submissions on the growth area boundary either supported the proposed growth area boundary or suggested that the proposed growth area boundary be extended to include adjoining streets and/or properties.

The requested changes to the growth area boundary included:

- for 9, 11, 13, and 15 Matthew Way to be included in growth area boundary;
- for properties from Curtis Close to Paxton Crescent to be included in the growth area boundary;
- to include land at 39-47 Robert Road in the growth area boundary to enable 3 storey apartment or townhouse development;
- to include land at 111 Castle Hill Road in growth area boundary;
- to realign south-eastern section of growth area boundary at Grosvenor Park based on geotechnical constraints;
- to extend growth boundary to include additional properties to the south of 9 Staley Court; and
- to expand the south-western section of the growth area boundary.

4.8.2 Further investigation areas

Several submissions suggested that the “further investigation areas” should be included in the proposed growth area boundary to achieve consistent built form controls across the precinct.

Other submissions suggested that the ‘further investigation areas’ should be removed, given site constraints and distance from the station.

Department Response

Growth area boundary changes

The Department has considered the suggested boundary changes and has made the following amendments to the growth area boundary:

- To include the properties at 9, 11, 13 and 15 Matthew Way in the growth area boundary. The boundary change will improve the interface between neighbouring properties and Matthew Way provides road separation between medium density area and low-density dwellings to the south. These properties are on the border of the 400m radius to the station.
- To further consideration of the south-eastern section of the growth area (the Grosvenor Park site) at rezoning stage is identified in the Place Strategy. This area has been indicated as a Further investigation area - to be considered at rezoning stage for '3 storey townhouse development' and/or '5 storey residential flat building'
- This approach will allow further consideration and potential realignment of the growth area boundary based on issues such as geotechnical stabilisation, topography, road network capacity, economic viability, open space provision, and consideration of impacts to surrounding residential areas.
- To further consideration of the south-western section of the growth area at rezoning stage is identified in the Place Strategy. This area has been identified as Further investigation area -to be considered at rezoning stage for '3-storey townhouse development'. This provides flexibility for townhouse development to be considered on this site as part of the rezoning process, although this would need to consider issues such as the Blue Gum High Forest threatened species vegetation, slope, watercourses, heritage and access constraints.

The Department does not support changes to other areas of the growth area boundary for the following reasons
 Curtis Close - An existing Sydney Water access driveway creates a boundary (and separation) between 10 Curtis Close and 8 Curtis Close and the exhibited boundary is considered to provide a clear and logical transition point to medium density development. The area has limited accessibility, is beyond the 400m walking catchment of the station, and the surrounding school properties impede access to the station.

39 - 47 Robert Road - Dalkeith Road and Robert Road create a logical boundary and the site is more than 400m from the station and could be considered for low rise/ missing middle housing options by Council in the future

111 Castle Hill Road – no change to growth area boundary as this may create interface issues with extending the 5-storey height limit, but the Place Strategy has been amended to identify the southern portion of the site as a Further investigation area – to be considered at rezoning stage for '3-storey townhouse'. This will potentially allow the opportunity for coordinated development outcome across the site, with townhouse development to be considered on part of the site through the rezoning process.

Further investigation areas

The Place Strategy has been amended to provide greater clarity on the planning pathway for the identified 'further investigation areas' as detailed above.

The further investigation areas are generally just beyond the 400m and 4 - 5 minute walk from the station and provide the opportunity to consider low-scale medium density housing as part of the rezoning for the precinct.

The potential rezoning of these areas for 3 storey townhouse development or 5 storey residential flat buildings will be based on detailed site investigations, environmental assessments, and feasibility analysis to consider if increased development is appropriate in any of these areas. This provides clarity to Councils and community on the planning process and parameters for any potential development in these areas in the future.

4.9 Process and timing

11% of submissions related to the issue of process and timing for the implementation of the Place Strategy. Views on the implementation of the Place Strategy were mixed.

- many submissions supported Councils preparing their own Planning Proposals to implement the Place Strategy; and
- almost half of submissions argued that the planning for the precinct should be undertaken by State government as this would ensure a consistent approach to planning across two different council areas.

Department Response

To implement the Place Strategy and the recommended controls for the growth area, the Department sought feedback on the potential planning pathways, with the options including a State-led rezoning for the entire precinct, council-led planning proposals for each LGA, or site-specific planning proposals by landowners.

The Department has considered the feedback received and acknowledges the preference outlined in some submissions for Council-led planning proposals to be progressed, while some submissions requested a State-led approach to ensure consistency.

The Department has considered the potential planning pathways, and given the precinct's location across two council areas, integration with the Cherrybrook Station Precinct SSP proposal, and continued state Government involvement in infrastructure funding and delivery, the Department is committed to progressing the implementation of the Place Strategy as a State-led rezoning. This responds to the Hills Shire Council and Hornsby Shire Councils' preference for a precinct-wide State-led rezoning to implement the Place Strategy and will provide opportunity for ongoing Council and community consultation throughout the rezoning process.

The Department will work in collaboration with both councils as part of the State-led rezoning and will support the Councils to lead the preparation of supporting development control plans and local contributions plans, to guide future development and local infrastructure outcomes in each LGA. Further information on the implementation strategy is provided in Section 9.

5 Submissions from community groups and associations

The submissions from community groups raised many of the same key issues as raised in submissions from the local community, including transport and traffic, infrastructure provision, environmental considerations, and recommended built form controls.

A summary of the key issues raised in each submission and the Department's response is provided in Section 5.1 to 5.7.

5.1 West Pennant Hills Valley Progress Association

The West Pennant Hills Valley Progress Association (WPHVPA) provided the following comments on the draft Place Strategy:

- support proposed growth area which restricts development within 400m;
- land to the east and west of the green village should not be considered for future housing in 10 years;
- proposed maximum building height of 5 storeys is supported;
- street wall height of 3 storeys should apply to all streets and additional setbacks may be required on the south side of Castle Hill Road;

- landslip risk should be investigated;
- development will generate additional traffic. It was argued that the traffic assessment for the Place Strategy considered major intersections only and did not consider wider impacts or downstream impacts. Further traffic investigation is required;
- a direct bus route linking Cherrybrook Station to Parramatta via West Pennant Hills Valley is required to reduce traffic congestion;
- all native vegetation should be protected and increasing tree canopy is supported;
- shared cycle/pedestrian path should be 2.5m-3m;
- the north of Castle Hill Road should be connected to the south of Castle Hill Road by an overpass, and there should be a 'kiss and ride' drop off on the south side of Cherrybrook Station;
- there is insufficient commuter parking and additional parking should be provided. No support for on-street parking restrictions;
- new developments should have 1 car parking space per apartment and EV charging capability provided;
- there is a need for additional active open space and playing fields in the area. A location for playing fields should be identified and costed;
- possible sites for a new school should be identified prior to land being rezoned; and
- support for councils preparing their own planning proposals to implement the Place Strategy.

Department Response

- Note the support for increased housing and heights up to 5-storeys within 400m of the station.
- The Place Strategy recommends a street wall height of 3-storeys on all streets (except for Castle Hill Road), and with the additional side setbacks will ensure an appropriate transition between medium density development and the existing low density housing.
- The 'further investigation areas' provide potential for townhouses and more diverse housing in areas immediately beyond the 400m walking catchment of the station to the southern section of the growth area. These areas are identified for 3-storey or 5-storey development to be considered at the rezoning stage.
- Traffic and car parking, geotechnical and biodiversity impacts will be further considered as part of the future rezoning.
- The supporting Traffic and Transport Study confirms there is insufficient future pedestrian demand to support a pedestrian tunnel or overpass on Castle Hill Road and the 3 existing signalised pedestrian crossings adequately service the future pedestrian demand. The Department will work with Transport for NSW to improve access to the station as part of the implementation of the Place Strategy.
- Car parking will be considered as part of the future rezoning, and the Department will continue to work with Transport for NSW and Sydney Metro regarding commuter car parking. The Cherrybrook Metro is also serviced by 14 kiss-and-ride car spaces which allows easy drop off and pick up from the station.
- New development will be required to provide car parking. The recommended car parking rates for future residential development will be considered as part of preparing development controls plans associated with the rezoning phase.
- The Place Strategy identifies the need for new and upgraded local and regional infrastructure to support growth in the precinct over the next 20 years, including new active open space and additional schools. Further investigations of identified infrastructure items, including proposed sites and costings, will be undertaken as part of the future rezoning.

- The support for a Council-led planning proposal is noted. The Department will progress a precinct-wide State-led rezoning to implement the Place Strategy and ensure a consistent approach to planning and infrastructure delivery across the precinct.

5.2 The Beecroft Cheltenham Civic Trust

The Beecroft Cheltenham Civic Trust has submitted a number of concerns, predominantly relating to the area within the Hornsby Shire. These concerns include:

- support for increased density within a 400m radius of the Metro station;
- the blanket '5 storey' height control is not supported as it does not respond to site-specific constraints or provide a transition to lower density housing
- the Place Strategy applies to areas with recent development and community title development which will be difficult to redevelop in the 20-year timeframe. This will have impacts on the delivery of new local roads and open space;
- proposed sites for future schools, and two playing fields should be identified in the Place Strategy;
- improvements required to road infrastructure, including widening Castle Hill Road and Robert Road;
- there should be long term plans for north-south pedestrian and cycling connections across Castle Hill Road including consideration of e-bikes;
- built form controls need to consider the transition from high to low density. Additional consideration also needs to be given to topography, drainage, and views;
- indicative street sections show a reduction in setbacks which will provide insufficient space for trees. The indicative sections show some streets less than 20m which is too narrow;
- the building separation between residential apartments and rear and side setback controls need to be investigated;
- the vegetation corridors running along the boundary are unlikely to achieve the Place Strategy's vision, and no detail has been provided as to how improving the natural connection to the Cumberland State Forest will be achieved;
- investigation into the removal of the easements should be explored; and
- investigate water catchment for the retention basin and the drainage pattern downstream of the basin.

Department Response

- The Place Strategy recommends a maximum height of 5-storeys which is appropriate for land within 400m of a Metro station.
- The Place Strategy identifies the required local and regional infrastructure required to support the precinct. This includes new and expanded open space, 2 new sports fields and increased school infrastructure over the next 20 years. The proposed open space and local road infrastructure will be further considered and refined as part of the rezoning process, with proposed sites and costings to be considered in more detail.
- The Place Strategy identifies upgrades to existing roads, proposed new local roads, walking and cycling connections and improved access to open space to be delivered as the precinct develops. E-bikes will be further considered to ensure they can be accommodated within the existing and planned cycleway network.
- The Traffic and Transport Study considered the need to deliver a grade separated pedestrian connection across Castle Hill Road, but this was not recommended primarily due to insufficient future pedestrian demand.

- The building separation and site planning requirements for apartments will be in accordance with the NSW Apartment Design Guide (ADG). Minimum lot sizes are recommended in the Place Strategy, with additional controls to be considered at the rezoning stage for inclusion in Council's DCP.
- The Place Strategy recommends built form controls, including setbacks and minimum lot sizes which will be further considered at the rezoning stage.
- The indicative street sections show the basement extending into the front setback. This was not intended and has been corrected in the final Place Strategy. The street sections in the Place Strategy are indicative and will be further considered by Council for inclusion in the DCP as part of the detailed rezoning investigations.
- the Place Strategy recommends generous street setbacks of 7m and 10m which provide sufficient space for deep soil, landscaping and tree canopy.
- The Place Strategy includes a range of built form controls to ensure an appropriate height transition between apartments and low density housing, including large street setbacks, upper level setbacks and additional side setbacks at interfaces.
- Environmental considerations, including biodiversity impacts, retention of native vegetation and stormwater management, will be considered at the rezoning stage.

5.3 Community Association of Deposited Plan (DP) 270310 (the landowners)

DFP Planning Pty Ltd (DFP) on behalf of the Community Association of Deposited Plan (DP) 270310 (the landowners) have provided the following points in relation to their land at Oliver Way, Cherrybrook:

- support for high-density residential development and recommend R4 High Density Zone for the Green Village;
- a 5-storey height limit is insufficient to encourage economically viable development. Recommend an 8 storey height limit for land within the Green Village;
- does not support the introduction of a FSR limit as this would be inconsistent with the approach taken for the R3 Zone and R4 Zone under the Hornsby LEP, where no FSR limit applies;
- the proposed FSR of 1.4:1 under estimates development potential and suggests 1.7:1 could be achieved;
- if an FSR control is included, recommend 1.7:1 for 5 storeys, or 2.4:1 for 8 storeys;
- clarify whether it is intended that Robert Road be widened from approximately 15m (existing) to 20.4m to accommodate a 'Primary Street';
- if Robert Road is intended to be widened, ensure that the costs (land and capital) be shared across all development in the Precinct through the Regional Infrastructure Contribution framework.

Department Response

- The support for increased housing and increased heights within 400m of the station is noted. The Place Strategy recommends medium density development within the growth area boundary as this will allow for mid-scale residential apartments buildings.
- The Place Strategy is supported by feasibility testing that determined that the recommended height and density controls are viable.
- It is standard practice for FSR controls to be applied in renewal precincts. The recommended FSR control is required to ensure consistent built form outcomes across the precinct.

- The Place Strategy recommends an FSR of 1.4:1 which was based on a balance between feasibility, urban design analysis and built form testing to ensure the recommended height and density outcomes in the Place Strategy can be achieved.
- The Department will further consider height and density controls as part of the precinct-wide rezoning, consistent with the recommendations in the Place Strategy.
- The Place Strategy identifies improvements to the local road network to support growth in the precinct. Robert Road is identified as a primary local street on the proposed movement network; however, road widening is not proposed for Robert Road. The Place Strategy includes indicative street sections which will be refined as part of the detailed rezoning for inclusion in Council's DCP, where appropriate.
- Any local road upgrades required to support development will be funded and delivered through local infrastructure funding options, including land dedication, works in kind, or local contributions. Regional infrastructure contributions will apply to identified state and regional infrastructure.

5.4 Community Association of Deposited Plan (DP) 270013 (the landowners)

DFP Planning Pty Ltd (DFP) on behalf of the Community Association of Deposited Plan (DP) 270310 (the landowners) have provided the following points in relation to their land at Louise Way, Cherrybrook:

- support for high-density residential development and recommend R4 High Density Zone for the Green Village. Request the rezoning should be undertaken as soon as possible;
- a 5-storey height limit is insufficient to encourage economically viable development. Recommend an 8-storey height limit for land within the Green Village;
- do not support the introduction of an FSR limit as this would be inconsistent with the approach taken for the R3 Zone and R4 Zone under the Hornsby LEP, where no FSR limit applies;
- proposed FSR of 1.4:1 underestimates the development potential and suggest 1.7:1 could be achieved within a 5-storey height limit;
- if an FSR control is included, recommend 1.7:1 for 5 storeys, or 2.4:1 for 8 storeys.;
- the proposed east-west shared street through the site will sever the existing large block into two parcels, with the northern parcel being less than the proposed 2,000sqsqm minimum subdivision lot size and a depth of approximately with a depth of 18m which is not sufficient for a residential apartment building;
- recommend that proposed shared street alignment be relocated to the northern boundary, so that the proposed street is split equally (50/50) with the adjoining property at 30, 34 and 36-38 Robert Road; and
- recommended that the proposed shared street be relocated to the western boundary of Lot 5 so that it is equally split (50/50) with the rear lots within Louise Way.

Department response

- In relation to the comments concerning land use zoning, height and density controls, refer to the response at 5.3.
- The Place Strategy identifies proposed upgrades to the local road network to create new connections and improve permeability through the precinct.
- The suggested amendments to the proposed shared streets are noted.
- The Place Strategy identifies preferred locations for new connections including shared street/ mews; however, the proposed connections and delivery mechanisms will be resolved as part of the rezoning process.

- There is potential to consider alternate alignments for proposed connections within the site as part of the next phase of rezoning investigations, subject to maintaining consistency with the objectives of the Place Strategy.

5.5 Protecting your suburban environment

While the Protecting your Suburban Environment group support elements of the proposal, it has raised the following concerns:

- Hornsby Shire Council should lead the rezoning and Hills Shire Council can follow the lead of Hornsby in its planning proposal, LEP & DCP amendments;
- there must be a transitional zone from the Precinct to the surrounding R2 zone;
- a site specific 5 storey height control be included in the Hornsby Shire Council and Hills Shire Council LEPs;
- the proposed future growth areas should be removed from the Place Strategy;
- all areas of CEEC within private lands must be zoned C2 Environmental Conservation;
- land for additional playing fields must be zoned at the same time as the rest of the rezoning;
- the NSW Government must contribute more to the infrastructure needed to support the Place Strategy;
- the high voltage transmission lines and towers must be given proper consideration as a significant constraint or put underground;
- the zoning of private lands must be referred to as high density residential zoning
- a pedestrian footbridge over Castle Hill Rd is essential;
- larger setbacks must be accommodated to create the Green Village with large mature trees;
- a viable green link corridor that is sustainable must be identified and zoned in the Strategy;
- a wildlife bridge must be constructed over Castle Hill Road to enable fauna to benefit from any vegetated link.

Department Response

- The support for a Council-led planning proposal is noted. However, based on the preference outlined by Hornsby Shire Council and the Hills Shire Council, the Department will progress a precinct-wide State-led rezoning to implement the Place Strategy. Supporting DCPs will be prepared by the councils.
- The Place Strategy provides recommended built form controls to ensure an appropriate transition between medium density apartments and low-density housing. This includes generous setbacks and landscaping requirements, tree canopy targets, a lower street wall height of 3-storeys, and additional side setbacks where road separation is not possible. The recommended street setbacks provide sufficient space for landscaping and tree plantings.
- The 'further investigation areas' provide potential for townhouses and more diverse housing to be provided in the longer term, subject to feasibility. These areas may assist in improving the transition leading to the medium density apartments closer to the station.
- The Place Strategy identifies the need for new and upgraded local and regional infrastructure to support growth. The Infrastructure Schedule in the Place Strategy clearly identifies the required infrastructure and funding arrangements, including new sport fields, which will be further considered as part of the detailed rezoning and infrastructure delivery stage.

- Environmental matters, including biodiversity impacts, native vegetation and appropriate land use zoning, will be considered at the rezoning stage.
- The need for a pedestrian overpass was considered in the Traffic and Transport Study, which confirmed that there will be insufficient demand to support a grade separated pedestrian access to Castle Hill Road.
- Detailed site investigations will support a precinct-wide rezoning and will include further consideration of transmission lines and potential constraints to development.

5.6 The Galston Area Residents Association Inc (GARA)

The Galston Area Residents Association raises a number of concerns in relation to the draft Place Strategy. These include:

- additional infrastructure is required to support growth in the precinct including a primary and high school and two playing fields;
- further investigation of road width, setbacks and open space is required;
- concern is expressed over a blanket FSR, and building height being implemented for the precinct;
- while supportive of the vision to protect the natural landscape, the submission recommends all CEEC be zoned to C2 – Environmental Conservation;
- Hornsby Shire Council should lead the rezoning and Hills Shire Council can follow the lead of Hornsby in its planning proposal; and
- the State Government should be responsible for the funding for the infrastructure to support the Place Strategy.

Department Response

- The Place Strategy identifies the required infrastructure to support future growth, including new open space, and sport fields over the next 20 years. The Infrastructure Schedule identifies the required infrastructure items, delivery responsibilities and funding arrangements to be further considered as part of the detailed rezoning and infrastructure delivery stage.
- The proposed road network and indicative street sections will be further considered and refined as part of the next stage of planning in consultation with Council.
- The Department will work with Council's on local open space planning to confirm open space needs, including active open space requirements, as part of the precinct-wide rezoning.
- The recommended height and FSR controls are maximum controls which will be refined as part of the rezoning and supported by built form controls, such as height in storeys and setbacks, in Council's DCPs.
- The support for a Council-led planning proposal is noted. However, as previously outlined, based on the preference outlined by Hornsby Shire Council and the Hills Shire Council, the Department will progress a precinct-wide State-led rezoning to implement the Place Strategy.
- Measures to protect and enhance high value vegetation, including land use zoning mechanisms, will be considered at the rezoning stage.

5.7 Inala Disability Services

Inala has provided the following comments in relation to the draft Place Strategy:

- potential impact to the Dulkara Site located at 118 Franklin Road from the proposed scale and bulk of future development on adjoining sites;
- support for proposed open space and new connections. It was also noted that the proposed new road along the north-west boundary of the Dulkara Site will provide greater

permeability and improved access to open space, although Inala would prefer the whole of the alignment of the new road on the adjoining land; and

- the Place Strategy should not identify the Inala Administration Site at 99 Franklin Road for heritage conservation.

Department Response

The Place Strategy includes recommended controls to ensure that amenity impacts are considered. Detailed built form and amenity provisions will be considered at the rezoning stage, with controls recommended conclusion in Councils DCP.

Further review of the proposed local roads and pedestrian/cycle links and potential refinements will occur at the rezoning stage.

Future development will need to consider potential impacts to sensitive uses and demonstrate how any impacts will be mitigated.

The Place Strategy has been updated to include the existing local heritage item at 99 Franklin Road, consistent with including the other local heritage item (i.e. 150 Castle Hill Road) within the Hornsby LGA. This doesn't change the rezoning of 99 Franklin Road, but simply reflects the existing heritage listing and mapping from the Hornsby LEP 2013.

6 Submissions from Local Government

6.1 The Hills Shire Council

The Hills Shire Council's submission raised issues relating to the implementation strategy, development standards such as height and density and affordable housing, biodiversity and tree canopy, development controls for future development, landslip risk, further investigation areas and infrastructure requirements for the precinct.

The key issues raised by The Hills Shire Council in relation to the draft Cherrybrook Station Precinct Place Strategy and the Department's response is provided in Table 3.

Table 3: The Hills Shire Council comments and Department response

The Hills Shire Council comment	Draft response/ recommendation
Implementation Options	
The final Place Strategy should be implemented through a State led precinct-wide rezoning (Option 1) with the supporting Development Control Plan and Contributions Plan to be prepared by Council.	<p>The Department acknowledges and supports Council's preference for State-led precinct-wide rezoning.</p> <p>The Department supports the implementation of the Place Strategy through a State-led rezoning and will work with Council to implement the recommendations in the Place Strategy.</p>
Should the Place Strategy be implemented through landowner-initiated planning proposals (Option 3), a Ministerial Direction should be exhibited prior to finalisation of the Place Strategy	The Place Strategy is supported by a 9.1 Ministerial Direction which will ensure the Place Strategy is a consideration in the assessment of future planning proposals.

The Hills Shire Council comment	Draft response/ recommendation
Development standards	
Buildings heights and floor space ratio	
<p>The Place Strategy should highlight the need to consider site-specific constraints and include additional guidance on appropriate building heights and densities, particularly at interfaces with low and medium density uses.</p>	<p>The Place Strategy identifies that building heights will be informed by site -specific constraints, including topography. The Place Strategy recommends a maximum height of 5 storeys, with detailed height controls to be determined at the rezoning stage.</p> <p>The Place Strategy indicates that at rezoning stage, the building heights for the growth area south of Castle Hill Road, may be reviewed to consider if there is sufficient merit for more consistency with The Hills Corridor Strategy e.g. a greater transition range from 3 – 6 storeys and a maximum of 8 storeys.</p> <p>Further guidance on building design and building heights may also be included in Council's DCP.</p> <p>The Place Strategy includes recommended controls to ensure an appropriate transition to existing low density areas, including a 3-storey street wall control and larger side setbacks to low density housing.</p>
<p>A reduced height and FSR should be considered for land west of Glenhope Road, where there is no road separation between the proposed 5-storey height and the existing 1-2 storey development.</p>	<p>The Place Strategy recommends maximum height and FSR controls which have been informed by urban design analysis to ensure future development is compatible with lower scale residential uses.</p> <p>Where separation between proposed and existing development is not provided by a local road, the Place Strategy provides recommended controls to ensure boundary and interface issues are appropriately addressed.</p> <p>This includes additional side setbacks (an additional 3m to the setbacks required under the Apartment Design Guide) to ensure a sensitive transition between future 5 storey buildings and established low density dwellings. Upper-level setbacks above level 3 also apply at interfaces with existing low density development and will be supported by landscaping controls will also ensure an appropriate transition to surrounding dwellings.</p>

The Hills Shire Council comment	Draft response/ recommendation
Further investigation is required on the biodiversity, visual and solar impacts resulting from the densities proposed along the ridgeline south of Castle Hill Road, and throughout the precinct more broadly.	The rezoning process will be informed by supporting studies and planning investigations and consideration of biodiversity, visual impact and solar impact.
<p>The Department should consider the potential for greater articulation and variation in building heights consistent with The Hills Corridor Strategy which identifies heights of 6-8 storeys close to the station, transitioning to lower heights further from the station.</p> <p>Council notes that any variation in heights should be in relation to promoting optimal built form and urban design outcomes and not increase density or yields shown in the draft Place Strategy.</p>	<p>The Department will consider the recommended built form outcomes in The Hills Corridor Strategy as part of the rezoning.</p> <p>Council may also include detailed built form controls in the DCP to guide future building design, including height variation considerations.</p>

Housing affordability, mix and diversity

Not clear on the evidence or considerations that informed the proposed 5% affordable housing contribution rate. There has been no detailed feasibility study to determine if contribution rates are viable.	<p>The affordable housing provision in the Place Strategy is consistent with the Greater Cities Commission target range of between 5-10% affordable housing in urban renewal areas.</p> <p>The Place Strategy was informed by detailed feasibility analysis which confirmed that the 5% affordable housing contribution is generally feasible.</p>
Remove the recommended 5% affordable housing provision and include a requirement for future rezonings to address the apartment size and mix requirements in Clause 7.11 of The Hills Shire Council LEP 2019.	<p>The recommended 5% affordable housing provision is required to ensure affordable housing is delivered in the Cherrybrook Precinct.</p> <p>The provisions in Clause 7.11 seek to increase diversity of apartment types, including larger apartments, and aim to provide more housing options. However, the provision of affordable housing is a key priority which is supported by a minimum affordable housing requirement in the Place Strategy.</p> <p>Housing diversity provisions will be further considered as part of a future rezoning.</p>

The Hills Shire Council comment

Biodiversity and tree canopy

<p>Development controls and future development will reduce existing tree canopy cover in The Hills portion of the Green Village</p>	<p>The Place Strategy includes controls to ensure the existing canopy cover of 26% is maintained, while encouraging increased canopy cover across the precinct. The supporting urban design analysis determined that the proposed development controls would maintain the existing precinct canopy cover.</p> <p>The Place Strategy includes precinct tree canopy targets and public domain tree canopy targets that will be refined as part of a future rezoning process.</p>
<p>Land containing high biodiversity values, including areas along riparian corridors, should be clearly identified for protection and retention. Targeted biodiversity investigations should inform LEP amendments and future DCP controls.</p>	<p>The precinct rezoning proposal will be supported by environmental and biodiversity considerations to identify areas for protection, to ensure any impacts are mitigated, including through recommended DCP controls.</p>
<p>The final Place Strategy should be designed to avoid and retain Threatened Ecological Communities (TEC), threatened species and their habitat, particularly areas identified as CEEC (Blue Gum High Forest).</p>	<p>The Place Strategy provides a framework to guide future development in the precinct over the next 20 years, with further investigations to be undertaken as part of the rezoning process.</p> <p>The Place Strategy includes Big Move 6 'Caring for the Blue Gum High Forest and watercourses' which is supported by an action to retain and protect significant vegetation. The Place Strategy has been updated to include Blue Gum High Forest mapping to support the actions in Big Move 6.</p> <p>The rezoning proposal will need to be consider the actions in the Place Strategy and will be required to address the protection of, and potential impacts to threatened species, in accordance with the legislative and statutory requirements for environmental protection in NSW.</p>

The Hills Shire Council comment

The final Place Strategy should identify opportunities to support and enhance habitat protection and identify opportunities to develop, extend, connect, and improve the quality of the green network.

The Place Strategy identifies opportunities to further protect areas of high value vegetation through potential zoning such as for the threatened species Blue Gum High Forest species north of the station. It is recommended that opportunities be provided for incorporating other areas of Blue Gum High Forest species, within new open space.

Development controls

In conjunction with a State-led rezoning, a supporting precinct-wide Development Control Plan (DCP) should be prepared. Council to lead preparation of DCP.

The Department supports Council to prepare a DCP to guide future development in the precinct which will be guided by the recommended DCP controls in the Place Strategy.

Setbacks

A minimum 7.5m setback is recommended for all street frontages and 10m to main and collector roads to ensure tree canopy cover can be achieved

The Place Strategy includes a minimum front setback control of 7m to all primary and secondary streets, and 10m to Castle Hill Road. The setbacks provide sufficient area for landscaping and tree canopy cover to be provided.

The recommended setback controls are supported by specific actions and landscaping controls in the Place Strategy to ensure tree canopy cover and landscaping outcomes are achieved in future proposals.

The proposed 3m upper-level setback should be increased to 4m to allow for 2.5m balconies that do not finish on the building frontage line.

The Place Strategy recommends a minimum 3 metre upper-level setback which is an accepted industry standard, and an appropriate setback for mid-rise apartment buildings.

The proposed 3m upper-level setback control should be increased for properties located west of Glenhope Road to provide transition to the 1-2 storey development.

The Place Strategy includes guidance and controls to ensure an appropriate transition to low density areas. This includes a requirement for an additional side setback of 3m (in addition to the minimum side setbacks in the Apartment Design Guide) for areas at the interface of the growth area boundary and the wider precinct, which would be in addition to a 3m upper-level setback.

The Hills Shire Council comment

Limited justification for 5-storey street wall along Castle Hill Road. Preference for 3-storey street wall for the precinct	<p>The Place Strategy includes a minimum setback of 10m to Castle Hill Road to provide generous landscaping, tree plantings and to act as a buffer to Castle Hill Road.</p> <p>The scale and function of Castle Hill Road, lack of a residential interface, and large landscaped setbacks, support a 5-storey street wall in this location.</p>
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Street profiles

Indicative road profile (where 7m setback applies) indicates basement can extend 1m beyond building footprint. Need to specify circumstances when this could occur – i.e. complying with landscaping and tree canopy controls.	The reference to the 1m basement extension into front setback (as indicated on the street sections) has been removed from the Place Strategy as it was not intended to be a development control.
The indicative 1.8m shared path is considered inadequate and should be increased to at least 2.5m.	<p>The Place Strategy includes indicative street sections to inform future DCP controls.</p> <p>The sections are indicative only and will be implemented accordingly and may be revised as part of the rezoning, if appropriate.</p>
All new streets (including primary and secondary streets) south of Castle Hill Road should have a road reserve of 21m (5m verge on both sides, 2.5m on-street parking on both sides and 2 x 3m traffic lanes).	As outlined previously, the street sections are indicative and may vary at rezoning stage.
Indented parking is not supported along new roads.	Local street design and on-street car-parking will be a matter for Council.

Communal open space

Communal open space should receive at least four hours of solar access between 9am and 3pm on the winter solstice.	<p>The Apartment Design Guide (ADG) provides design criteria for solar access to communal open space. Future development will need to address the solar access requirements set out in the ADG.</p> <p>The recommended solar access controls in the Place Strategy are consistent with the ADG.</p>
Clearly specify that a maximum of 50% communal open space is permitted on roof tops.	The Place Strategy includes recommended controls to ensure communal space is at ground level where possible, except on sites on Castle Hill Road where 50% of communal open space may be on rooftops.

Biodiversity and tree canopy

The Hills Shire Council comment

The draft Strategy does not include development controls to facilitate a 'green' village or 40% tree canopy cover. Additional landscaping controls should be identified.

The Place Strategy recommends a precinct target of 26% canopy cover to maintain the exiting level of tree canopy in the precinct. This is consistent with the recommended 25% tree canopy target for medium density areas in the NSW Government Architect's draft *Greener Places Design Guide*.

The Place Strategy also recommends a 50% tree canopy target for the new streets.

These canopy cover controls are suitable for an urban context will support the objective of the draft *Greener Places Design Guide* to achieve 40% canopy cover across the Greater Sydney Region.

The urban design analysis undertaken to support the Place Strategy tested the recommended tree canopy targets to ensure they could be achieved.

The tree canopy target for the precinct and public domain will be refined as part of the detailed rezoning.

Further investigation areas

Identify the reasons why the 'further investigation areas' have been excluded and what matters would need to be addressed for these areas to be considered for uplift in the future.

The Place Strategy should provide clear parameters for the 'further investigation areas' to avoid speculative investment and rezoning applications in the short term, to the detriment of shorter-term opportunity areas.

The Place Strategy has been amended to provide greater clarity on the 'further investigation areas'.

Further clarity has been provided on the further investigation area to the south east and south west of the growth area. This includes the potential for low-rise medium density housing (beyond 400m from the station, that is to be considered at rezoning stage.

The Department considers it appropriate that these areas are considered as part of the broader precinct-wide rezoning.

Landslide risk and land consolidation

Landslide risk and feasibility of required earthworks to facilitate proposed development outcomes has not been addressed in the Place Strategy.

This will be a matter to be addressed in the future rezoning proposal.

The Hills Shire Council comment

The Place Strategy should address landslide risk, including geotechnical investigations (as required) to verify the feasibility of proposed road connections and densities, and land consolidation requirements.

Geotechnical studies will be undertaken as part of a future rezoning proposal.

Infrastructure

Precinct-wide contributions plan

Contributions framework to be in place before rezoning any land within the broader precinct.

The Department will consider state infrastructure funding and delivery as part of a State-led rezoning process.

A precinct rezoning should be supported by the preparation of a contributions plan to reduce risks associated with individual VPAs, and two Council areas. Council to lead the preparation of a contributions plan, in conjunction with State-led rezoning

The Department supports Council to prepare a local contributions plan for The Hills LGA based on the identified local infrastructure upgrades in the infrastructure schedule in the Place Strategy. It is noted that the local infrastructure will be subject to further costings and consideration as part of the rezoning process

Council to lead the preparation of a contributions plan, in conjunction with State-led rezoning

The Department supports Council to prepare a local contributions plan.

Additional information on infrastructure items, including design, costings, timing, and responsibility is required to inform contributions plan.

The Department will support Council with the required inputs to inform a contributions plan. Infrastructure costs, timing and delivery will be further considered as part of the rezoning process.

Regional infrastructure contributions (RICs)

Funding for state and regional infrastructure is supported in principle, but there is uncertainty given the RIC framework has not yet been legislated. Provide clarification on implementation of the RIC framework and assurance for the delivery and funding of state and regional infrastructure.

Future development will be required to contribute toward the cost of state and regional infrastructure.

The Department will ensure an appropriate mechanism is in place to levy for state infrastructure contributions as part of the rezoning.

Transport network upgrades

The Hills Shire Council comment

Indicative design and location of local and regional transport upgrades are reasonable; however, identified upgrades do not consider broader network issues, including cumulative impacts on the regional road network	<p>The Place Strategy is supported by a comprehensive Traffic and Transport Study, project managed by Transport for NSW in partnership with the Department and in consultation with the Councils.</p> <p>The study considered the precinct and background network growth including cumulative impacts and identified the need for regional intersection upgrades. It also tested the proposed local road network improvements.</p>
Transport for NSW and the Department should identify solutions for the broader regional road network as part of precinct planning for Cherrybrook, and provide greater certainty on the costings, timing, and delivery of planned upgrades.	<p>The Traffic and Transport Study identifies regional road intersection upgrades, and the regional road program being managed by Transport for NSW.</p> <p>The Department will work with Transport for NSW to ensure regional transport infrastructure is delivered to support growth in the precinct.</p>
Further consider the need for an upgrade to the Old Northern Road/ Castle Hill Road intersection. If the upgrade is not pursued justification is required to demonstrate that the regional road network will continue to operate at an acceptable level of service.	<p>The Traffic and Transport Study included intersection modelling and recommended signal phasing and timing adjustments for the Castle Hill Road and Old Northern Road intersection.</p> <p>The study advised that the intersection is a key 'controlling intersection' and that, given the costs of upgrading the intersection and the impacts associated with additional vehicle movements being distributed to other intersections, any upgrade of this intersection should be deferred so as to not impact intersections further east.</p>
The precinct-wide planning proposal must rezone land SP2 to facilitate acquisition for road upgrades.	<p>The Place Strategy outlines that new local roads and upgrades will be delivered through land dedication.</p> <p>Local roads will not be subject to acquisition by Council and will be delivered through development.</p>

Grade separation

The Hills Shire Council comment

Potential impact of pedestrian movements on traffic flow along the regional road network has not been given adequate consideration.	<p>The Traffic and Transport Study assessed the impact of pedestrians crossing Castle Hill Road to access the station. It concluded that, based on the total projected growth in the area south of Castle Hill Road, 164 pedestrian crossings would be generated per hour on a typical signal cycle. This represents about 5-6 more pedestrians crossings the crossings per cycle towards the station in the AM peak.</p> <p>The forecast pedestrian crossings are considered minimal and would not result in excessive pedestrian demand that would impact pedestrian clearance times or impact the operation of the signals at the 3 existing signalised pedestrian crossings.</p>
A safe and efficient pedestrian infrastructure solution across Castle Hill Road (such as a grade separation crossing) should be identified in the Place Strategy.	<p>The Traffic and Transport Study considered the need for a grade separated pedestrian crossing to be provided on Castle Hill Road.</p> <p>The study concluded that there is no justification for a pedestrian overpass/underpass on Castle Hill Road based on the projected pedestrian demand on the 3 existing signalised pedestrian crossings.</p>
<i>Car parking</i>	
Provide 400 additional car parking spaces within the Cherrybrook Station carpark in accordance with Car Parking Management Strategy (2020) to accommodate future parking demand.	<p>The Cherrybrook Metro is serviced by 400 commuter car parking spaces, 14 kiss-and-ride spaces for cars and 4 taxi spaces, a bus interchange and pedestrian and bicycle links and parking for 45 bicycles.</p> <p>The Department will continue to work with Transport for NSW to deliver improved access to the station, and encourage a mode shift to walking, cycling and public transport to reduce parking demand.</p>
<i>Active open space</i>	
Need to identify the location and cost of active open space for the Precinct.	Regional open space requirements (the 2 sportsfields), including funding mechanisms and other alternative funding, will be considered during the rezoning stage.
The Department to coordinate a process to identify and secure a suitable site in Hornsby LGA in consultation with both Councils prior to any rezoning occurring.	The Department will support both Councils in considering the regional active space requirements and suitable locations.

The Hills Shire Council comment

School infrastructure

School Infrastructure NSW and the Department to identify a new primary school site prior to any rezoning.	The Department will work closely with School Infrastructure NSW to ensure future school needs, including the potential for a new primary school site, are considered during the rezoning process.
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Drainage infrastructure

A regional detention and bioretention system should be implemented to service the precinct.	This local infrastructure provision is a matter for Council to consider at rezoning and development stage.
Detailed investigations should be undertaken on the required drainage requirements for the broader precinct, including a regional detention system. If required, design and costings to be provided to inform the contributions plan.	<p>Detailed drainage and stormwater investigations will be required to support future development.</p> <p>Council's DCP may include stormwater management and water sensitive urban design requirements for future development.</p>

6.2 The Hornsby Shire Council

Hornsby Council provided in principle support for development in proximity to the Cherrybrook Metro station as proposed in the draft Place Strategy. However, the Council raised a number of issues to be addressed prior to finalisation of the Place Strategy.

The key issues raised by Council related to the boundary for proposed uplift areas, height FSR and setback controls, housing diversity, sustainability, open space, traffic and transport, and infrastructure funding and delivery.

The key issues raised Place Strategy and the Department's response is provided in Table 5.

Table 5: Hornsby Council comments and Department response

Hornsby Council comment	Department response
Green Village boundary – interface and transitions	
The growth boundary in the draft Place Strategy has reduced from the 2013 Structure Plan and in some areas runs through cul-de-sacs and property boundaries which may create amenity impacts.	<p>The Place Strategy includes controls to ensure boundary and interface issues between medium density and low-density housing are appropriately addressed.</p> <p>This includes a 3-storey street wall control, generous landscaping requirements, and additional side setbacks to ensure a sensitive transition. In general, the growth area boundary is located along streets, to utilise the road separation to reduce transitional amenity impacts.</p> <p>The Place Strategy has been amended to ensure cul-de-sacs and boundary sites have a 3m additional site setback control and 3-storey setback controls. This includes land at 10 Curtis Close.</p>
The reduction and refinement of boundary results in 5-storey heights across the precinct, with no transition in height provided to low density residential areas.	<p>The Place Strategy recommends a maximum building height of 5-storeys for land within 400m of the Metro station. This is consistent with Government policy to increase densities within walking distance of public transport and is considered an appropriate scale of development for this location.</p> <p>The Place Strategy recommends maximum height and FSR controls which have been informed by urban design analysis to ensure future development is compatible with surrounding development.</p> <p>The Place Strategy includes controls to ensure an appropriate transition to surrounding low density residential areas, including larger side setbacks, generous landscaping requirements and a 3-storey street wall control.</p>
Land ownership and capitalisation	
A number of properties are part of community title schemes which may constrain the delivery of 2,000sqm development sites. This may result in piecemeal development around existing community title developments and amenity impacts (i.e. 5-storey buildings adjacent to low density housing).	The Place Strategy provides guidance based on a 20-year growth scenario. Not every site in the precinct is expected to develop in the short term. Amenity impacts and transition areas have been considered as part of the strategy. Further impacts will be managed or mitigated at the DA stage.

Hornsby Council comment	Department response
Affordable housing and housing diversity	
The removal of townhouses and lower-rise apartments due to feasibility limits housing types in the precinct	The Place Strategy will provide for increased housing diversity within walking distance of the station. There is potential to consider sites beyond the growth area medium density area in the longer-term future for low-rise density and diverse housing options.
A dwelling mix should be mandated to require a mix of 1, 2 and 3-bedroom apartments, consistent with Council's DCP.	A dwelling mix control will be a matter for Council to consider in the supporting DCP.
Sustainability provisions	
The draft Place Strategy notes that sustainable building design and BASIX will be addressed in future development but does not address how development will be ecologically sustainable or detail measures to manage energy, waste, and water.	<p>The <i>Sustainable Buildings SEPP</i> will commence in October 2023 and will apply to future development in the precinct. The <i>Sustainable Buildings SEPP</i> includes measures to manage energy and water and the improve the environmental performance of buildings.</p> <p>Additional sustainability measures, including waste management measures, will be a matter for Council to consider in the DCP.</p>
The Place Strategy should detail sustainability measures and planning controls to be implemented and address options to create a net zero precinct.	<p>The new <i>Sustainable Buildings SEPP</i> introduces higher environmental performance standards for all development.</p> <p>The precinct-wide rezoning will ensure future development can comply with the requirements in the Sustainable Buildings SEPP.</p>
Building height, FSR and setbacks	
The draft Place Strategy identifies a maximum height of 5 storeys but does not include a maximum height in metres. A maximum height of 16.5m, equivalent to a 5-storey height limit under the Hornsby LEP, should be included.	<p>The Place Strategy establishes a framework for future growth and recommends a maximum 5-storey height across the growth area.</p> <p>As part of the precinct rezoning, detailed planning controls, including height in metres, will be considered to ensure an appropriate height control is implemented.</p> <p>The Department notes Council's current 16.5m height limit for 5 storeys in the Hornsby LEP and will review this as part of the rezoning process.</p> <p>Height expressed in storey provisions may also be included in Council's DCP to guide future development outcomes.</p>

Hornsby Council comment	Department response
<p>There is no justification provided for a maximum FSR control (proposed maximum FSR of 1.4:1). Council's current DCP includes controls to manage bulk and scale and achieve appropriate built form.</p>	<p>FSR controls are an important mechanism to guide built form outcomes and provide certainty about the bulk and scale of development.</p> <p>It is standard practice for FSR controls to be applied in renewal precincts and growth areas where increased densities are planned. Without a density control there is an incentive to maximise building envelopes and impact on minimum ADG amenity standards.</p> <p>The recommended FSR control of 1.4:1 is required to ensure consistent development outcomes across the precinct. It also provides certainty that the intended height and density outcomes will be achieved.</p> <p>Council may include additional built form provisions in the DCP, such as setbacks, site coverages and height in storey controls to guide future development.</p>
<p>The proposed setbacks in the draft Place Strategy are not adequate to ensure a green village with tree planting. Proposed setbacks should be consistent with Council's current control of 8-10 metres.</p>	<p>The Place Strategy includes a minimum front setback control of 7m to all primary and secondary streets, and 10m to Castle Hill Road. The setbacks provide sufficient area for landscaping and tree canopy cover to be provided.</p> <p>The recommended setback controls are supported by specific actions and landscaping controls in the Place Strategy to ensure tree canopy cover and landscaping outcomes are achieved in future proposals.</p>
Design excellence	
<p>The urban design and built form framework should be reviewed to ensure future development can achieve Council's planning controls for residential flat buildings, which aim to promote design excellence.</p>	<p>The design excellence provisions in the <i>Hornsby Local Environmental Plan 2013</i> will apply to future development for residential flat buildings. This will ensure future residential development demonstrates design excellence.</p> <p>Future development will also need to comply with the requirements of SEPP 65 and the ADG, and the provisions in Council's DCP which aims to promote high quality residential development.</p>

Hornsby Council comment	Department response
Proposed open space network	
<i>Active open space</i>	
The proposed open space network does not include active open space in the precinct. The location and funding for two sports fields should be resolved prior to rezoning.	The Department will work closely with both Councils to consider regional active space requirements and suitable locations as part of the detailed precinct rezoning.
<i>Park expansions and acquisitions</i>	
Proposed Roberts Road Park expansion and Mariam Place Park are supported, but Council has concern about acquisition costs and feasibility	<p>New local open space will be identified and funded through council's local contributions plan. Further costings of the proposed local infrastructure will be undertaken as part of the rezoning process to ensure all the costs are feasible and whether adjustments to the planning infrastructure contributions are required.</p> <p>The Department will work with Council to consider local open space planning requirements, acquisition costs and delivery mechanisms as part of the precinct-wide rezoning.</p>
<i>Blue Gum High Forest</i>	
Proposed public ownership of Blue Gum High Forest is supported, but clarification on management, costs of transfer and maintenance funding are required.	<p>The proposed open space containing the Blue Gum High Forest species is proposed as open space in the Place Strategy.</p> <p>The Department will work with Council to consider future ownership and management arrangements for the 8,930sqm Blue Gum High Forest reserve identified in the Place Strategy during the rezoning process.</p>
Recommend further studies be undertaken to assess any potential impacts associated with proposed low impact walking trails on Blue Gum High Forest.	Further biodiversity assessments will be undertaken as part of the precinct-wide rezoning.
<i>Green link corridor</i>	
The Place Strategy should not be finalised until design investigations are completed for the green link corridor, including a review of the width and design of the corridor due to its proximity to an overland flow path.	The Department will work with Council to consider local open planning requirements and design requirements for the green link as part of the next phase of rezoning investigations.

Hornsby Council comment	Department response
Traffic and transport	
The draft Place Strategy does not include costs or funding for identified upgrades. The costs should be identified prior to finalisation of the Place Strategy.	<p>Local and regional transport upgrades identified in the infrastructure schedule will be further considered as part of the rezoning process. This will include further detail on timing, costs, and funding arrangements for identified infrastructure upgrades.</p> <p>Regional road upgrades have initially been costed and funding mechanisms will be applied to levy for the apportioned costs through regional infrastructure contributions (or equivalent).</p> <p>Local roads will be required as part of future development and funded by local contributions and or dedication and works in kind.</p>
The Traffic and Transport Study does not consider wider traffic network issues, including cumulative impacts on New Line Road. Any regional road network issues, and funding commitments, should be identified.	<p>The Place Strategy is supported by a comprehensive regional Traffic and Transport Study, project managed by Transport for NSW in partnership with the Department and in consultation with the Councils.</p> <p>The study considered the regional road network and identified regional intersections upgrades along Castle Hill Road and included recommended apportionment rates to guide the future state infrastructure funding mechanism/s.</p>
Infrastructure funding	
The contributions framework for local and state contributions needs to be in place prior to finalisation of the Place Strategy and SSP rezoning	<p>The Department will consider state infrastructure funding and delivery as part of a State-led rezoning process.</p> <p>The Department will support Council with the required inputs to inform the preparation of a local contributions plan. Infrastructure costs, timing and delivery will be further considered as part of the rezoning process.</p>
Provide certainty that the identified state infrastructure can be funded through regional infrastructure contributions as the RIC framework is yet to be legislated.	<p>Future development will be required to contribute toward the cost of state and regional infrastructure.</p> <p>The Department will ensure an appropriate mechanism is in place to levy for state infrastructure contributions as part of the precinct-wide rezoning.</p>

Hornsby Council comment	Department response
Implementation	
Subject to the resolution of matters outlined in Council's submission, the preferred implementation option is a State-led rezoning (Option 1).	<p>The Department acknowledges Council's preference for State-led precinct-wide rezoning.</p> <p>The Department supports the implementation of the Place Strategy through a State-led rezoning and will work with Council to implement the recommendations in the Place Strategy.</p>

7 Submissions from Government agencies

7.1 Transport for NSW

Transport for NSW's submission raised no issues with the draft Cherrybrook Station Precinct Place Strategy.

The submission provided comments in relation to the Cherrybrook Station Precinct SSP rezoning, including additions to the site-specific DCP and an advisory note that future development will need to consider the provisions of the *Transport and Infrastructure SEPP*.

Department Response

The Department will continue to work closely with Transport for NSW as part of a detailed precinct rezoning proposal, providing an opportunity for further consideration by Transport for NSW at the rezoning stage.

7.2 Environment and Heritage Group (EHG)

The submission from the Environment and Heritage Group (EHG) raised the following matters:

- The draft Place Strategy identified one patch of Blue Gum High Forest, while the vegetation mapping and BDAR supporting the Cherrybrook Station Precinct SSP identified additional stands of Blue Gum High Forest throughout the precinct. The Place Strategy should identify additional patches of Blue Gum High Forest that exist throughout the precinct.
- A map of existing areas of Blue Gum High Forest and watercourses should be included in the Place Strategy to support 'Big Move 6 – Caring for the Blue Gum High Forest' and priority given to the retention of all remaining Blue Gum High Forest.
- It is unclear if the existing 26% tree canopy cover will be maintained by retaining existing trees or new plantings. The Place Strategy should prioritise the retention of existing trees and tree canopy across the precinct.

Department Response

Big Move 6 'Caring for the Blue Gum High Forest and watercourses' includes specific actions and guiding principles to retain and protect significant vegetation and preserve areas of Blue Gum High Forest.

The Place Strategy has been updated to include a map to identify mapped areas of Blue Gum High Forest species and also of the watercourse/streams to support the actions and principles in Big

Move 6. Further assessment of areas of significant vegetation, including Blue Gum High Forest, will be undertaken as part of the precinct-wide rezoning.

Big Move 3 - 'A rich landscape character' establishes a precinct-wide tree canopy target of 26% and a target of 50% tree canopy cover for new streets. The tree canopy cover will be achieved through the retention of existing trees where possible, and new tree plantings to ensure the target is achieved. The tree canopy targets will be considered and refined through the rezoning process, with recommended tree canopy targets to be included in Council DCPs.

7.3 Heritage NSW

Heritage NSW recommend that an Aboriginal Cultural Heritage Assessment Report (ACHAR) be prepared to inform planning of the broader precinct. The ACHAR should include test excavation of areas of identified Aboriginal archaeological sensitivity, and consultation with the local Aboriginal community.

Heritage NSW notes that an Archaeological Assessment and Research Design was undertaken for the Cherrybrook Station in 2013, but it does not appear that historical archaeological research has been undertaken for the broader Cherrybrook Precinct. An investigation to assess the likelihood of relics in the broader precinct should be undertaken.

Heritage NSW notes that the precinct does not contain any heritage items of State significance. Heritage NSW also advises that it does not provide advice on local heritage matters. Any potential impacts to local heritage items should be considered by the relevant councils.

Department Response

The Department notes the recommendation from Heritage NSW to undertake an Aboriginal Cultural Heritage Assessment Report (ACHAR) for the precinct.

The Department acknowledges the need to consider, assess and protect potential Aboriginal cultural heritage, objects or sites as part of future development.

It is noted that the SSP rezoning proposal includes an Aboriginal Heritage Study which focussed on the SSP site as well as the wider precinct. Further consultation with the local Aboriginal community and NSW Heritage is proposed through the rezoning process.

Any potential impacts to local heritage items will continue to be assessed and managed through the existing heritage conservation provisions in Council LEPs and DCPs.

7.4 NSW EPA

The Environment Protection Authority (EPA) submission raised the following matters for consideration:

- Noise impacts – the Place Strategy should consider potential noise and vibration impacts for development in proximity to the Metro station and busy roads. It should include measures to mitigate impacts in accordance with the requirements in *Development near rail corridors and busy roads – interim guideline*.
- Air quality – the Place Strategy should consider measures to enhance air quality and minimise impacts from vehicle emissions for development near busy roads. The Place Strategy should reference the principles in the Interim Guideline regarding air quality and *NSW Clean Air Strategy*.
- Water quality – the EPA supports the implementation of water sensitive urban design principles, but recommends the Place Strategy be amended to encourage the implementation of the *Risk-based Framework for Considering Waterway health Outcomes in Strategic Land-use Planning Decisions*.

- Waste – the Place Strategy should be amended to encourage better practice waste management in the precinct, including reference to the principles in the *Better practice guide for resource recovery in residential developments*.

Department Response

The Department recognises the need for future development to consider noise, air quality, water quality and waste management impacts.

The matters raised by the EPA will be a consideration in the precinct-wide rezoning to ensure potential impacts are considered at the rezoning stage.

Future development will also need to address noise, air quality and water quality, and waste impacts at the detailed design stage.

The Department will consult with the EPA as part of the State-led rezoning process.

7.5 NSW Office of Sport

The NSW Office of Sport commends the addition of three new parks (passive public open spaces) but notes the draft Place Strategy does not identify additional sport or recreation infrastructure.

The Office of Sport estimates that at least one standard field of 5ha (equal to a cricket oval with two rectangular fields) would be required to support the future population. The NSW Office of Sport further notes this estimate is based on the current sports participation rate in Greater Sydney, the projected population, and the existing capacity of current facilities.

Department Response

The Place Strategy identifies over 2.3ha of new and expanded local open space to support the population growth and provide improved access to open space.

The Place Strategy also identifies the need for new district level open space comprising 1 double playing field to be provided within 2 km of the precinct.

While this is an issue beyond the precinct planning process, the Department will assist the local councils to consider a suitable location, and funding arrangements, to ensure the delivery of new active open space to support future growth in the precinct.

7.6 Aboriginal Housing Office

The Aboriginal Housing Office (AHO) notes that the draft Place Strategy recommends a minimum affordable housing provision of 5% for the precinct.

The AHO request consideration be given to the provision of dedicated Aboriginal housing within the precinct to help meet growing demand for Aboriginal social and affordable housing across NSW and in the Hornsby LGA.

Department Response

The Place Strategy recommends 5% affordable housing, consistent with the Greater Cities Commission recommendation of 5-10% affordable housing in urban renewal areas.

Affordable housing will be further considered and tested as part the detailed rezoning. Opportunities for dedicated Aboriginal housing to be provided in the precinct may be considered at that time.

7.7 NSW State Emergency Service

The NSW State Emergency Service (SES) did not raise any issues with the draft Place Strategy and noted the area appears to have minimal known flood risk.

The NSW SES did advise that any planning proposals would need to address relevant Ministerial Section 9.1 Directions, including 4.3 – Flooding, and is consistent with the NSW Flood Prone Land Policy as set out in the NSW Floodplain Development Manual, 2005.

Department Response

The Department notes the NSW SES advice which indicates that based on available information the precinct has minimal flood risk.

As outlined in the submission, any future planning proposals will need to address the requirements in Ministerial Direction 4.3 Flooding.

The Department will consult with the NSW SES as part of the State-led rezoning process.

7.8 Crown Land

Crown Land NSW notes that the precinct is in close proximity to recreation trails, including the Great North Walk, Cumberland State Forest, and Bidjigal Reserve, and the Cherrybrook Metro could serve as an arrival and departure point for people accessing recreation areas.

Crown Land NSW suggests that the precinct could support linear links to facilities and activity areas outside the precinct and recommends the draft Place Strategy allow for access ways to and from the precinct.

Crown Land NSW also suggested that Bradfield Parade may become congested and noted limited entrance and exit points via Robert Road and Franklin Road to Castle Hill Road.

Department Response

The Place Strategy identifies 1.4km of new walking and cycling connections to improve permeability and accessibility into and throughout the precinct. The proposed movement network and walking and cycling connections aim to encourage more people to walk and cycle and provide easy access to open space, public transport and services.

This is supported by Big Move 4 ‘Easy access to open space’ and Big Move 5 ‘Pedestrian and cycling connections’ which establish actions to develop new streets and pedestrian/cycling links and open up cul-de-sacs to focus on improving access to the station and local centre and ensure the open space network has a high level of pedestrian and cycling access from across the precinct.

The expanded local pedestrian and cycle network will also improve connectivity to regional pedestrian/cycleways and therefore increase accessibility to regional recreational assets beyond the precinct

The Place Strategy is supported by a comprehensive Traffic and Transport Study which has considered the local and regional road network and identified the recommended road upgrades to support growth in the precinct. The identified state and local road upgrades are identified in the Infrastructure Schedule in the Place Strategy.

7.9 School Infrastructure NSW

SINSW confirms that investigations will commence to identify appropriate solutions to accommodate the projected enrolment demand in the precinct. It will continue to work with the Department as part of detailed planning investigations to ensure adequate capacity in schools, including appropriate resourcing for surrounding schools to respond to changes in the student population.

SINSW requests that transport planning for the precinct be guided by the *NSW Governments Movement and Place Framework* (MAPF) and its Built Environment Performance Indicators. SINSW notes the importance of the 'amenity and use' and primary schools' indicators and suggests these should be used to inform future proposals.

SINSW advises that, to assist with enrolment growth and school planning, further information on the staging and timing of development will be required. SINSW notes that the staging and delivery of development will also be a consideration for the provision of active transport in the precinct which should be delivered early to provide enhanced connections to and from existing schools.

Department Response

The Department supports SINSW commencing investigations to identify solutions to accommodate the projected enrolment growth and to ensure there is adequate capacity available to support the growing population. The work completed for the 2013 corridor strategy and the Place Strategy is valuable input into forecasting growth and determining need for new infrastructure such as road upgrades and schools.

The Department will ensure ongoing consultation with SINSW as part of the rezoning process to identify school infrastructure needs to support growth in the precinct. This will include further consideration of the total precinct growth, and development staging and delivery timeframes to inform school infrastructure planning.

The NSW Government's *Movement and Place Framework* guided the Place Strategy in terms of enhancing pedestrian and cycle access to the station. The Department will further consider the NSW Government's *Movement and Place Framework* as part of the next phase of detailed planning investigations for the precinct to ensure the precinct delivers best practice place and amenity outcomes.

7.10 Endeavour Energy

Endeavour Energy raised no issues with the draft Cherrybrook Station Precinct Place Strategy.

The submission advised that the area is predominantly serviced by underground cables and is traversed by two 66,000 volt / 66 kilovolt (kV) high voltage feeders. The submission provided more detailed comments relating to the Cherrybrook Station Precinct SSP rezoning, including advice that there is sufficient network capacity in the area to supply the growth in the SSP.

Department Response

The Department notes that Endeavour Energy raises no issues with regard to the Place Strategy and outlined that there is sufficient capacity to service growth in the Cherrybrook Station SPP.

Further assessment of the capacity of the electricity network and servicing requirements for the broader precinct will be undertaken as part of the precinct-wide rezoning. The Department will consult with Endeavour Energy as part of the rezoning process.

7.11 Sydney water

Sydney Water provided the following comments to assist in progressing a rezoning proposal and planning the servicing needs of the precinct:

- it supports government-backed growth initiatives and endeavours to provide services in a timely manner that delivers cost-effective water and wastewater infrastructure;
- to support growth planning and assess proposed development requirements, Sydney Water will require further information on the total and annual growth data for the precinct;
- the proposal presents potentially large servicing demands and further investigation will be required to determine the servicing requirements; and

- for future development applications, Sydney Water recommends that a Water Servicing Coordinator be engaged, and a feasibility application (with total and annual growth data) be lodged with Sydney Water prior to development occurring. Sydney Water recommend a meeting be held once a detailed concept servicing proposal is prepared for potable water and wastewater services.

Department Response

Consultation with Sydney Water will be undertaken as part of the rezoning to consider servicing requirements for the proposed growth in the precinct.

Further investigation will be required to determine existing capacity, confirm projected growth data and the servicing requirements to support development in the precinct. This will be undertaken to support a rezoning proposal for the precinct.

The recommendations for future development applications are noted.

7.12 NSW Rural Fire Service

The NSW Rural Fire Service (RFS) provided comments that the proposed Place Strategy is considered to be generally in alignment with the provisions of Planning for Bush Fire Protection 2019.