

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 28 July 2022 12:36:49 PM

Submitted on Thu, 28/07/2022 - 12:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Tom

Last name

Levin

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cherrybrook 2126

Please provide your view on the project

I support it

Submission

There should be a commercial gym included in this plan.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 28 July 2022 2:29:35 PM

Submitted on Thu, 28/07/2022 - 14:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████

Please provide your view on the project

I object to it

Submission

There is enough housing in the surrounding suburbs of Epping, Castle Hill and beyond. Those areas have the facilities required higher density living - shopping, schools, offices, work. Cherrybrook is a purely residential suburb. There are no apartments in the suburb. This rezoning and building apartments do not blend in with the nature of the suburb. There are not enough schools to accommodate so many more people in the area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 29 July 2022 3:39:24 PM

Submitted on Fri, 29/07/2022 - 15:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

michael

Last name

preedy

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

West Pennant Hills

Please provide your view on the project

I support it

Submission

Thank you for taking into consideration the feedback provided by the local community. The last thing we need in this leafy residential green suburb is 20 storey residential towers.

Your revised plans have addressed this overwhelming concern around height and density and the proposed outcomes represent a potentially viable alternative that will in part preserve the character of the area whilst also addressing the increased housing requirements around the metro precinct. I look forward to the open green space, additional tree planting and community amenities both green and commercial that will be provided as a part of this development. Access to the station for those commuting via foot, bike or car will also be key, especially on the steep southern side of Castle Hill Road.

Please stay true to the expectations now set and ensure the 5 storey maximum on major roads, stepping down to 3 adjoining existing residential will be the limit and any development that takes place will blend with the environment pre-existing and not overwhelm the suburb and community we love. Obviously infrastructure and capacity will need to be reviewed as a part of this journey and changes be progressively made to ensure that capacity is supportable.

The released plans have almost removed my overwhelming pre-existing concerns and I now have hope and expectations the outcomes will be positive for the local community.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 29 July 2022 7:37:05 PM

Submitted on Fri, 29/07/2022 - 19:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

█

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████████

Please provide your view on the project

I object to it

Submission

I object to it as cherrybrook infrastructure is already over crowded (including school and shopping village and roads).

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Saturday, 30 July 2022 6:02:28 AM

Submitted on Sat, 30/07/2022 - 06:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Andre

Last name

Koot

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I object to it

Submission

The department has not listened to the community. As a long term Cherrybrook resident raising my family here, there are common community needs which the government is not listening to. First, the key common complaint from residents of the area is that there is not enough parking for the station. The parking capacity needs to be tripled for it to cater to the demand of the residents who use the Metro.

Secondly, All of the schools in the area, and other associated and similar infrastructure, are already at capacity. Cherrybrook Technology High School has one of, if not the highest, number of students in NSW. So why are we adding to the problem? We can't sustain a high rise or medium density development which will add another couple of hundred students to the area.

Thirdly, when considering sporting facilities in the area, there is not enough sports grounds as is for the population of the area to cater effectively to the demand. For instance, West Pennant Hills Cherrybrook Football club is the largest soccer club in NSW, yet has a single home ground.. Most of its teams do not even get to play on the home ground because of this. A sporting precinct with clubhouse and 3-4 fields would be much more fitting with what residents actually want and need, and also allow parking to be built for use of commuters during the weekdays.

Lastly, overall my impression is that the proposal is about creating another development to make profit for the Metro owner, rather than address what the community really needs. We don't need an integrated residential and commercial precinct with parks. How about you actually listen to what is needed by residents in his time.

..

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Saturday, 30 July 2022 8:17:14 PM

Submitted on Sat, 30/07/2022 - 20:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████████

I would like my submission to remain confidential

████

Info

Email

████████████████████

Suburb/Town & Postcode

████

Please provide your view on the project

I object to it

Submission

I object to the proposal.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 31 July 2022 3:21:47 PM

Submitted on Sun, 31/07/2022 - 15:21

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lance

Last name

Feng

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I support it

Submission

The proposal is partially supported with one exception below.

The rezoning between Tangara Girls School and Edward Bennett Drive is objected on the basis that medium density zone and green village multi-dwellings will not blend in at all with the surrounding low density residential areas.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 31 July 2022 9:05:45 PM

Submitted on Sun, 31/07/2022 - 21:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████████

Please provide your view on the project

I support it

Submission

I am very happy to see the future Cherrybrook can accommodate more people and welcome them to call Cherrybrook heir home.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 31 July 2022 10:40:45 PM

Submitted on Sun, 31/07/2022 - 22:40

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

■

Last name

■

I would like my submission to remain confidential

Yes

Info

Email

■

Suburb/Town & Postcode

■

Please provide your view on the project

I object to it

Submission

I object to the proposal in full.

Cherrybrook like other Hills suburbs required the metro to service the existing residents in the suburb who have for over 40years, not had adequate infrastructure and public transport access.

Cherrybrook is not Castle Hill or Bella Vista. It does not have the space or capacity to accomodate such excessive development plans. Cas le Hill and Bella Vista have had an immense amount of spend poured into upgrading the traffic flow and infrastructure in he area. Although due to he over development of the excessively high residential towers, Cas le Hill no longer has adequate traffic management. With the experience and downfall of what has happened to Castle Hill wi h its overdevelopment, Cherrybrook would suffer much the same fate with even half of this proposal being accepted.

The current road infrastructure is barely adequate for the additional cars that that pass through Cherrybrook from the development of the Hills District north western suburbs over the last 10 years The surrounding streets/roads including new line road are not equipped to accommodate the additional traffic the proposed 340 plus dwellings would result in.

The suburb is a low residential dwelling suburb and the proposal of 5 story buildings is out of character.

The metro station already requires more parking to service cherrybrook and West pennant hills residents. The current parking station is full by 7am and adding additional commercial and residential buildings basically taking up any remaining space there is in that area, is a ludicrous idea and is over burdening the proposed space, as well as taking away from the suburb's suburban and leafy nature that makes Cherrybrook the suburb it is.

The proposal would be better scaled back to a park and additional parking with a small number of commercial shops and NO multiple story medium density residential buildings putting additional pressure on a suburb that is already buckling from poor road infrastructure planning and excessive residential over development of surrounding suburbs (Rouse Hill, Kellyville Ridge, Castle Hill, Baulkham Hills, Bella Vista) that require passing through Cherrybrook to access other areas of Sydney.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Monday, 1 August 2022 12:25:08 PM

Submitted on Mon, 01/08/2022 - 12:24

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

■

Last name

■

I would like my submission to remain confidential

Yes

Info

Email

■

Suburb/Town & Postcode

■

Please provide your view on the project

I object to it

Submission

The land should be used to provide increased parking instead. It is not a good use of funds to build a metro where you need to get there before 7am to get parking. People can't use it even if they want to.

There should be more schools put in before the density increases. The schools in Cherrybrook are already at capacity.

Epping is a good example of what not to do. Infrastructure should be put in place before any development is allowed to occur.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Monday, 1 August 2022 3:50:34 PM

Submitted on Mon, 01/08/2022 - 15:50

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First [REDACTED]

Last name [REDACTED]

I would like my submission to remain confidential

Yes

Info

Email [REDACTED]

Suburb/Town & Postcode [REDACTED]

Please provide your view on the project

I object to it

Submission

There are inadequate roads, inadequate primary and high schools and inadequate medical facilities for the population at the moment.

It is inconceivable to think that adding more houses, with a token retail facility, is even on the table for consideration.

Please think deeper, greener and outside the box for town planning. Once space and our environment is gone it will never come back.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Monday, 1 August 2022 10:32:27 PM

Submitted on Mon, 01/08/2022 - 22:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████

Please provide your view on the project

I support it

Submission

I would like the opportunity to purchase a land to build and live in the home.

I agree to the above statement

Yes

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Wednesday, 3 August 2022 9:33:39 AM

Submitted on Wed, 03/08/2022 - 09:33

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Alan

Last name

Sullivan

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I object to it

Submission

This development will cause endless traffic problems as well as destroying the tranquility of the area, bird life and will be like the overdevelopment and destruction of the Casle Hill town centre. The Cherrybrook area doesn't need the destruction that this development brings to an already busy area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 4 August 2022 9:11:26 AM

Submitted on Thu, 04/08/2022 - 09:11

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████████

Please provide your view on the project

I am just providing comments

Submission

The 20 year plan appears sustainable and growth is centralised in this area which should be comforting to the local community, especially to preserve the rest of the area. But lessons should be learned from other similar projects. All roads in and out will need upgrades, walkability/accessibility should be prioritised and the vegetation/trees/gardens/space has to be the drawcard - thats what makes Cherrybrook the place to be. I'm against more public car parks, simply it defeats the purpose of public transport, its wasted space and contributes to traffic nightmares. But additional local bus routes from the local areas feeding into this space will be a necessity to alleviate some of these issues. I also agree to the feedback that strong vetting needs to happen regarding the developers, we cant have more building quality debacles. I would like to think that architecturally the buildings are attractive and non-generic, and incorporates nature. It has huge potential and should be a new standard for community growth.. Focusing this development into a self-sustaining 'green' community, such as recycled materials, solar energy, rain water catchment etc would be a great start.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 4 August 2022 9:48:08 PM

Submitted on Thu, 04/08/2022 - 21:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Scott

Last name

Koslow

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

WEST PENNANT HILLS, 2125, NSW

Please provide your view on the project

I support it

Submission

Thanks for a very thoughtful, and well considered proposal. I'm sure that there are many who will object to the plan, but some NIMBY's will object to everything. Honestly, it's a good, careful plan and certainly welcome by me--and I live down the street a little at 49 Castle Hill Road. Five stories max and significant green space is very much in keeping with the local community. Love the focus on trees and the street setbacks. Thanks for all the hard work.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 7 August 2022 7:58:31 AM

Submitted on Sun, 07/08/2022 - 07:58

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I am just providing comments

Submission

We don't need all of this, we need more parking at the station. The carpark is full by 7:30am every day. It can't handle more people living in the area. It's not just cherrybrook residents that use the metro from that station, but people further out (dural, galston, glenorie etc).

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 7 August 2022 10:53:02 AM

Submitted on Sun, 07/08/2022 - 10:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First [REDACTED]

Last name [REDACTED]

I would like my submission to remain confidential

Yes

Info

Email [REDACTED]

Suburb/Town & Postcode [REDACTED]

Please provide your view on the project

I object to it

Submission

As a disabled public transport user, I am unable to use the Cherrybrook Metro station due to insufficient disabled parking. The disabled parking spaces in the Metro parking station are always full by 9am. Hence, as I do not have a wheelchair, the surrounding streets are too steep for me to walk to the station. I am forced to drive to the City, thus contributing to global warming.

Any future developments desperately need incremental public parking with increased disabled places allocated.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 7 August 2022 12:11:11 PM

Submitted on Sun, 07/08/2022 - 12:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Patrick

Last name

Cowley

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cherrybrook, 2126

Please provide your view on the project

I support it

Submission

I support the Cherrybrook Station State Significant Precinct rezoning proposal noted in the Key Exhibition Document.

The land next to the station has gone undeveloped for too long now, the whole process has been very slow and Cherrybrook residents are missing out as a result. With housing development comes extra facilities such as restaurants, shops and community facilities that we all want. Along with this comes extra local employment opportunities.

I think the proposal to build only up to 5 storey buildings is conservative and very moderate of landcom. I think this is a mature proposal showing landcom has listened to the wants and needs of local residents, many of whom object to change per se and any kind of redevelopment in the area. This is seen most acutely when looking at the Mirvac development on Coonara Avenue where a small but very vocal minority living opposite that development go to great lengths to seek people to resist the development.

I would support slightly higher buildings on the government owned land, say up to 8 storeys. Especially if those living immediate to the station have opportunity to sell their land to private redevelopment anyway, so won't be trapped in a place they feel aggrieved by redevelopment occurring to that scale over their back fence.

I would like to see all of the buildings have some kind of functional building on the ground floor, such as restaurants and a small supermarket.

I like the idea of a Community Centre for electronic quiet study & online research but I think a library, containing books is out dated. I think a Community Centre support spaces for Yoga classes, art classes, cooking classes and other practical learning is a more modern approach.

I would like to see support for young adults in Cherrybrook with more fun & creativity and multi use outdoor spaces. I think the Public Square is a great idea but would like to see us ensuring this can be turned into a multi use area. This could be done with areas of paved space and green space, enough space for a night market and farmer market stalls to be set up in these areas including emergency vehicle access.

I think the pond is quite nice but further to the above, I would make it smaller or remove it in favour of a larger multi use Public Square. Perhaps including a small amphitheatre for live music or outdoor theatre. I like Rouse Hill Town Centre's kids small water feature, that sprays fountains and flutes of water. Our kids had fun there on hot days when they were younger and we were shopping there. Perhaps that could be something to think about including. Having a pond may mean more mosquitoes in that area.

I would like to see an Old English style public bar in the development because Cherrybrook has no such establishment. The nearest thing to this is WPH Sports Club, which is more like an RSL.

Regarding young adults (our children) who are currently residents in Cherrybrook but can't afford to buy homes in Cherrybrook, so have to move elsewhere, I would support an increase in the Affordable Housing. The proposal notes 5% of affordable housing but I would support an increase to 20%. The young adults of Cherrybrook need an opportunity to buy homes in Cherrybrook (as nurses, teachers etc). I don't know how such housing works but I don't think people should be allowed to buy such housing to then rent out, otherwise the idea will be misused by profiteers.

The focus on infrastructure, traffic, roads and schools and how these will develop over time looks well considered and well researched. I would recommend widening the Castle Hill Road opening to Victoria Road to support entry to Victoria Road from Castle Hill Road, not just departure from Victoria Road to Castle Hill Road as per the current situation. Doing this would relieve the traffic burden on New Line Road, County Drive and Pennant Hills Road.

This idea then allows another direct road all the way to Boundary Road and then Pennant Hills Road at St Agatha's or to Loftus Road or over to

Bellamy Street for school drop off and pick up for Pennant Hills High School. It would allow Bellamy Street as an alternative route to the train station via Ramsay Road. Adjustments at the intersection of Victoria Road to Boundary Road would need to be made as well as at the small roundabout at Victoria and New Line Road to support this idea.

The overall look of the redevelopment looks clean and modern with good spacing and green, leafy areas and it looks in keeping with Cherrybrook and a new Cherrybrook. I think Cherrybrook residents would be proud to have a town centre developed to the standard in this proposal.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station Precinct Place Strategy
Date: Monday, 8 August 2022 12:58:03 AM

Submitted on Mon, 08/08/2022 - 00:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████████

Please provide your view on the project

I object to it

Submission

No need for more people in Cherrybrook

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Monday, 8 August 2022 8:06:16 AM

Submitted on Mon, 08/08/2022 - 08:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████████

I would like my submission to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

██████████

Please provide your view on the project

I object to it

Submission

I object to the construction of multi storey apartment blocks in Cherrybrook. They will be an eyesore like those in Castle Hill and the roads, schools and shopping centres in the area will be unable to cope with the extra population. Too many trees and natural habitat will be destroyed for the development. This is very unsatisfactory!

I have lived in Cherrybrook for 32 years and feel strongly that this development should not proceed. Am already extremely unhappy with NSW government and especially our local member and will not be voting Liberal at the next election if they go ahead with this development!

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Tuesday, 9 August 2022 4:26:39 PM
Attachments: [development-of-the-cherrybrook-area.docx](#)

Submitted on Tue, 09/08/2022 - 16:22

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████████

I would like my submission to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

██████████

Please provide your view on the project

I object to it

Submission file

██

Submission

I have reviewed the plans for the rezoning and development of the Cherrybrook area. As a resident of Cherrybrook I have major concerns about certain aspects of these proposals.

1. Car park near the station

The car park at the Cherrybrook station is already at capacity. On a weekday on our way to work it is extremely difficult to find a parking spot. Drivers are already parking in the nearby streets in order to use the Metro line. Most of the express busses no longer operates which diverts all the crowd towards the metro line and even as it stands its inconvenient to get to it because of the limited parking spaces. I feel a bigger emphasis should be paid to expand the car park using the vacant land around the metro station. In my view this makes more long-term sense if thousands more houses are going to be added to the area. Surrounding areas such as Dural and West Pennant Hills is also developing and all this needs to be taken into consideration when planning the long term needs of the car park. Not everyone will be walking or cycling to the station. The proposed increase in car parking spots in this proposal is vastly disproportional to the increase in the local population.

2. Impact on local schools

According to the current school catchment zones the new houses proposed to be built around the station will fall in the Cherrybrook public school catchment area. Cherrybrook public school is already catering to over 1000 students. Additional classes are usually provided by installing demountable classrooms. If the density of the Cherrybrook area is to be increased, then proper funding should be allocated to build buildings with classrooms and amenities so that the children have enough room to study and play. Other schools have faced similar situations in which school oval/field was completely covered with temporary classroom structures and the children had no place to play. We should make sure that this does not happen to our local schools.

3. Hospitals and other health services

Currently the Hornsby hospital is catering for the health needs of this area. If one of our children gets sick, we have to travel a long distance to the Westmead children's hospital. Even as it stands the waiting lists in government hospitals are very long. With all this development all over Sydney the state government should develop more hospitals and at least one more specifically for children. Other health services such as midwives and psychiatric facilities should also be developed rather than expecting the existing health network to bare the additional load.

4. Police / Fire department and other emergency services

There is a lot of development happening in north west Sydney. I haven't seen plans to develop the local emergency service departments. We are seeing wild weather on a regular basis. If the government is planning to increase the population in this area police, fire department and other emergency services should also be developed.

One idea would be to move the West Pennant Hills Coles (which is near the West Pennant Hills Public School) near the station and replace that with high rise apartment block without building apartments close to the metro station. More emphasis should be given to 3-4 bedroom spacious apartments rather than small 1-2 bedroom apartments.

100 years ago, when Sydney harbour bridge was built the engineers had the foresight to plan ahead. The structures built these days barely cater for the needs of today. Building a house in every piece of vacant land is not nation building. Development proposal needs to be changed to address the growing requirements of the region.

I agree to the above statement
Yes

I have reviewed the plans for the rezoning and development of the Cherrybrook area. As a resident of Cherrybrook I have major concerns about certain aspects of these proposals.

1. Car park near the station

The car park at the Cherrybrook station is already at capacity. On a weekday on our way to work it is extremely difficult to find a parking spot. Drivers are already parking in the nearby streets in order to use the Metro line. Most of the express busses no longer operates which diverts all the crowd towards the metro line and even as it stands its inconvenient to get to it because of the limited parking spaces. I feel a bigger emphasis should be paid to expand the car park using the vacant land around the metro station. In my view this makes more long-term sense if thousands more houses are going to be added to the area. Surrounding areas such as Dural and West Pennant Hills is also developing and all this needs to be taken into consideration when planning the long term needs of the car park. Not everyone will be walking or cycling to the station. The proposed increase in car parking spots in this proposal is vastly disproportional to the increase in the local population.

2. Impact on local schools

According to the current school catchment zones the new houses proposed to be built around the station will fall in the Cherrybrook public school catchment area. Cherrybrook public school is already catering to over 1000 students. Additional classes are usually provided by installing demountable classrooms. If the density of the Cherrybrook area is to be increased, then proper funding should be allocated to build buildings with classrooms and amenities so that the children have enough room to study and play. Other schools have faced similar situations in which school oval/field was completely covered with temporary classroom structures and the children had no place to play. We should make sure that this does not happen to our local schools.

3. Hospitals and other health services

Currently the Hornsby hospital is catering for the health needs of this area. If one of our children gets sick, we have to travel a long distance to the Westmead children's hospital. Even as it stands the waiting lists in government hospitals are very long. With all this development all over Sydney the state government should develop more hospitals and at least one more specifically for children. Other health services such as midwives and psychiatric facilities should also be developed rather than expecting the existing health network to bare the additional load.

4. Police / Fire department and other emergency services

There is a lot of development happening in north west Sydney. I haven't seen plans to develop the local emergency service departments. We are seeing wild weather on a regular basis. If the government is planning to increase the population in this area police, fire department and other emergency services should also be developed.

One idea would be to move the West Pennant Hills Coles (which is near the West Pennant Hills Public School) near the station and replace that with high rise apartment block without building apartments close to the metro station. More emphasis should be given to 3-4 bedroom spacious apartments rather than small 1-2 bedroom apartments.

100 years ago, when Sydney harbour bridge was built the engineers had the foresight to plan ahead. The structures built these days barely cater for the needs of today. Building a house in every piece of vacant land is not nation building. Development proposal needs to be changed to address the growing requirements of the region.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 11 August 2022 4:49:18 PM

Submitted on Thu, 11/08/2022 - 16:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████

Please provide your view on the project

I support it

Submission

This is a reasonable and promising development plan and will benefit the local residences.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 12 August 2022 8:26:56 AM

Submitted on Fri, 12/08/2022 - 08:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I support it

Submission

I think this is great!

The delivery of community and open space is really welcome, and I appreciate the investment put into cycling and walkability.

We should really be maximising our use of our major infrastructure assets like the Metro by increasing density within walking distance.

I hope walking and cycling is given the highest priority within the vicinity of the metro station!

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 12 August 2022 1:58:43 PM

Submitted on Fri, 12/08/2022 - 13:58

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I object to it

Submission

Good afternoon,

Thank you for sharing the development vision with the residents of West Pennant Hills and the areas. Although the gesture is appreciated but whoever reads your development proposals can clearly see that it overcompensates some areas of the development over the other important issues like the parking area. Parking near the Cherrybrook Station is already a disaster!

The implemented parking areas are ALWAYS insufficient in ALL development proposals.

The parking area in this particular development proposal shouldn't be just symbolic, it SHOULD be sufficient to the needs and requirements of the residents in these areas. There should be enough parking area for all types of visitors, tradies needing the parking, home services of all types and emergency vehicles. There should be no inclination to please the developers at the expense of the resident's needs. The residents need more visitors parking area than they need the shops, playgrounds and the open space areas. Look what has been done at all the metro stations in the area. There are not enough parking spots at any of the metro stations! The nearby streets are fully packed with cars whose owners needed to get to the station to travel for her. It is a disgrace that parking at the metro stations is insufficient to the needs of the local residents who need to travel to work everyday and have to struggle to find the parking for their cars. You have to do better. Please remember that You work for the residents not the developers.

Thank you and regards

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Saturday, 13 August 2022 9:06:23 PM

Submitted on Sat, 13/08/2022 - 21:06

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

████████████████

Please provide your view on the project

I object to it

Submission

This proposal is ridiculous. The infrastructure of the suburb cannot cope with the current number of residents. This proposal is not wanted and would change the suburb and not in a positive way. How can Hornsby Council allow this? This is all about money, not considering local residents who oppose this.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 14 August 2022 9:12:51 AM

Submitted on Sun, 14/08/2022 - 09:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

████████████████

Please provide your view on the project

I object to it

Submission

Cherrybrook is a community based environment. It has always been a low density family area and this development will change the area. Our roads, schools are already at bursting point. Cherrybrook tech is already the biggest high school in the state. This is a blight and unwanted by the vast majority of locals, listen to the people rather than line your pockets. Take a hard Look at castle hill and tell me if that is in the best interest of locals.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Monday, 15 August 2022 4:42:31 PM

Submitted on Mon, 15/08/2022 - 16:42

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Amit

Last name

Malhotra

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I object to it

Submission

This plan is not fair as it will effect the peaceful nature of my street as this will result in unnecessary street parking on my street(Claridge Close)

My street and the adjoining streets should be included so that the residents of these streets have the option to get out of this overcrowded proposed area

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Tuesday, 16 August 2022 7:22:16 AM

Submitted on Tue, 16/08/2022 - 07:21

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

John

Last name

Derrett

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Wahroonga 2076

Please provide your view on the project

I object to it

Submission

How many hospital beds and school places will be provided BEFORE any development is approved ?

Without vastly improved facilities- Sydney is FULL !

We need to resolve problems with Teachers, Nurses etc. and corruption of councils BEFORE we develop / destroy what we have.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station Precinct Place Strategy
Date: Tuesday, 16 August 2022 10:55:07 PM

Submitted on Tue, 16/08/2022 - 22:54

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I object to it

Submission

I don't see any thought given to how the roads and local schools will cope with an additional 3000 homes added to the area. Our schools are already at capacity, traffic is busy and parking at local shopping centres is busy no matter what time of the day

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Wednesday, 17 August 2022 10:22:27 PM

Submitted on Wed, 17/08/2022 - 22:22

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I support it

Submission

I SUPPORT THE PLAN

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Wednesday, 17 August 2022 10:26:40 PM

Submitted on Wed, 17/08/2022 - 22:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I support it

Submission

I SUPPORT THE PROPOSAL

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Wednesday, 17 August 2022 10:30:39 PM

Submitted on Wed, 17/08/2022 - 22:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I support it

Submission

I SUPPORT THE PROPOSAL

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 18 August 2022 12:05:17 PM

Submitted on Thu, 18/08/2022 - 12:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Joan

Last name

Rowley

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

West Pennant Hills, 2125

Please provide your view on the project

I am just providing comments

Submission

I support the maximum building height of 5 storeys in the SSP. The approving authority must ensure that developers adhere to the new height limit. All too often, a developer seeks to add an extra storey, perhaps promising additional affordable dwellings in return for the height exceedance. Any height variations approved must be minimal and must not involve additional storeys.

I support the inclusion of cafes, a small supermarket, community space, retention of BGHF, pedestrian and cycle links, and the intention to increase the tree canopy.

I do not support further restrictions on street parking, limited parking for the new residents and no increase to the number of commuter parking spaces. The station, new cafes and community space will be inaccessible to the majority of existing West Pennant Hills residents living south of Castle Hill Road, unless additional parking is provided.

The only bus service through WPH to Cherrybrook Station is bus route 635. Off-peak services run hourly. From my house to the nearest 635 bus stop is a fairly brisk walk of 880m taking 11 minutes. That route involves 2 flights of steps. An accessible route for anyone with a stroller or impaired mobility would be longer and take around 15 minutes. Therefore, if I want to use the new facilities I need to drive, but there is nowhere to park. Without extra parking at the station, I will have all the disadvantages of living in a suburb with increased density, but will not be able to benefit from the new facilities.

The development will cause additional traffic, even if parking is restricted. Some of our intersections such as Highs Rd/Castle Hill Rd/County Drive already need upgrading, and I do not support deferring a proper upgrade until 2041.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 18 August 2022 11:56:13 AM

Submitted on Thu, 18/08/2022 - 11:55

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

██████

Please provide your view on the project

I support it

Submission

I support the rezoning so long as the government land is used properly and is not over developed particularly after taking into consideration the existing development in the area which would be highly impacted by over development. In this regard any development should be sensitively designed using quality construction and materials and be not poorly considered. In addition the government should impose strict caveats and conditions on any development and control it properly and do not extend any allowances to potential development opportunities which would otherwise be inconsistent with the existing developments, fauna, landscape and general public use of the existing surrounding area. This area is highly sensitive to improver and over development and it should not be allowed.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 18 August 2022 12:19:07 PM

Submitted on Thu, 18/08/2022 - 12:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

■

Last name

■

I would like my submission to remain confidential

Yes

Info

Email

■

Suburb/Town & Postcode

■

Please provide your view on the project

I object to it

Submission

I am against the re-zoning of the Cherrybrook precinct as it will change the character of the area and is in extreme close proximity to the Cumberland State Forest where many threatened species live.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 18 August 2022 2:35:08 PM

Submitted on Thu, 18/08/2022 - 14:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Chris

Last name

Sinclair

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

West Pennant Hills

Please provide your view on the project

I object to it

Submission

Most parks look good especially cafes and library BUT I can't see any hing to show LOTS more parking spaces.

Residents will start parking in the public commuter spaces.

Even now the parking sta ion is full BEFORE 9am. We have to travel backwards up he line to find a parking place to travel into the city.

I don't see any increased bus service. Even now hourly services are not enough.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 18 August 2022 4:40:16 PM

Submitted on Thu, 18/08/2022 - 16:40

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jack

Last name

Flanagan

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

West pennant hills, 2125

Please provide your view on the project

I support it

Submission

Whereas i support more intense development around railway stations, his proposal seems to have provide for limited car parking. Cherrybrook is not Marrickville and the vast majority of unit owners will have cars and need to park them. It is unlikely that there will be a bicycle revolution for the majority of unit owners.

As the current development is less than 6 storeys, when Mirvac is pushing for 8 in Coonara, it is likely that developers will want go go higher to maximise heir profits. I would have no objection to this is the necessary infrastructure was being planned - such as extra schools and recreational fields - but this is evidently not part of the plan.

Add into this mix the increasing number of residents from the Mirvac development in Coonara avenue and he increased focus on Cherrybrook shopping centre from shoppers and commuters will place an incredible burden on available parking.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 19 August 2022 9:28:09 PM

Submitted on Fri, 19/08/2022 - 21:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Angela

Last name

Ghersini

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I object to it

Submission

I object to the destruction of natural habitat and our environment

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Saturday, 20 August 2022 9:08:46 AM

Submitted on Sat, 20/08/2022 - 09:08

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████

Please provide your view on the project

I object to it

Submission

What is the plan for infrastructure such as schools and hospitals after the population grows?

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Saturday, 20 August 2022 12:20:18 PM
Attachments: [cherrybrook-plan-submission-aug-2022_0.docx](#)

Submitted on Sat, 20/08/2022 - 12:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████████

Please provide your view on the project

I object to it

Submission file

██

Submission

Please see my objecting submission to the Cherrybrook Precinct Plan & Rezoning.

I agree to the above statement

Yes

Cherrybrook Station State Significant Precinct rezoning proposal

Although the Precinct Plan has some positives – namely that the area for the rezoning around the Cherrybrook Metro station has been reduced from 800m and is now 400m as a perimeter, and importantly that the height limit of 5 storeys has been imposed, there are still significant problems that I foresee for the proposal for this site.

First and foremost, there is going to be an obvious and very large problem with the provision of parking for commuters using the station. Already the car park at the station is full to capacity by 7am so the addition of a further 2500 apartments in the vicinity and the provision of enterprises such as supermarkets, cafes, a library and a community space are all going to exacerbate a problem which is already apparent.

The Cherrybrook Metro, along with Castle Hill Metro, are the nearest train stations for anyone coming from Dural and the Hills District in general. This traffic is already heavy and at peak times, the roads are often at a standstill. A journey of just a few kilometres can take an extended period of time. This is only going to get worse once there is increased housing at the Cherrybrook metro site and more of a social hub near the station.

There has not been proper and comprehensive consideration given to the severe lack of parking that this rezoning will cause. There will be serious congestion and likely an increase in off-road parking in the surrounding residential streets. This will be of serious detriment to the Cherrybrook and West Pennant Hills communities.

To consider that Public transport is going to be the answer – buses from Dural – is not going to solve this problem. Without adequate and plentiful parking, this area is going to become an extended carpark and the character of the district will be affected.

There is steep topography in the area around the Metro and this will deter pedestrian traffic, especially that of residents in the surrounding streets from walking to the Metro station. **There must be significant increased funding to the bus services if ANY development is to occur around the Cherrybrook Metro.** Regular and frequent bus services would be the only thing that might prevent increased traffic jams and long journeys to and from the Metro station.

The area of Blue Gum High Forest to be retained is situated centrally in the middle of the planned development. This area of **Critically Endangered Ecological Community must not be impacted by the development of this site** or degraded by pedestrian traffic. Protection must be given to this CEEC before, during and after any development on this site.

There must be retention of mature trees, especially those with hollows, and preservation of the areas of highest biodiversity around the site. Fauna and Flora surveys must be done to ensure the least impact on protected native wildlife. **A Fauna Management Plan must be completed** for all stages of this development including pre-clearance and it must be compliant with NSW Codes of Practice. All people handling fauna must have appropriate experience and be covered by NSW licenses.

A 5% allotment for affordable housing is insufficient for the size of this development and consideration must go to having at **least 10% of the housing designated as 'affordable' housing** to ensure provision is given to the members of our society that need most assistance and for essential workers.

The parking spaces allocated for the new apartments is less than 1 entire space per unit. This will result in the excess parking of cars in the Metro station car park and in the surrounding residential streets. **The allocation of residents parking is insufficient.**

There have been **no suggestions for investment in recreational facilities and upgrades to infrastructure in the Cherrybrook district** to support the additional 2500 apartments being proposed around the Cherrybrook Metro station.

If residential development is required, it should not be done singularly and without ensuring the new area is being built with **a sustainable and practical future in mind**. Planners must all residents have all they need for proper quality of life. Issues of increased pollution, congestion, access to open and green spaces are all essential components that need consideration. New technologies must be implemented to build Cherrybrook as a sustainable and environmental suburb including implementing and installing technologies for reducing the urban heat effect, supporting renewable energy and protecting native wildlife.

Factors such as schooling, recreational facilities, parks and open spaces are not luxuries – they are essentials. If they are not incorporated into the planning – people will need to have more and more cars in order to get to these types of facilities which may be some distance away from their homes.

This Proposal by Landcom includes **no upgrades to the surrounding intersections and roads**, no proposals for **leisure facilities** and the proposed **open spaces are not large enough** to support the additional residents that will be moving into the district because of this, and other nearby, development.

The Urban Heat Effect is common knowledge and is why retention of trees, and the incorporation of ‘green spaces’ not just ‘parks’ must be an important consideration of any rezoning or development.

The residential rezoning to Medium Density must be done only if the **charm and character of the Cherrybrook district is NOT compromised** by ugly and unwarranted urban sprawl.

There are approximately 4500 apartments planned for Hornsby and further apartments proposed in Dural. The development of Cherrybrook precinct need not go the same way as Epping or Castle Hill. It is not a ‘hub’ but rather a smaller, suburban station along the main route and as such, any and all development must not change the character of the area and detract from the **family lifestyle that residents currently enjoy**. It is why people have chosen to live in this area – it offers parks, access to nature and it is easy to escape the city.

Furthermore, the ex-IBM site located at 55 Coonara Avenue is no longer included in the Cherrybrook Precinct Plan as it is situated more than 800m from the Cherrybrook Metro Station. There are currently 3 DA’s before Hills Shire Council proposing apartment blocks of 8/9 storeys high and are in excess of 22m in height. These DA’s 859,860,861/2022/JP do not conform to the plan for the district and **the Clause 4.6 Variation Request must be REJECTED**. This development site cannot be permitted to set any precedent for the Cherrybrook Precinct and the height limitation of 5 storeys is an important one for maintaining the present character of the district.

This area of Sydney is an important one for families characterized by open spaces. Any proposed rezoning and development **must consider the long-term well-being of the residents** of not only Cherrybrook and West Pennant Hills but also everyone in the Hills District and across the north shore.

If the infrastructure upgrades cannot support the additional housing, then the housing should wait while the district plans install the necessary schools, recreation areas, open spaces and facilities which are necessary for populated areas. If suitable ways to incorporate these necessities cannot be identified in West Pennant Hills and Cherrybrook, then the housing should be postponed until the area can support the additional housing and the additional congestion that will accompany it.

Building ‘villages’ or communities must be the way forward.
Thank you.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Saturday, 20 August 2022 9:10:50 PM

Submitted on Sat, 20/08/2022 - 21:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lachlan

Last name

Hinwood

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

West Pennant Hills

Please provide your view on the project

I object to it

Submission

I have no issue with the provision of housing, light retail and park spaces around the metro. However changing the zoning of the area and allowing medium density housing is completely out of step with what this suburb is about. The development must stay low density in order to fit in with the local area.

The reason most residents of this suburb are here is due to the lack of apartments interrupting the leafy skyline. I appreciate you may not consider 5 stories tall but in our suburb it will be a blight on the landscape.

Of secondary concern is that this is too many additional people moving into this space. Local traffic around Castle Hill Rd, Newline Rd, Boundary Rd are already absolutely packed in peak hour and the weekends. If you think people won't have a car because they live near the rail you are dreaming. In addition the local schools are already at capacity.

This amendment for the zoning must be rejected in order to maintain the quality of life for the existing residents. Changing this zoning is a slippery slope and I fear will spell the end of what has been a beautiful and desirable place to live. Part of its attractiveness is because of the low rise and larger blocks with large mature trees. By removing this aspect of the neighbourhood you will remove the very reason why people want to move here.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 21 August 2022 6:00:32 PM

Submitted on Sun, 21/08/2022 - 18:00

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kim

Last name

Duvenage

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cherrybrook 2126

Please provide your view on the project

I support it

Submission

Hi There

I support the plan for the development of land around the Cherrybrook metro station. I feel it is well overdue given how long the station has been open. If this process can be accelerated it will be in the best interests of the community.

My thoughts/comments -

- Please can you ensure family friendly facilities are prioritised in the development - such as cafes, restaurant, a library.
- Cherrybrook is also missing gyms and fitness studios so if these could be included that would be wonderful.
- The parking will need substantial improvement - the existing commuter carpark fills up by 7am so this needs to be increased significantly if 3,200 homes are planned to be added to the area.
- I feel that the apartment heights should be more than 5 storeys - I feel they need to be bigger apartments (eg 3 bedrooms) to allow more families to live in the area, so we'd need more storeys to accommodate more dwellings. In particular, the young people and/or blue collar workers are not able to buy their own home in Sydney because of how expensive it is - so I think a development plan like this is a great opportunity to create a greater mix of more affordable housing.
- Please make sure whoever builds apartments in these areas are subject to very stringent quality checks! There have been so many nightmare stories in the news with badly build new apartment blocks. Please don't let them prey on any more unsuspecting owners.
- The leafiness of Cherrybrook is definitely part of its charm. Please make sure to keep the greenery and the trees in the area.

Thank you!

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Monday, 22 August 2022 10:31:09 AM

Submitted on Mon, 22/08/2022 - 10:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████████

Please provide your view on the project

I support it

Submission

Dear Madam/Sir,

I support the plan with a few feedbacks below:

1. To increase 5 to 6 or 8 stories. No developer will buy now or in the future if the land can only build 5 stories. As for 5 stories, the developer can only pay below market value for the land in order for them to make a profit, however, no land owner is willing to sell their land below market value. For land owner to sell their land, the land value should be 50% more than the market value, the plan should take this information into consideration when planning for the height of the proposed build.

2. Reduces to 1800sqm from the minimum consolidated area of 2,000 sqm in the Hornsby Shire Council area. Many houses are around 600 sqm, 2,000 sqm meters equal to 3.3 houses. If the minimum is 1800sqm, then it will be easier for the land owner to consolidate their lands.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Monday, 22 August 2022 10:52:53 AM

Submitted on Mon, 22/08/2022 - 10:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Xichun

Last name

Yao

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I support it

Submission

We support the rezone and development plan for Cherrybrook over.

Currently, streets are not connected in Cherrybrook - within the impact zones, they are all places (Radley Place) and closes (Ridgemont Close) those force all pedestrians, cyclists, and cars to travel via the main road. We need to create more pathways to directly connect these "place" and "close" to the metro station and new town center.

We need more parking spaces near the metro station. the existing parking block does not have any additional capacity - fully occupied before 8 AM during work days.

In the morning, there is already traffic Jam happening on John Road.

City Express Bus is so sought after by many working people in Cherrybrook.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Tuesday, 23 August 2022 12:08:49 PM

Submitted on Tue, 23/08/2022 - 12:08

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

■

Last

■

I would like my submission to remain confidential

Yes

Info

Email

■

Suburb/Town & Postcode

■

Please provide your view on the project

I object to it

Submission

It will cause heavily traffic around he suburbs. And currently he car park around the area and shopping centers are very limited, the local people hardly find the car spots. This plan will make this worse and cause more troubles. High density but with limited infrastructure, it will bring more issues to the suburb and break the local peaceful life style.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Tuesday, 23 August 2022 12:26:28 PM

Submitted on Tue, 23/08/2022 - 12:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Xueting

Last name

Zhang

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I support it

Submission

I think it will be beneficial to this suburb development. More people, more chance, more facilities for local commerce.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Tuesday, 23 August 2022 3:00:59 PM

Submitted on Tue, 23/08/2022 - 15:00

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████

Please provide your view on the project

I object to it

Submission

The traffic around Cherrybrook area is very bad and Cherrybrook station car park design is a failure. Commuters are not able to get a parking after 6:30am on working days. If council build so many new homes near metro station, it will make traffic even worse. In addition, there is no shops to support increasing of homes.

Please build more shops and car parking firstly, then develop more homes.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Tuesday, 23 August 2022 3:35:18 PM

Submitted on Tue, 23/08/2022 - 15:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

■

Last name

■

I would like my submission to remain confidential

■

Info

Email

■

Suburb/Town & Postcode

2126

Please provide your view on the project

I object to it

Submission

Not sufficient parking and bad traffic in working hours

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Tuesday, 23 August 2022 11:38:51 PM

Submitted on Tue, 23/08/2022 - 23:38

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

N

Last name

C

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I object to it

Submission

Object.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Tuesday, 23 August 2022 11:49:16 PM
Attachments: [cherrybrook-rezoning.pdf](#)

Submitted on Tue, 23/08/2022 - 23:44

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Andrew

Last name

Chau

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

To whom it may concern,

As a family directly affected by the proposed rezoning plans, we strongly object to the proposal. Kindly refer to our points below.

Traffic Congestion and Road Safety

Many of the roads leading towards the Cherrybrook Metro station were not designed to support large numbers of residents. Even with low density homes, at peak times Dalkeith Road in particular has an abundance of vehicles and pedestrians passing by making it a safety hazard. This road is frequently crossed by the elderly, young children, and mums with prams.

The intersection between Dalkeith Road and Robert Road can often be a difficult T-junction for cars. Several times now we have witnessed near collisions between cars in the morning.

In addition, Robert Road is a single lane road which leads to Bradfield Parade. This is the road that many cars need to drive on in order to get to Castle Hill Road as well as reach the Cherrybrook Metro station. Adding a multitude of apartments around this area is bound to cause traffic congestion.

Our Family and Wellbeing

We are a family that moved from Macquarie to Cherrybrook in hope to leave the influx of apartments being built at Macquarie. The beauty of the Cherrybrook and West Pennant Hills area is that it's a quiet, peaceful, low residential area good for raising kids and family. Many homeowners in the area pay huge amounts of money for this. By allowing the addition of 3,200 apartment dwellings, the whole vibe of this area will change.

There are enough apartments built in nearby suburbs such as Castle Hill and Carlingford. We want Cherrybrook to be preserved.

Lack of Facilities and Parking

There will not be enough schools and facilities to accommodate the 3,200 new homes. We do not want the government to later compulsorily acquire our land at a low price just to build more facilities to accommodate those 3,200 homes.

Parking spots will also be a major issue. Most households often have multiple cars and will likely require more parking space than what their unit provides them with. In addition, the residents of these 3,200 dwellings are going to have visitors who are likely going to have to park on public roads. Dalkeith Road is already packed with parked cars as it currently is. We have a difficult time turning out of our driveway due to these parked cars.

Intrusion of Privacy

Our house is right on the border of the proposed rezoning area. Although it has been said that units next to low residential houses will be limited to 3 storeys, we do not feel this is adequate. Our weekends at times involves sitting and playing on the front yard. We cannot imagine doing this anymore with blocks of 3 storey apartments across the road in front of us. Standing on our driveway will become suffocating as residents from the new apartments look down onto us. This will particularly be an issue for us because Dalkeith Road is a small road and does not serve as any form of buffer. The sense of security and privacy we currently enjoy towards the front side of our house will be lost.

This in turn will severely depreciate the value of our house. No homeowner would like to have their house overlooked by apartments next to it.

Mistrust and Deception

According to the Cherrybrook Station Precinct Plan, it is proposed that a green village with 3,200 new homes be built with buildings no higher than 5 storeys. As part of the Plan, the government proposed to rezone the affected area from R2 low density residential zoning to R3 medium density residential zoning to allow for the construction of the green village.

Similar to the Cherrybrook Station Precinct Plan, the government proposed in the Hills Local Environmental Plan 2012 "to re-zone land currently zoned B7 Business Park at 55 Coonara Ave, West Pennant Hills, to facilitate residential development. The planning proposal includes changes to zones, lot sizes and building heights. The proposal will facilitate 600 dwellings comprising both high density and medium density dwelling types".

In the planning proposal, the government confirmed that the buildings to be erected would include "residential flat buildings of up to six storeys and terraces, semi-detached and detached dwellings of up to three storeys, including 'micro-terraces' on lots of a minimum 86m². Future development will be guided by the draft Development Control Plan which is also being exhibited with the planning proposal". The government invited submissions to be made with respect to the Hills Local Environmental Plan 2012.

Once the former IBM site at 55 Coonara Ave, West Pennant Hills was rezoned, the plan drastically changed to allow for the construction of apartments of up to 9 storeys. We realise that a substantial amount of land that is proposed to form the green village has already been acquired by developers waiting for the rezoning application to be approved to make enormous amounts of profits from selling high density apartments. We distrust that the green village plan would remain unchanged after the rezoning application is approved. Based on past occurrences, it is highly likely that once the area is rezoned to R3, developers will lobby for an increase to the height of the apartments to be over 5 storeys to grow their profit. We submit that the government does not have sufficient control to ensure developers are bound by the proposed plan.

Conclusion


For all the reasons stated above, we strongly oppose to the rezoning proposal. There is no way the area, particularly along Dalkeith Road can accommodate for so many new dwellings. This issue has caused our family great distress and worry. We hope that as residents directly affected, our concerns will be acknowledged.

Yours sincerely,

Family living on [REDACTED]

I agree to the above statement

Yes



23 August 2022

RE: Cherrybrook Station State Significant Precinct Rezoning Proposal

To whom it may concern,

As a family directly affected by the proposed rezoning plans, we strongly object to the proposal. Kindly refer to our points below.

Traffic Congestion and Road Safety

Many of the roads leading towards the Cherrybrook Metro station were not designed to support large numbers of residents. Even with low density homes, at peak times Dalkeith Road in particular has an abundant of vehicles and pedestrians passing by making it a safety hazard. This road is frequently crossed by the elderly, young children, and mums with prams.

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Conclusion

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Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Wednesday, 24 August 2022 3:05:34 PM

Submitted on Wed, 24/08/2022 - 15:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Elizabeth

Last name

Taylor

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cherrybrook/NSW 2126

Please provide your view on the project

I object to it

Submission

I implore you to review the current traffic bottlenecks created by the parents of Tangara School during drop off and pick up times. The parents completely disregard the NO STOPPING signs which creates a total chock of Franklin & Neale Avenue. It has caused a very dangerous situation. With the increased traffic in this area with this proposal, it will exasperate expedien ly.

The police and Hornsby Council are very aware of this situation and have tried numerous avenues to resolve this issue without any resolu ion.

PLEASE DON'T ALLOW TO ADD TO THIS CURRENT SITUATION. I am unable to get in and out of my street during these times. Please also reach out to the bus company for feedback and hey will verify this issue.

I agree to the above statement

Yes

2022-08 Submission from The Committee, West Pennant Hills Valley Progress Association Inc.

Rezoning Proposal for Landcom site adjacent to Cherrybrook Station

The West Pennant Hills Valley Progress Association (WPHVPA) has been in existence for around 30 years and represents about 4,000 households and more than 10,000 residents. Our area is bounded by Castle Hill Rd in the north, Pennant Hills Rd in the east, the M2 & Darling Mills Creek in the south, and Excelsior Creek in the west. The Cherrybrook Station is across Castle Hill Rd just outside our northern boundary. The southern half of the Cherrybrook Precinct is located in West Pennant Hills Valley.

This submission addresses the following issues:

- 1. Building heights**
- 2. Retail, open space, community space**
- 3. Landscaping, pedestrian and cycle links**
- 4. Parking, EV charging**
- 5. Traffic**
- 6. Infrastructure**
- 7. Affordable Housing**

1. Building heights

We support the proposed building heights of 5 storeys maximum when viewed from Bradfield Parade, together with the building heights of 20.5m for the B4 zone and 18.5m in the R4 zone, but the approving authority must ensure that developers adhere to these maximum heights. The higher limit in the B4 zone must not be used for additional storeys. Clause 4.6 height variation requests should only be considered for minor exceedances and must not be approved for additional storeys and/or increased yield.

2. Retail, open space, community space

We support the proposal for cafes, a local supermarket, and community space.

3. Landscaping, pedestrian and cycle links

All native vegetation should be protected and we support the aim of increasing the tree canopy. Pedestrian and cycle links should have natural shading from the tree canopy.

Some of the shared pathways are shown as 1.8m wide, which is too narrow. In NSW, the recommended path width for shared pedestrian and cycleways is 2.5m – 3m so that pedestrians and cyclists can pass safely.

The Landcom site and green village to the north of Castle Hill Rd should be connected to the area south of Castle Hill Rd by a grade separated crossing, preferably an overpass, suitable for both pedestrians and cyclists. Any extra time taken to use the overpass will be offset by not having to wait for traffic lights. An overpass will also improve traffic flow along Castle Hill Rd.

There should also be a 'kiss and ride' drop off zone on the south side of Castle hill Rd, to make it easier for residents to access the station from the south.

4. Parking, EV charging

Commuter parking at Cherrybrook Station is already inadequate. The station is likely to become more popular once the line is extended past Chatswood. Whilst providing additional parking may attract more cars, having a park and ride facility is a far better outcome than having commuters drive all the way to work. Additional parking must be provided at the station.

Many of the existing residents of West Pennant Hills Valley and Cherrybrook live too far from the station to walk there. Out of peak hours, the bus services are infrequent. Additional parking must be provided so that all local residents can access the station, new cafes and community space.

We do not support having additional parking restrictions on local roads because this simply shifts the problem rather than solving it. Also, a commuter going by train to the city may find that risking a parking fine is cheaper than the cost of driving with associated tolls and CBD parking

The parking for the proposed apartments is inadequate at less than 1 space per unit. A leading developer has recently been quoted in the press as saying: *'The units I can't sell or lease are not because of a small balcony or small storage. It's because they don't have adequate parking.'* Every unit must be provided with at least one parking space.

Having a walkable development adjacent to the station will increase the use of public transport, but there are many journeys that cannot be made by bus and train. For instance, there is no public primary school within walking distance and although school buses are an option, they do not generally service before and after school care. Working parents will need to drive children to school. Other destinations such as sporting fields, swimming pools, beaches, hospitals, family and friends may also be inaccessible by public transport. Taxis/Uber and share cars are not a viable option for families with young children due to safety requirements for car seats

We support the reduced use of cars but we are not living in a city such as Tokyo or London where multiple transport routes criss-cross the city. The metro is a single train line serving a limited number of destinations.

Additional parking must be provided for commuters and a more generous amount of parking must be provided for the apartments and users of the new cafes and community space.

The target of providing at least 10% of total parking spaces with EV charging is inadequate and will not future-proof the development. The NSW strategy for EV cars will ensure at least 50 per cent of new cars sales are EVs by 2030. It can be very difficult and expensive to retrofit EV charging capabilities at a later date. The majority of parking spaces for the apartments should have EV charging capability.

5. Traffic

The development will generate additional traffic through West Pennant Hills Valley, which is already congested in the morning and afternoon peak travel periods.

Data collection has been focussed on the major intersections close to the station and has not considered the wider impacts. For instance, an increase to traffic using Highs Rd, will also impact traffic in Taylor Street, Aiken Road, Oakes Road and Jenkins Road. This route is already heavily congested during morning and afternoon peak periods. Further investigation of traffic impacts is necessary.

There will be an increase in traffic heading south through West Pennant Hills Valley to Parramatta. The metro does not service this destination and there is no direct bus route. A direct bus route linking Cherrybrook Station to Parramatta via West Pennant Hills Valley must be introduced to reduce traffic congestion on this route.

Minor upgrades to intersections are promised by 2031, with major upgrades for some intersections by 2041. The intersection at Castle Hill Road/Highs Road/County Drive is already operating below an acceptable standard and must have a full upgrade before any development commences. The effect downstream through West Pennant Hills Valley must also be investigated.

6. Infrastructure

There are no plans for additional active open space and the development will exacerbate the existing shortfall of playing fields in our area. Added to the increased demand due to development at 55 Coonara Ave, there is a need for additional playing fields. The shortfall cannot be addressed by converting any existing surfaces to

synthetic turf, because existing synthetic surfaces in the Hills Shire are not fully utilised and attract fewer bookings than natural turf playing fields.

7. Affordable Housing

The target of providing only 5% affordable housing for our essential workers is inadequate. The government owned land adjacent to the station is the ideal place to have a much higher target which can be agreed before the land is sold for development. Essential workers such as teachers, police, fireman, nurses, aged-care workers etc must be provided with affordable housing close to public transport. It has recently been reported that Cities and Infrastructure Minister Rob Stokes, has called for a 30% target for affordable housing on government owned land adjacent to public transport.

The housing study recommends that affordable housing is tenure blind, but then states that affordable housing will be concentrated in a single building to improve management efficiencies. This is not best practice. To be truly tenure blind, affordable rental housing should be scattered throughout the development.

Thank you for the opportunity to comment on the rezoning proposal of government owned land adjacent to the station.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Wednesday, 24 August 2022 8:34:25 PM

Submitted on Wed, 24/08/2022 - 20:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████

Please provide your view on the project

I object to it

Submission

Please don't turn Cherrybrook into a high rise precinct

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 25 August 2022 8:57:31 AM
Attachments: [cherrybrook-station-state-significant-precinct-rezoning-proposal.pdf](#)

Submitted on Thu, 25/08/2022 - 08:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Ross

Last name

Walker

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Beecroft

Please provide your view on the project

I am just providing comments

Submission file

[REDACTED]

Submission

The Beecroft Cheltenham Civic Trust supports the planning principle behind the rezoning however there are still matters that require further investigation. Details are outlined in the enclosed PDF document.

Ross Walker OAM
Vice President
Beecroft Cheltenham Civic Trust

I agree to the above statement

Yes

Cherrybrook Station State Significant Precinct rezoning proposal

Dear Sir,

The Beecroft Cheltenham Civic Trust (Trust) has a number of concerns with the rezoning proposal for Cherrybrook Station (SSP). The Trust supports the principle that there should be higher density uses around the Metro station. This principle is sound town planning practice and the rezoning documents supporting this principle are very comprehensive.

While the Trust's support base is predominately residing in Beecroft and Cheltenham, the Cherrybrook Metro will have both a direct and indirect long term influence on our local residents. Hence this submission.

The Trust has also prepared a submission on the Place Strategy. Both Place Strategy and the SSP rezoning proposals have different time frames for implementation but they must be considered together to avoid conflicts. So a holistic approach should be taken when assessing both submissions together and not treat them in isolation. Both submissions will tend to focus on the area within Hornsby Shire LGA, as opposed to the Hills LGA.

Overall, the Trust supports the proposed lower buildings as explained in the planning report. However there are still matters that warrant further analysis and are outlined below.

Infrastructure delivery

The infrastructure delivery strategy, relating to planning agreements and developer contributions, simply highlights the dilemma of funding the necessary infrastructure changes required to redesign an existing suburb so the state metro can function. The burden to deliver the final stage of this visionary metro project should not now fall upon the two local councils. Both the SSP and the surrounding Place Strategy require massive changes to the suburbs' infrastructure, all ultimately driven by the metro project. This funding issue is inferred in the studies.

Being a state government initiated project, the state government should be contributing more. Otherwise there is no guarantee that the added value to the wider community of the Metro project will be achieved, even in the longer term. It is also worthwhile to point out that since the State Government's council amalgamation process Hornsby Council is not in as strong a financial position as it was prior to the amalgamation.

Therefore the State Government must continue to take an overarching responsibility for the delivery of the total metro project that includes appropriate infrastructure changes in the SSP and the surrounding catchment.

Built Form

The high voltage transmission line and its wide easement bisects the precinct in a general north south direction and is within the R4 zoned land that extends through to Franklin Rd. Figures 25 - 27 on p46 in the Ethos Urban planning report provide an appreciation of the adverse impact the power

line and easement will have on the adjoining residential development fronting Franklin Rd. The transmission line bisecting the main part of the site will always be a visual blight on the overall SSP site, impeding optimum redevelopment. While the studies acknowledge this fact, the future of the transmission line, whether it can be relocated or placed underground, requires further serious consideration at this rezoning stage.

The planning report emphasises the importance of visual elements to the north with a transitional built form together with the importance of vegetation screening. However the Place Strategy proposes 5 storey units abutting immediately to the north, thus contradicting the desired outcomes of the SSP. More thought should be given to how the Place Strategy will integrate seamlessly with the SSP site.

The merit based site specific DCP is very detailed, however there will be some challenges in order to achieve the intended merit based outcomes at the western and eastern ends of the precinct. The smaller lot sizes at the Roberts and Franklin Road ends of the precinct will struggle to achieve decent amenity with their minimal setbacks. This is regarded as a serious issue.

The Trust believes 5 storey complexes should have a minimum of 8 metre setbacks, including similar setbacks for basements to allow decent deep soil planting and visual amenity. A good example of setbacks is in Chapman Avenue Beecroft.

However the eastern and western sites, including the land between Franklin Rd and the transmission line, are extremely constrained due to their limited lot shapes. 3 metre setbacks facing Franklin Rd for these sites will not provide the merit based desired outcomes in the DCP.

Both ends of the precinct, which are key visual gateway sites to the precinct, (local landmark opportunity is used in the studies) require large setbacks, not small setbacks. Also the heritage report on nearby Inala recommended a vegetation screen along Franklin Rd as being highly desirable.

In addition, the metro tunnel easement appears to be located directly below the land facing Franklin and Castle Hill Rd. The studies indicate that there could be significant restrictions on excavation for foundations and basement parking. Further investigation is required to achieve a better outcome.

State government policy

There is a huge opportunity for the State Government to deliver on affordable housing for the long term. If the State Government is serious about delivery then the relevant SEPP can be amended to make affordable housing more permanent and not limited to the minimum 10 years, and ownership remains in government ownership.

The green vision

When the interconnectivity of the open space and pockets of trees is closely analysed the vegetation corridors are likely to struggle to achieve the desired outcomes. If large indigenous trees are to be planted, like Blue Gums, then the proposed 3 metre wide corridors incorporated into the building setbacks will be too narrow.

The main vegetation link appears to be along the transmission line easement, however the vegetation that can be grown in the easement will be very restricted. Large trees over 3 metres in

height are unlikely to be permissible within the transmission line easement, thus diminishing the intended quality of the vegetation linkages. Identifying the easement as having deep soil planting may be correct but it will not be able to be used.

The place strategy emphasises the importance of a vegetation corridor between the Blue Gum reserve in the SSP and the Cumberland State Forest. The studies for the SSP appear to ignore this matter. This needs to be clarified.

The future viability of the Blue Gum reserve in the SSP is a concern. The long term viability of the biodiversity in the reserve's limited area and the impact of edge effects with continuing interaction from surrounding activities needs clarification. Perhaps greater connectivity or buffers may need to be explored in the Place Strategy that surrounds the reserve. This needs consideration.

Some of the cross section street diagrams infer that there will be no setbacks to the higher storeys from the street. The Place strategy does indicate upper storey setbacks. This needs correcting or clarifying.

Conclusion

In conclusion, the SSP is located in a very constrained area, as acknowledged in the design study. Besides its poor shape there are serious topographical constraints. Not to forget the obvious transmission tower and easement. The studies have attempted to achieve a workable design but the Trust questions whether the studies are trying too hard to optimise the development potential of the far from perfect SSP site to the detriment of the desired outcomes. The Trust would like all the matters raised above to be seriously explored. Many good desired outcomes have been identified but the Trust has reservations that these outcomes will be achievable with the design presented.

Yours faithfully,

Ross Walker OAM

Vice President

Beecroft Cheltenham Civic Trust

25 August 2022

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 25 August 2022 11:29:34 AM

Submitted on Thu, 25/08/2022 - 11:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Glenn

Last name

Baker

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

West Pennant Hills 2125

Please provide your view on the project

I am just providing comments

Submission

Good Points:

- Height limit of 5 storeys maximum when viewed from Bradfield Parade (or 6 storeys on one side if ground is sloping)
- Cafes, and small supermarket
- Community space, including possible library
- Retention of existing trees with target of 25-30% canopy
- Retention of Blue Gum High Forest and pond as a recreation area
- Cycle and pedestrian links

Bad Points

- No increase to commuter parking. The station will still be difficult to use for existing WPHV residents.
- No increase to bus services. Off-peak services from WPHV only operate hourly
- Limited parking for new residents (less than 1 space per unit). Residents may resort to using the commuter carpark.
- Limited parking for new cafes
- No public school within 2km
- No intersection upgrades

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 25 August 2022 1:48:10 PM

Submitted on Thu, 25/08/2022 - 13:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Zenon

Last name

Michniewicz

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

West Pennant Hills 2125

Please provide your view on the project

I support it

Submission

I am in general support of the density and number of dwellings proposed and certainly the 5 storey height limit. The retention of Blue Gum forest stands of trees and other significant vegetation is important. The cafe, park, bike lanes & other public uses are supported. However limiting the affordable housing component to just 5% (although better than no hing) is disappointing especially on a government owned site - a figure of 10% should be aimed at. I am also concerned that when Landcom sells the site to a developer there will then be attempts to increase the height and density - we need to be assured this doesn't happen. The instance of Mirvac attempting to increase heights from the permissible 6 storeys to 8 storeys on the nearby IBM site is an example of this type of developer creep.

I agree to the above statement

Yes

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 25 August 2022 4:31:08 PM

Submitted on Thu, 25/08/2022 - 16:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

████████████████████

Please provide your view on the project

I object to it

Submission

More people are expected move into Dural after those new apartments built this year. New Line Road and Cas le Hill Road are terribly blocked by the heavy traffic during the peak hours. The traffic congestion is unacceptable recently. I expect he situation will get worse in near future. There are only limited parking spaces at the existing carpark in Cherrybrook Metro Station. It is too difficult to find parking space when I need to take metro. I strongly suggest to provide more carpark spaces at the Cherrybrook Metro Station, so it is more convenient for local residents to take the public transport to other areas. To improve the traffic jam situa ion is the most important job for the government.

Also, the facilities in the Hills Area including the capacity of schools and hospitals are insufficient to support all the residents here. That's why I object to the Cherrybrook new homes proposal. Long-term population planning and the development of related facilities are very important to the community. We need a plan to improve the living environment, but not to build more new homes. Enough is enough.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Thursday, 25 August 2022 9:47:31 PM

Submitted on Thu, 25/08/2022 - 21:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I am just providing comments

Submission

I have a particular concern regarding the Cherrybrook Metro Precinct development in regards to parking. This has not been adequately addressed by the plans.

1. There is not enough parking at Cherrybrook Metro for commuters. The car park is full by 7:15am on weekdays.
2. Street parking will be reduced as more streets become No Parking after the development.
3. The new developments are unlikely to have enough car spaces. Even a 1 bedroom house may require 2 car spaces and a 2 bed needs 2 car spaces. Cherrybrook is a suburban area with few walkable local amenities for children's after school activities, big shopping trips, etc. Development residents will park on streets and are likely to use the Metro car park for additional parking. The plan should include the exact number of parking spaces required for each apartment by size.
4. Buses to the Metro do not meet all residents needs and will never be a solution to replace car parking. eg I live 1.7 km from Metro and I have to walk 1.2km before there is a bus stop i.e. not worth catching a bus. It is not always possible for me to walk to the Metro due to injury or having to carry a heavy bag, time constraints & weather conditions.
5. Bus connections are slow
6. The new shopping centre will attract people who don't want to go to larger shops at Cherrybrook Village and although parking will be provided, is it enough to cope? Both Coonara and CB Village parking are often over capacity
7. The response to parking comments on the interactive map are evidence that his proposal is not adequately addressing the parking issue. The Planners have devolved all responsibility to Sydney Metro. The development will reduce on street parking places but increase parking needs.

In conclusion, parking in the Cherrybrook Metro Precinct is a major issue now, and the new development will exacerbate it.

The Planners need to work WITH Sydney Metro to create a plan to improve parking. There may not be any easy solutions, but ignoring or devolving the issue does not make it go away.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 26 August 2022 10 08:52 AM

Submitted on Fri, 26/08/2022 - 10:08

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Mostafa

Last name

Safipour

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I object to it

Submission

After attending the information session it is clear that the proposal lacks proper thinking on traffic management in the area as well as schooling.

By adding around 3000 homes and ~5000 people to the population there needs to be proper thinking and planning around these two topics.

The roads and schools in the area are already congested. I live in Dalkeith Road and the overflow of station parking is already coming to our street and adjacent which is at least ~500 meter from the station.

If in a 10 year horizon we add another ~1000 homes, the traffic load is going to be crippling and affecting quality of life in the area.

Same goes to quality of kids education by adding 50-100% more students.

Finally a personal one for me, I live right on the border of the rezoning area and I have privacy concerns over 5 story buildings across a narrow road overshadowing my house.

All in all I think allowing 5 storey buildings is a terrible mistake, 3 storey building with around ~1800 homes seems more appropriate with rest of the suburb.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 26 August 2022 10:10:23 AM

Submitted on Fri, 26/08/2022 - 10:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Sara

Last name

Yazdani

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I object to it

Submission

After attending the information session it is clear that the proposal lacks proper thinking on traffic management in the area as well as schooling.

By adding around 3000 homes and ~5000 people to the population there needs to be proper thinking and planning around these two topics.

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Same goes to quality of kids education by adding 50-100% more students.

Finally a personal one for me, I live right on the border of the rezoning area and I have privacy concerns over 5 story buildings across a narrow road overshadowing my house.

All in all I think allowing 5 storey buildings is a terrible mistake, 3 storey building with around ~1800 homes seems more appropriate with rest of the suburb.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 26 August 2022 11:20:34 AM
Attachments: [220826-submission.pdf](#)

Submitted on Fri, 26/08/2022 - 11:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I support it

Submission file

[REDACTED]

Submission

Please see attached the submission my wife and I have made. Please contact us if you have any questions.

I agree to the above statement

Yes

[REDACTED]

26 August 2022

Department of Planning
4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

By web form

Dear sir/madam

Cherrybrook Station Precinct Place Strategy

1. Thank you for the opportunity to make a submission in response to the Cherrybrook Station Precinct Place Strategy.
2. We are supportive of the State Government making the most of the opportunities created by the Sydney Metro, for the benefit of the community and the Sydney region. This Precinct, if planned holistically, can afford many young people with housing that provides a convenient and comfortable commute to where their jobs are now and will be in future, in locations including the CBD, Chatswood, North Sydney, the Macquarie Park Precinct, and the Norwest Business Park.
3. Our primary concern with the Place Strategy is its lack of ambition. The best outcomes will be achieved by considering the area within walking distance of the station, as a whole. For this reason, it would be desirable to include, at this stage, those areas south of Castle Hill Road that are presently designated as “further investigation areas”.¹ The further investigation areas are directly opposite areas north of Castle Hill Road that are currently being included in the Green Village strategy and are within the same radius to the station as these included areas.
4. Including these further investigation areas now will have many positive benefits. These include:
 - a. Better planning outcomes: dealing with the site as a whole will ensure that proper consideration is given to the impact of the strategy on the community (including the implications for pedestrian and vehicular traffic), as well as the impact on community facilities like schools, hospitals and so on, at the earliest opportunity.
 - b. Available land suitable for development: it can be difficult to aggregate privately held land into areas that can be redeveloped on a commercial basis. However, there are

¹ These are the areas adjacent to Highs Road on the west of the Precinct, and those adjacent to Coonara Avenue and other parts of the south-east of the Precinct.

[REDACTED]

large (and largely undeveloped) blocks in both of the further investigation areas on the south side of Castle Hill Road. These are far more likely to be able to be developed quickly when compared with adjacent areas in the Precinct on the north side of Castle Hill Road, which are primarily small residential blocks.

- c. Road access: incoming residents on the Southern side of the station will need to access arterial roads. The best planning outcome would be for this traffic to be directed away from the station and away from residential streets downhill from the station. However, the only practical way to do that would be for road access to be via Highs Road and Coonara Avenue. This cannot be planned if the further investigation areas are excluded at this stage.
 - d. Sufficient density: the larger the site, the more residences that will be within walking distance of the station, and the better return the Government will get on its substantial investment in transport infrastructure. Sydney is growing; putting more people adjacent to stations is a better outcome for the environment and for the quality of life of those people, who can get around without being stuck in traffic.
 - e. Pedestrian links: residents south of the station face barriers to access it, being the slope and the lack of direct pedestrian routes. But those barriers can be overcome by factoring them into the planning process. Considering pedestrian links across the whole Precinct, including the further investigation areas, will ensure the widest distribution (at the earliest time) of the benefits of reasonable walkability to the station, particularly to those residents downhill of the station.
5. The alternative to considering the further investigation areas would be to defer the above benefits for at least 10 years. That seems undesirable in and of itself. But it is particularly undesirable here since, as far as we can see, there does not seem to be any good reason to do so.

Yours sincerely

[REDACTED]

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 26 August 2022 1:53:28 PM
Attachments: [submission-to-nsw-dpe-cherrybrook-station-rezoning---5-7-robert-road-cherrybrook.pdf](#)

Submitted on Fri, 26/08/2022 - 13:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Erin

Last name

Crane

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I support it

Submission file

[REDACTED]

Submission

Please refer to file.

I agree to the above statement

Yes

26 August 2022

Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124.

Submitted via the NSW Planning Portal

To whom it may concern,

RE: Submission regarding Cherrybrook Station Precinct State Significant Precinct Rezoning Proposal

This letter has been prepared by Mecone on behalf the landowners of the properties at 5 and 7 Robert Road Cherrybrook (the owners) to provide feedback on the Cherrybrook Station Precinct State Significant Precinct Rezoning Proposal.

The owners support the intended rezoning of the Cherrybrook Station Precinct Site, and the increased density, building heights and community infrastructure which will be co-located with the Cherrybrook Metro Station. Specifically, the following principles are supported:

- Increased height and density around station infrastructure, as well as the complementary height and density uplift indicated in the Draft Cherrybrook Place Strategy.
- The provision of commercial and retail space which will meet the long term needs of the Cherrybrook catchment area.
- The provision and location of green infrastructure and communal open space, which will benefit the broader Cherrybrook Precinct as urban renewal occurs over time.
- A scheme which capitalises on public transport and encourages transport mode share by providing a restrained parking provision. Similar provisions could be considered for sites within a reasonable walking catchment of the station.

It is noted that a separate submission has been prepared by the owners in relation to the Draft Cherrybrook Station Precinct Place Strategy and the proposed amendments to the *State Environmental Planning Policy (Planning Systems) 2021*.

We appreciate the opportunity to provide comment on the Cherrybrook Station Precinct State Significant Precinct Rezoning Proposal. We look forward to your response which outlines how resident feedback has been considered in the finalisation of the Planning Proposal.

If you have any questions regarding the above submission, please feel free to contact Erin Crane, Senior Planner on 8667 8668 or via email at ecrane@mecone.com.au if you wish to discuss this letter in more detail.

Yours sincerely,



Adam Coburn
NSW State Director

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 26 August 2022 1:57:47 PM
Attachments: [220825-final-cherrybrook-station---state-significant-rezoning-and-precinct-place-strategy_.pdf](#)

Submitted on Fri, 26/08/2022 - 13:55

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Tom

Last name

Forrest

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Sydney

Please provide your view on the project

I am just providing comments

Submission file

[REDACTED]

Submission

Submission from CEO of Urban Taskforce regarding Cherrybrook Station State Significant Precinct rezoning and Cherrybrook Station Precinct Place Strategy.

Please accept this as a submission to both documents.

I agree to the above statement

Yes

25 August 2022

Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Electronic submission

To whom it may concern

Re Cherrybrook Station State Significant Precinct rezoning and Cherrybrook Station Precinct Place Strategy

The construction of the Northwest Metro was a significant infrastructure project costing NSW taxpayers \$7.4 billion. The North West Metro represents a significant outlay of public expenditure on transport infrastructure, and demands that the Government seeks to maximise the return on the public investment by maximising housing and employment opportunities.

Recommendation 8.1 of the NSW Productivity Commission 2021 White Paper, *Rebooting the Economy* clearly states that to boost productivity the Government should deliver housing where there is transport capacity.

The NSW Productivity Commission recommended that the Government should “*change planning controls to enable more housing and business activity within reasonable walking distance of transport hubs on underutilised corridors.*”¹ The White Paper further notes the failure to capitalise on the potential of the Northwest metro line, stating that in terms of housing and jobs, it “*has fallen short of expectations*”.²

The Urban Taskforce strongly supports the position of the NSW Productivity Commission and is surprised that DPE appear to have downplayed or ignored their recommendations.

In particular, Urban Taskforce supports greater density and yield within an 800 metre radius of transport nodes and this must be supported by precinct plans. This will help create more vibrant suburbs with more housing options where people want to live – closer to established infrastructure, services and facilities, as well as reducing environmental impacts by building homes closer to jobs. Adopting this position as a minimum is the only way to do justice to this multi billion dollar taxpayer funded investment.

¹ NSW Productivity Commission White Paper 2021, p. 311

² Ibid., p.317

Further impetus for greater density on the site derives from the 2022 Flood Inquiry Report, which foreshadowed the need to investigate more density in areas not subject to repeated flooding events. Whilst it is expected that the implementation of the Report's 28 recommendations will take considerable time, the potential for Government owned sites like that adjoining Cherrybrook Station should not be missed at this time. Urban Taskforce notes that part of recommendation 23 dealing with tradeable rights is placed within the context of the construction of **additional homes** in line with the regional plans.³

The Cherrybrook metro station is a well-located site, with 3.5 hectares of developable land. It has excellent access to the Sydney CBD, the North Shore as well as Sydney's Northwest. This is the first opportunity for DPE to take a pro-active approach in line with Professor Mary O'Kane and Mick Fuller's Report recommendations.

Urban Taskforce asserts the NSW Government needs to capitalise on its significant investment in public infrastructure at Cherrybrook and deliver the homes the Sydney desperately needs.

Greater Sydney requires at least 40,000 new homes each year to keep up with predicted demand according to the NSW Government's Housing Strategy. The consistent failure to meet this need in recent years is exacerbated by ongoing poor performance in new housing approvals. This has helped create a housing supply and housing affordability crisis.

Within the Hornsby LGA, it is predicted that population will grow from less than 150,000 in 2016 to 178,100 in 2036.

If we are to accommodate this population, and address pressures stemming from across the Greater Metropolitan Area of Sydney, taking the maximum possible advantage of precincts adjoining transport hubs is crucial.

Under the current draft proposals for Cherrybrook Station Precinct, the rezoning will enable a new mixed-use town centre with retail, community facilities, new open space and up to 390 new homes, with a minimum of 5 per cent affordable housing. Unless this is substantially revised (upwards), this outcome would be a gross repudiation of the Flood Inquiry Report recommendations and the NSW Productivity Commissioner, Peter Achterstraat AM.

Development will be limited to no more than five stories (maximum of 20.5 metres) with a maximum FSR of part 1:1 and part 1.25:1. This must be re-visited.

³ Kane and Fuller, 2022 Flood Inquiry, vol 2 Full Report, p.301

To iterate and summarise, this is Government land adjoining a metro station, Urban Taskforce believes this is a short sighted, conservative approach that belies not only the strategic opportunities offered by this site in helping address the undersupply housing, but furthermore the current housing supply crisis.

The precinct will be a place where individuals and families want to live, closer to transport and jobs.

Previous investigations and proposals centred on Cherrybrook were more ambitious in terms of height and density:

1. the Cherrybrook Village planning proposal which sought that the planning framework in The Hills LGA part of Cherrybrook (south of Castle Hill Road) to be amended to facilitate **around 3,800 dwellings in buildings up to 21 storeys in height and FSR up to 5:1;**
2. The Hills Council's Cherrybrook masterplan focused on lands south of Castle Hill Road which **supported around 1,230 dwellings in buildings up to 8 storeys in height and a maximum floor space ratio up to 2:1;**
3. the Coonara Avenue planning proposal for land located 860m to the south-west of the metro station that sought, and has been approved for, an amendment to the planning framework **for 600 dwellings in buildings up to 22m in height.**

Even the indicative built scale prepared by the Department of Planning, Industry and Environment in 2013 under the Cherrybrook Structure Plan considers greater height of up to six storeys.⁴

It is disappointing that almost 10 years later, and after a much anticipated transport project was finally delivered, that heights and densities are actually lower. It is difficult to fathom that given the supply crisis, the Government is content with such a paltry housing figure right next to a Metro station.

Locally, capitalising on the opportunities of a new Metro site would help Hornsby Shire Council meet the housing targets set by the Greater Cities Commission, currently expected to be between 3,800 and 4,200. This an opportunity for the NSW Government to lead and deliver more housing in the area. In fact, the Urban Taskforce urges Councils to exceed their targets and

The fact that the surrounding surround is low density is no reason to limit the height and density of new developments around strategic nodes. Such

⁴ Cherrybrook Station Structure Plan, 2013, p.22

thinking would lock in lower density across much of the Sydney GMA. This inherently backward-looking mentality should be avoided at all cost. There is a real opportunity to capitalise on the public's investment in the North West Metro and deliver more housing to the area. The Urban Taskforce is concerned that the conservatism of the current proposal locks in developments that a growing Sydney will regret in the years and decades to come. The current proposal reflects an approach that characterised much of the development around transport infrastructure in the middle of the twentieth century – that are now the tired “greyfields” which are in need of transformation.

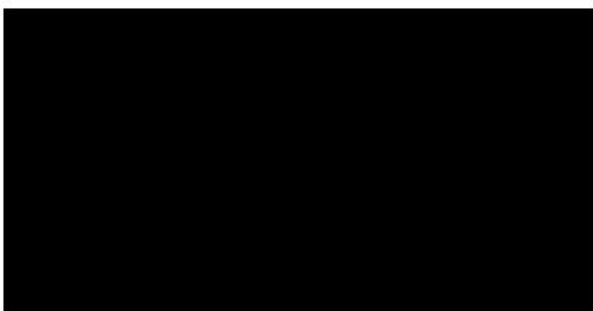
Finally, the draft SSP proposes an affordable housing target of 5%. While this may be appropriate for Government -owned land, this should not become a precedent for privately owned land, where the economic feasibility of development is significantly different to that of public land.

Urban Taskforce implores the Government to lock in more height and greater density on this strategic, public owned site. This would not only offer more housing choice with superior levels of amenity, but also offer opportunities to increase the mix of affordable housing, particularly for key workers within the community.

The Cherrybrook Metro site is a rare opportunity to delivery more housing in well situated and well connect sites. Urban Taskforce implores the Department to capitalise on this opportunity and deliver even more housing that Sydney so desperately needs.

Should you wish to discuss this submission, please contact the Urban Taskforce Head of Policy, Planning and Research, Stephen Fenn on 9238 3969 or email stephen@urbantaskforce.com.au

Yours sincerely



Tom Forrest
Chief Executive Officer

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 26 August 2022 3:16:53 PM

Submitted on Fri, 26/08/2022 - 15:15

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Gillian

Last name

Begbie

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2125

Please provide your view on the project

I object to it

Submission

While I am aware of the NSW government's need for housing development around rail links, as a long-term resident of Glenhope Rd West Pennant Hills I object to the impact the current plan will have on the environmental ambience of an area in what is touted as 'The Garden Shire'. Already, on some days the overflow parking from the station is seriously impacting safe vehicular entry and exit from many houses in my street. I am deeply concerned that the addition of a community centre, library, shops and high rise apartments on either side of the station will turn my part of WPH into a high density zone, unpleasant and incredibly unfair for those of us who have paid very big \$\$ to live in this lovely, peaceful area. It is short-sighted to assume high rise residents will use the Metro and not clog up Castle Hill Road with even more vehicles, or will be parking their 2nd car in side streets. PLEASE reduce the height of high rise to no more than 4 levels except for the station car park that needs to be much higher to accommodate many more vehicles.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 26 August 2022 5:22:59 PM
Attachments: [220826---submission-to-cherrybrook-precinct-place-strategy-v2_1.pdf](#)

Submitted on Fri, 26/08/2022 - 17:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lewis

Last name

McAulay

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Crows Nest 2065

Please provide your view on the project

I am just providing comments

Submission file

[REDACTED]

Submission

Please refer to the attached submission

I agree to the above statement

Yes

26 August 2022

Department of Planning and Environment

Locked Bag 5022

Parramatta NSW 2124

RE: Cherrybrook Station Precinct Draft Place Strategy – 16-24 Robert Road, Cherrybrook

1.0 Introduction

The Cherrybrook Station Precinct Draft Place Strategy (Draft Place Strategy) has been prepared by the NSW Department of Planning and Environment (NSW DPE) and will guide planning decisions within the Cherrybrook Station Precinct. The vision for the Cherrybrook Station Precinct will be a ‘green village’ which is supported by several guiding principles and potential planning controls that are stipulated throughout the Draft Place Strategy. We congratulate the NSW DPE on the significant body of work and effort put into this Draft Strategy and support the increase in density within the Cherrybrook Station Precinct.

This submission has been prepared on behalf of Springjazz Pty Ltd who owns the property at 16-24 Robert Road, Cherrybrook which is located within the Cherrybrook Station Precinct and is within direct proximity of Cherrybrook Station. The Site is an integral part of Cherrybrook Station Precinct noting that a green link/active link is proposed to run through the Site, the Site is held in single ownership and is one of the largest consolidated landholdings in the precinct. We acknowledge and support the Site’s inclusion within the Draft Place Strategy.

For Sites such as 16-24 Robert Road, Cherrybrook which are required to deliver significant infrastructure (green link/active link) which would underpin the realisation of the precinct, we request that the NSW DPE considers building height and floor space ratio (FSR) incentives to ensure that development is commercially feasible.

The structure of this submission is as follows:

- 1.0 Introduction
- 2.0 Site Analysis
- 3.0 Objectives and Intended Outcomes
- 4.0 Comments and Recommendations
- 5.0 Conclusion

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Suite 2.01, 65 Hume Street, Crows Nest NSW 2065

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2.0 Site Analysis

The Site subject to this submission is 16-24 Robert Road, Cherrybrook which is identified as Lot D, DP8378203.

The Site is regular in shape and is approximately 10,652m² in area. Accordingly, the Site benefits from access from Robert Road which connects it to Castle Hill Road providing enhanced connectivity to existing facilities and services.

The Site is located approximately 28km from the Sydney CBD, 13km from Parramatta and 10km to Hornsby. In its current state, the Site contains an individual dwelling and some existing vegetation. It must be noted that some of this vegetation is identified as being of biodiversity value on the Biodiversity Values Maps and Threshold Tool. The Land surrounding the Site comprises the following:

- Low density residential development;
- Blue Gum Forest;
- Robert Road Park; and
- Cherrybrook Station.

The Site and its surrounding context are illustrated in Figures 1 and 2 below.

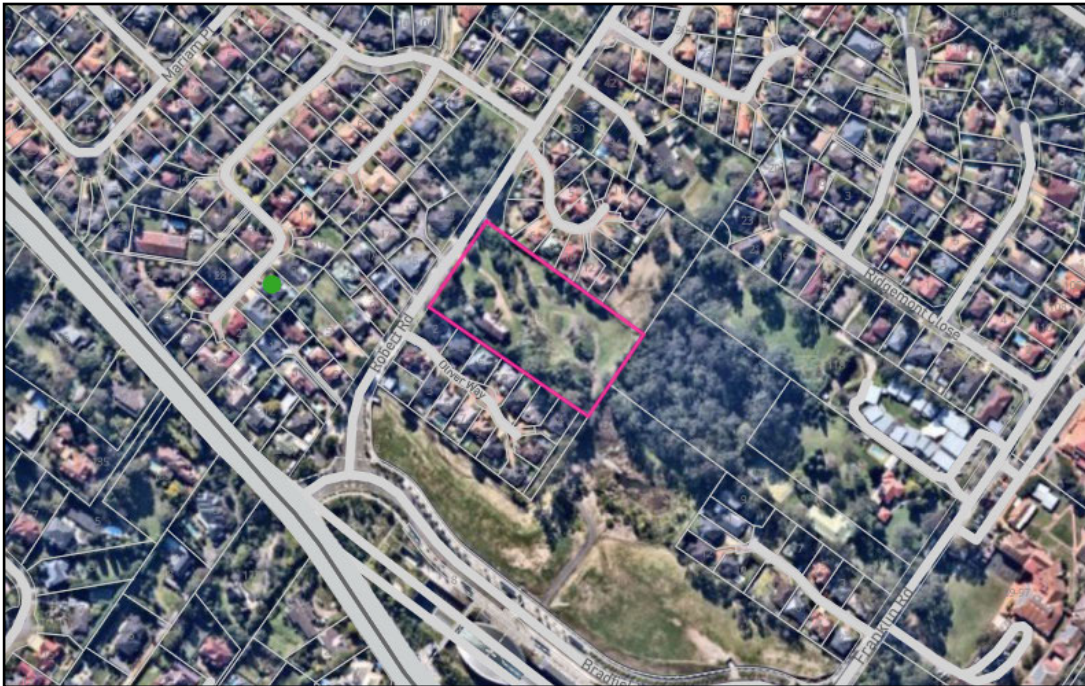


Figure 1. Aerial Image of Site (Nearmap, 2022)

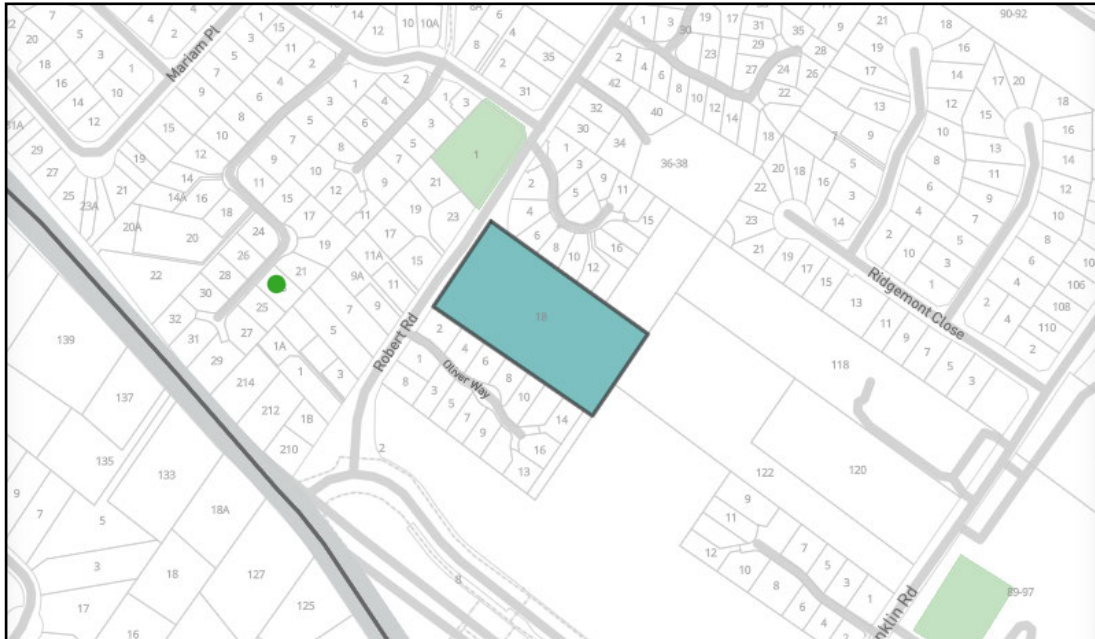


Figure 2. Cadastral Map of Site (Archistar, 2022)

The Site is located within the Hornsby Local Government Area (LGA) and the *Hornsby Local Environmental Plan 2013* (HELP 2013) is the primary Environmental Planning Instrument (EPI). The Site is currently zoned R2 Low Density Residential zone which is shown in Figure 3 below.

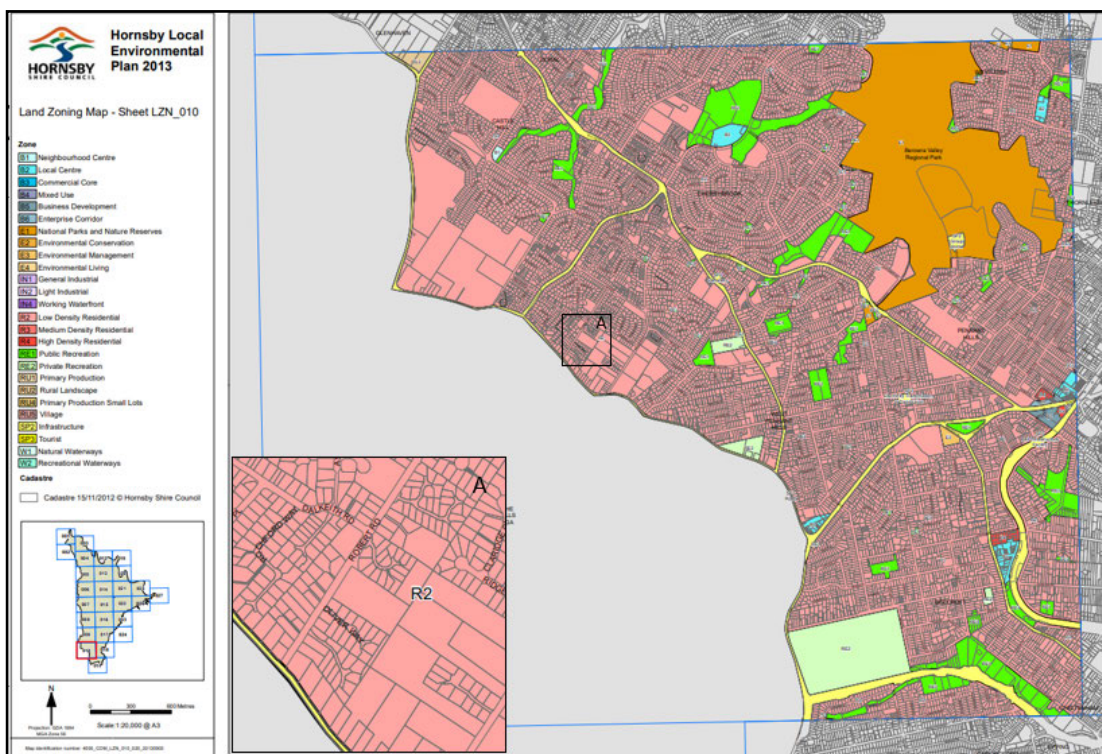


Figure 3. Land Zoning Map (NSW Legislation, 2022)

The Site is located within the Cherrybrook Station Precinct and has been identified for medium density residential development pursuant to the Draft Place Strategy.

3.0 Objectives and Intended Outcomes

The Draft Place Strategy sets out a vision for the Cherrybrook Station Precinct as a 'green village'. The vision statement is outlined in the Draft Place Strategy as:

Cherrybrook Station Precinct will be a green village – a place that blends the area's unique leafy and bushland character with the vibrancy and convenience of an accessible, walkable and compact urban village, bringing the forest to the city.

This vision is set to be executed through several overarching urban design principles and actions. These urban design principles and actions are summarised below:

- **A vibrant centre and community hub** – mixed use neighbourhoods close to centres and public transport and a maximum 5 storeys to be generally consistent with the height of mature Blue Gum High Forest species.
- **A medium-rise village** – A mid-rise built form height and density that facilitates an attractive leafy and liveable place generally located within 400m of the Station.
- **A rich landscape character** – Maintain the precinct's tree canopy cover of 26% with the aim to increase the tree canopy to contribute to the Greater Sydney target of 40% canopy cover.
- **Easy access to green space** – Promote access to quality open spaces, including green space and recreational facilities.
- **Pedestrian and cycling connections** – Develop new streets and pedestrian/cycling networks to encourage active transport and access to the station. Increase walkable trips from 10% to 18% of total trips.
- **Caring for the Blue Gum High Forest and watercourses** – Seek to preserve vegetation within development sites and proposed open space areas. Preserve the Blue Gum High Forest and maximise the view of this forest from the station.

Finally, some built form potential planning controls have been outlined in the Draft Place Strategy. These potential planning controls as they relate to the Site have been summarised in the table below.

Table 1. Draft Place Strategy - Potential Planning Controls as they relate to 16-24 Robert Road, Cherrybrook (NSW Government, 2022)

Description	Potential Planning Control
Land use	Medium density residential
Building height	5 storeys
FSR	1.4:1
Minimum lot size	2,000m ²
Street wall height	3 storey wall height
Building setbacks	Building setbacks comprise: <ul style="list-style-type: none"> • 7m primary and secondary street • 6m to the active link • 4m to cul-de-sac/shared street • 3m upper-level setback
Movement network – road hierarchy	The Site comprises a green link/active link through the centre of the Site and a shared street/mews and cul-de-sac through the eastern portion of the Site.

As noted above, we have undertaken a detailed review of the Draft Place Strategy. We acknowledge and support the Site's inclusion within the Draft Place Strategy and commend the NSW DPE on this significant and critical body of work to support housing diversity and supply. Whilst we support many of the guiding principles and actions, we provide comments and recommendations which we believe should be considered in further iterations of the Draft Place Strategy. These comments and recommendations are provided in Section 4.0 below.

4.0 Comments and Recommendations

We have undertaken a detailed review of the Draft Place Strategy and provide comment and recommendations for the consideration of the NSW DPE. We consider that the inclusion of these recommendations could improve the Draft Place Strategy. The comments and recommendations relate primarily to the feasibility of the precinct and how the controls proposed to be applied to the built form, may impact this feasibility.

Table 2. Comments and Recommendations for Consideration

Comments	Recommendations
On page 60, the feasibility section suggests that the recommended minimum density for the potential growth area is 1.4:1. This minimum FSR of 1.4:1 recognised by Hill PDA's feasibility has included the cost of acquiring and consolidating land, full planning and development costs, and sales prices across both Council areas. The Draft Place Strategy appears to be in direct contradiction to the feasibility prepared by Hill PDA noting that a maximum FSR of 1.4:1 has been proposed for the medium density precinct. We would like to understand whether the NSW DPE has considered the impact of rising construction costs and the current market conditions when recommending this FSR. A maximum FSR of 1.4:1 compounded by the need to provide for rising construction costs, softening residential market conditions, 5% affordable housing, Regional and Local Infrastructure Contributions, and design excellence provisions may result in the Cherrybrook Station Precinct being delivered within a timeframe commensurate with government objectives.	<ol style="list-style-type: none"> 1. Release the feasibility for review and interrogation for potential land owners and developers. Earlier this year a summary of the feasibility inputs was released as part of the exhibition of the <i>State Environmental Planning Policy (Design and Place) 2021</i> (no longer proceeding) which was extremely helpful for the industry to see understand how this had been modelled and could work in a real-world scenario. We consider that the Draft Place Strategy should take a similar approach. We would benefit from understanding how a typical site including site consolidation has been modelled to understand the inputs and the overall development margin attributed. 2. We consider that the implementation of a 1.4:1 maximum FSR is not sufficient to make this precinct viable. The FSR should either be increased in accordance with the recommendations of the feasibility and/or building height and FSR incentives for sites that exhibit design excellence should be introduced.
We have begun testing built form scenarios on the Site based on the guiding principles and actions, and potential built form planning controls outlined within the Draft Place Strategy. We consider some of the setback controls to be excessive and limit the commercial viability of the precinct. We understand that NSW DPE is promoting a 'green village', however a 6m setback from a green link/active link seems excessive and overly burdensome to the built form. These setbacks are exacerbated by a further 3m setback above the 3-storey wall height that renders some of the upper	<ol style="list-style-type: none"> 3. We recommend that the setbacks to the green link/active link are brought into line with the shared street/mews and cul-de-sac which are 4m. This would still allow for significant deep soil planting as well as adequate separation between buildings in accordance with the Apartment Design Guide. Additionally, the reduced setbacks would allow for improved passive and casual surveillance to the green link/active link. 4. The viability of the upper floors will be improved by the reduction of the setbacks to the green

floors unfeasible when considering their dimensions. Further, we consider that a densely vegetated 6m setback does not promote casual or passive surveillance of the green link/active link.	link/active link; however, we consider that the wall height along primary streets (such as Robert Road) should be 5 storeys to provide for a more vibrant streetscape. A 7m setback allows for a significant amount of deep soil planting. It is our opinion that a 3-storey street wall height within a densely vegetated front setback would not provide for a desirable density or attractive relationship with the street.
Whilst we support the 'green village' concept, additional setbacks and planting requires significant maintenance. These maintenance costs will likely need to be passed on to any purchaser through strata fees which puts pressure on the affordability of these apartments.	5. We request that the NSW DPE considers the implications of increased setbacks and significant landscape schemes in relation to the maintenance and upkeep costs and the resultant implications for purchasers. Specifically, increased landscaping on these Sites within these large setback requirements would likely significantly increase strata levies for future occupiers and will continue to render housing unaffordable in the Greater Sydney Region.

We respectfully request that NSW DPE consider and respond to the comments and recommendations listed above.

5.0 Conclusion

We support the Draft Place Strategy's vision of a 'green village' and the uplift of the Cherrybrook Station Precinct to provide for medium density residential development at 16-24 Robert Road, Cherrybrook. We congratulate the NSW DPE on the significant body of work and effort put into the Draft Place Strategy.

Following a detailed review of the overarching design principles and potential planning controls, we have provided comments and recommendations for the consideration of the NSW DPE. Specifically, we request that the built form controls are reviewed considering the feasibility prepared by Hill PDA which states that a minimum FSR of 1.4:1 is required to make the Cherrybrook Station Precinct feasible. Subsequently, we have recommended some other amendments to the potential built form planning controls to ensure commercial viability of the precinct following some bulk and massing tests that we have undertaken.

In conclusion, we consider that a maximum FSR of 1.4:1 appears to be insufficient and contradictory to the feasibility prepared by Hill PDA and request that the NSW DPE either release the inputs of the feasible or increase the density of potential built form planning controls to ensure that this precinct is viable. Sydney is calling out for housing choice, housing affordability and housing diversity in key locations surrounded by supporting infrastructure such as the Cherrybrook Station Precinct and we wish to see this area developed accordingly.

We thank the NSW DPE for providing us with an opportunity to review and respond to Draft Place Strategy and we look forward to your response to the matters raised.



THINK BEYOND

Yours sincerely



Lewis McAulay
Planning Director

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 26 August 2022 5:58:52 PM

Submitted on Fri, 26/08/2022 - 17:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

██████

Please provide your view on the project

I am just providing comments

Submission

Hi there,

I understand and support the idea that our suburban areas need densification, especially around travel hubs. I think that's a good idea. But I think aesthetically, this proposal doesn't fit the local character of Cherrybrook.

I grew up in Cherrybrook, living here for 25+ years. A generic glass and steel approach may look modern, but it will jut out from the established homes in that area. I think brickwork would be more charming and befitting of the local character - and can still be quite modern in appearance.

A good example of the sort of brickwork I'm thinking can be found here:
<https://i.pinimg.com/originals/89/2a/f2/892af2cc8dad44bcea19006af65c52d6.jpg>

Paired with the greenery proposed, I think this will give the buildings an organic yet modern feeling that matches the charm of the surrounding residential properties.

Thanks,
Mark

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 26 August 2022 7:28:01 PM

Submitted on Fri, 26/08/2022 - 19:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Farida

Last name

Irani

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

West Pennant Hills

Please provide your view on the project

I am just providing comments

Submission

2022-08 Submission

Rezoning Proposal for Landcom site adjacent to Cherrybrook Station

The Cherrybrook Station is across Castle Hill Rd just outside our northern boundary. The southern half of the Cherrybrook Precinct is located in West Pennant Hills Valley.

We once again feel that our valley will get congested just to fill the coffers of developers as is sadly happening in front of us at 55 Coonara Ave West Pennant Hills right in a forest!

However we are making our comments on a development which is bound to take place whether we like it or not.

This submission addresses the following issues:

1. Building heights
2. Retail, open space, community space
3. Landscaping, pedestrian and cycle links
4. Parking, EV charging
5. Traffic
6. Infrastructure
7. Affordable Housing

1. Building heights

I feel the proposed building heights of 5 storeys maximum when viewed from Bradfield Parade, together with the building heights of 20.5m for the B4 zone and 18.5m in the R4 zone, should be less than 5 storeys (any be max 3) to stay in line with the beautiful ambience of our suburbs Cherrybrook and West Pennant Hills. The higher limit in the B4 zone must not be used for additional storeys. Clause 4.6 height variation requests should only be considered for minor exceedances and must not be approved for additional storeys and/or increased yield.

2. Retail, open space, community space

We support the proposal for cafes, a local supermarket, and community space..

3. Landscaping, pedestrian and cycle links

All native vegetation should be protected and we support the aim of increasing the tree canopy. Pedestrian and cycle links should have natural shading from the tree canopy.

Some of the shared pathways are shown as 1.8m wide, which is too narrow. In NSW, the recommended path width for shared pedestrian and cycleways is 2.5m – 3m so that pedestrians and cyclists can pass safely.

The Landcom site and green village to the north of Castle Hill Rd should be connected to the area south of Castle Hill Rd by a grade separated crossing, preferably an overpass, suitable for both pedestrians and cyclists. Any extra time taken to use the overpass will be offset by not having to wait for traffic lights. An overpass will also improve traffic flow along Castle Hill Rd.

There should also be a 'kiss and ride' drop off zone on the south side of Castle Hill Rd, to make it easier for residents to access the station from the south.

4. Parking, EV charging

Commuter parking at Cherrybrook Station is already inadequate. The station is likely to become more popular once the line is extended past Chatswood. Whilst providing additional parking may attract more cars, having a park and ride facility is a far better outcome than having commuters drive all the way to work. Additional parking must be provided at the station. We do not want congestion of Castle Hill Road and Coonara Ave as 55 Coonara Ave will also have high density housing which will congest our valley totally.

Many of the existing residents of West Pennant Hills Valley and Cherrybrook live too far from the station to walk there. Out of peak hours, the bus services are infrequent. Additional parking must be provided so that all local residents can access the station, new cafes and community space.

We do not support having additional parking restrictions on local roads because this simply shifts the problem rather than solving it. Also, a commuter going by train to the city may find that risking a parking fine is cheaper than the cost of driving with associated tolls and CBD parking.

The parking for the proposed apartments is inadequate at less than 1 space per unit. A leading developer has recently been quoted in the press as saying: 'The units I can't sell or lease are not because of a small balcony or small storage. It's because they don't have adequate parking.' Every unit must be provided with at least one parking space.

Having a walkable development adjacent to the station will increase the use of public transport, but there are many journeys that cannot be made by bus and train. For instance, there is no public primary school within walking distance and although school buses are an option, they do not generally service before and after school care. Working parents will need to drive children to school. Other destinations such as sporting fields, swimming pools, beaches, hospitals, family and friends may also be inaccessible by public transport. Taxis/Uber and share cars are not a viable option for families with young children due to safety requirements for car seats.

We support the reduced use of cars but we are not living in a city such as Tokyo or London where multiple transport routes criss-cross the city. The metro is a single train line serving a limited number of destinations. Additional parking must be provided for commuters and a more generous amount of parking must be provided for the apartments and users of the new cafes and community space.

The target of providing at least 10% of total parking spaces with EV charging is inadequate and will not future-proof the development. The NSW strategy for EV cars will ensure at least 50 per cent of new car sales are EVs by 2030. It can be very difficult and expensive to retrofit EV charging capabilities at a later date. The majority of parking spaces for the apartments should have EV charging capability.

5. Traffic

The development will generate additional traffic through West Pennant Hills Valley, which is already congested in the morning and afternoon peak travel periods and with the 55 Coonara Ave development it will be horrendous. Data collection has been focussed on the major intersections close to the station and has not considered the wider impacts. For instance, an increase to traffic using Highways Rd, will also impact traffic in Taylor Street, Aiken Road, Oakes Road and Jenkins Road. This route is already heavily congested during morning and afternoon peak periods. Further investigation of traffic impacts is necessary.

There will be an increase in traffic heading south through West Pennant Hills Valley to Parramatta. The metro does not service this destination and there is no direct bus route. A direct bus route linking Cherrybrook Station to Parramatta via West Pennant Hills Valley must be introduced to reduce traffic congestion on this route.

Minor upgrades to intersections are promised by 2031, with major upgrades for some intersections by 2041. The intersection at Castle Hill Road/Highways Road/County Drive is already operating below an acceptable standard and must have a full upgrade before any development commences. The effect downstream through West Pennant Hills Valley must also be investigated.

6. Infrastructure

There are no plans for additional active open space and the development will exacerbate the existing shortfall of playing fields in our area. Added to the increased demand due to development at 55 Coonara Ave, there is a need for additional playing fields. The shortfall cannot be addressed by converting any existing surfaces to synthetic turf, because existing synthetic surfaces in the Hills Shire are not fully utilised and attract fewer bookings than natural turf playing fields. Synthetic creates heat and is damaging to the ecosystem and the environment.

7. Affordable Housing

The target of providing only 5% affordable housing for our essential workers is inadequate. The government owned land adjacent to the station is the ideal place to have a much higher target which can be agreed before the land is sold for development. Essential workers such as teachers, police, fireman, nurses, aged-care workers etc must be provided with affordable housing close to public transport. It has recently been reported that Cities and Infrastructure Minister Rob Stokes, has called for a 30% target for affordable housing on government owned land adjacent to public transport.

The housing study recommends that affordable housing is tenure blind, but then states that affordable housing will be concentrated in a single building to improve management efficiencies. This is not best practice. To be truly tenure blind, affordable rental housing should be scattered throughout the development.

Thank you for the opportunity to comment on the rezoning proposal of government owned land adjacent to the station.

Cherrybrook Station Precinct Place Strategy

This submission addresses the following issues:

1. Proposed Growth Area
2. Building heights
3. Landslip
4. Traffic
5. Landscaping, pedestrian and cycle links
6. Parking
7. Infrastructure
8. Option for implementing the strategy.

1. Proposed Growth Area

We support the proposed growth area which restricts development to an area within 400m, or 5 minutes' walk, to the new station and recognises the fact that the steeper topography south of Castle Hill Rd represents a slightly longer walk to the station than for land north of Castle Hill Rd.

There is land to the east and west of the green village which is identified as land that may be considered for future development of terraces and semi-detached housing in 10 years' time. The land is too steep and too far

from the station to be included in the current growth area, and neither of those factors will change after 10 years. It would be better to provide certainty for landowners by removing these areas from the Precinct Place Strategy.

2. Building heights, street wall heights, setbacks

We do not support the proposed maximum building heights of 5 storeys and maximum heights of 18.5m, it should be maximum 3 storeys which is conducive to our beautiful tree canopied suburbs of cherrybrook and west pennant hills and what guarantee is here that developers will adhere to these maximum heights.

Clause 4.6 height variation requests should only be considered for minor exceedances and must not be approved for additional storeys and/or increased yield. The current DAs being considered for 55 Coonara Ave will test the resolve of planning authorities. This site lies within the wider precinct and has already been rezoned with a height limit of 22m, but the developer has submitted a clause 4.6 height variation request for extra storeys and heights up to 27m. If approved, it makes nonsense of maximum height limits and will set an unwelcome precedent for the rest of the precinct. Imagine an 8 to 9 storey apartment sticking out like a sore thumb in the forest! We do not support developers being allowed to exceed height limits to increase yield and build extra storeys. The street wall height of 3 storeys should apply to all streets in the planned growth area, including development fronting Castle Hill Rd. The additional setback on this major road is necessary to mitigate traffic noise and pollution and should not be used as an excuse to have a 5-storey street wall.

Additional setbacks may be required on the south side of Castle Hill Rd where the proposed growth area adjoins areas for future consideration. There are no roads on these boundaries to assist with the transition from 5 storeys to 1-2 storeys.

3. Landslip

Much of the land south of Castle Hill Rd is subject to landslip. It is not clear whether this has been taken into account in the Place Strategy when deciding the density of development and location of new roads and links. Further geotechnical investigations may be necessary.

4. Traffic

The development will generate additional traffic through West Pennant Hills Valley, which is already congested in the morning and afternoon peak travel periods and will be further so when 55 Coonara is developed.

Data collection has been focussed on the major intersections close to the growth area and has not considered the wider impacts. For instance, an increase to traffic using Highs Rd, will also impact traffic in Taylor Street, Aiken Road, Oakes Road and Jenkins Road. This route is already heavily congested during morning and afternoon peak periods. Further investigation of traffic impacts is necessary.

There will be an increase in traffic heading south through West Pennant Hills Valley to Parramatta. The metro does not service this destination and there is no direct bus route. A direct bus route linking Cherrybrook Station to Parramatta via West Pennant Hills Valley must be introduced to reduce traffic congestion on this route.

Minor upgrades to intersections are promised by 2031, with major upgrades for some intersections by 2041. The intersection at Castle Hill Road/Highs Road/County Drive is already operating below an acceptable standard and must have a full upgrade before any development commences. The effect downstream through West Pennant Hills Valley must also be investigated.

5. Landscaping, pedestrian and cycle links

All native vegetation should be protected and we support the aim of increasing the tree canopy. Pedestrian and cycle links should have natural shading from the tree canopy.

Some of the shared pathways are shown as 1.8m wide, which is too narrow. In NSW, the recommended path width for shared pedestrian and cycleways is 2.5m – 3m so that pedestrians and cyclists can pass safely.

The Landcom site and green village to the north of Castle Hill Rd should be connected to the area south of Castle Hill Rd by a grade separated crossing, preferably an overpass, suitable for both pedestrians and cyclists. Any extra time taken to use the overpass will be offset by not having to wait for traffic lights. An overpass will also improve traffic flow along Castle Hill Rd.

There should also be a 'kiss and ride' drop off zone on the south side of Castle Hill Rd, to make it easier for residents to access the station from the south.

6. Parking

Commuter parking at Cherrybrook Station is already inadequate. The station is likely to become more popular once the line is extended past Chatswood. Whilst providing additional parking may attract more cars, having a park and ride facility is a far better outcome than having commuters drive all the way to work. Additional parking must be provided at the station.

Many of the existing residents of West Pennant Hills Valley and Cherrybrook live too far from the station to walk there. Out of peak hours, the bus services are infrequent. Additional parking must be provided so that all local residents can access the station, new cafes and community space.

We do not support having additional parking restrictions on local roads because this simply shifts the problem rather than solving it. Also, a commuter going by train to the city may find that risking a parking fine is cheaper than the cost of driving with associated tolls and CBD parking.

The new developments should all have generous parking provisions for residents and visitors. All apartments must be provided with at least one space. If an apartment can be bought without a space it will encourage residents to use street parking. Even if street parking has time limits, it can be far cheaper to pay a few fines than to pay extra for a carpark space.

The majority of parking spaces for the apartments should have EV charging capability in order to futureproof the buildings. The NSW strategy for EV cars will ensure at least 50 per cent of new cars sales are EVs by 2030. It can be very difficult and expensive to retrofit EV charging capabilities at a later date.

Having a walkable development adjacent to the station will increase the use of public transport, but there are many journeys that cannot be made by bus and train. For instance, there is no public primary school within walking distance and although school buses are an option, they do not generally service before and after school care. Working parents will need to drive children to school. Other destinations such as sporting fields, swimming pools, beaches, hospitals, family and friends may also be inaccessible by public transport. Taxis/Uber and share cars are not a viable option for families with young children due to safety requirements for car seats.

We support the reduced use of cars but we are not living in a city such as Tokyo or London where multiple transport routes criss-cross the city. The metro is a single train line serving a limited number of destinations. Additional parking must be provided for commuters and users of the new cafes and community space. The new apartments must all be provided with at least one parking space and there must be a generous allocation for visitors.

7. Infrastructure

There is a need for 2 additional playing fields, preferably within 2km of the precinct. Although a possible funding source has been identified, the fields have not been costed and a location has not been found. There is already a shortfall of playing fields in West Pennant Hills Valley, and Hills Council has been unable to find any suitable land in our suburb. A location must be identified in Cherrybrook before any land is rezoned. Acquisition of the land must be costed so that infrastructure contributions can be accurately set.

There is a need for an additional public primary school and high school. Possible sites for these new schools must be identified before any land is rezoned. The primary school must be within easy walking distance of the proposed growth area.

8. Option for implementing the strategy.

There are three options presented for implementing the plan. We do not support the State led rezoning presented as Option 1. We also do not support option 3 which allows individual planning proposals to be brought forward by landowners. We do support option 2 which allows each Council to prepare their own planning proposal to implement the rezoning. However, Hornsby and Hills Shire Councils will need to collaborate closely to ensure that developer contributions are fairly apportioned and cover the costs of infrastructure upgrades such as the new sports fields.

Thank you for the opportunity to comment on the rezoning proposal of government owned land adjacent to the station.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Friday, 26 August 2022 8:26:23 PM

Submitted on Fri, 26/08/2022 - 20:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I object to it

Submission

I refer to the Draft Strategy for rezoning the precinct around Cherrybrook station.

I am overall not in favour of the strategy, and wish to raise a number of concerns with you for consideration:

1. Building 5 storey apartments will damage the leafy characteristic of the neighbourhood. Similar suburbs such as Beecroft and Wahroonga have 3 storey apartments around the station.
2. There is little trust that if the rezoning does go ahead, that the 5 storey limit would not be increased. I understand the Department have given assurances that it won't, however recent media reports (including a Four corners report that referred to the Top Place development in Castle Hill) indicated a level of corruption and I am highly concerned that the buildings will be higher than 5 storeys. It is well known that Top Place has been buying the properties on the Castle Hill side of the strategy.
3. Traffic congestion - as it is, traffic is very heavy around the main station, and near Tangara School. Building more houses would increase this problem. It does not appear the councils have any solution proposed, and it will just be made worse.
4. Access to schools and hospitals - I do not agree that it is a sound idea to wait to see how population growth occurs and then deciding how hospitals and schools will be developed. The schools in the catchment are already at full capacity. Tangara is an independent fee-paying school and Inala is a school for specific purpose (disability). The department needs to consider the educational needs for students to attend public education. Regarding hospitals, the closest we have been referred to is Royal North Shore and Westmead. I understand Norwest is close by but it is a private hospital. Again it is important to have access to free healthcare, as not everyone has private insurance. It is irresponsible to be seeking to develop the population without thinking of basic needs. If people need to travel to these services, it will again increase traffic.

This rezoning proposal should not go ahead, as it will have more negative consequences than positive.

Regards

[REDACTED]

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Saturday, 27 August 2022 1:45:38 PM

Submitted on Sat, 27/08/2022 - 13:44

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Isabella

Last name

Chin

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2126

Please provide your view on the project

I object to it

Submission

I object to this for the following reasons:

- Traffic in the Cherrybrook area (e.g. Robert Road, Bradfield Parade) is unable to handle so many residents
- Not enough parking for new residents who have multiple cars and people visiting
- Destroys the current beautiful scenery and atmosphere of Cherrybrook, we don't want apartments in the area, not even 5 storeys

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station Precinct Place Strategy
Date: Saturday, 27 August 2022 2:02:27 PM
Attachments: [gara-submission-cherrybrook-station-ssp-27-08-2022.docx](#)

Submitted on Sat, 27/08/2022 - 13:59

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

John

Last name

Inshaw

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Galston

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

Cherrybrook Station State Significant Precinct.

Thank you for the opportunity to comment on the Cherrybrook Station Precinct Place Strategy.

The Galston Area Residents Association Inc (GARA) is a residents' organisation which focuses its attention on the natural environment and good planning in The Hills Council and Hornsby Council areas and the Berowra Valley catchment. Members of the association are drawn from the Galston, Dural, Berowra, Cherrybrook, Beecroft and Cheltenham areas. Consequently the planning proposal for the State Significant Precinct of Cherrybrook is of great interest to our membership.

GARA finds it difficult to support this proposal due to a number of concerns.

1. We support the protection of the 0.9 ha Blue Gum High Forest (BGHF) which is a Critically Endangered Ecological Community (CEEC). However, we cannot support the proposal to allow public access to this site. The strategy fails to recognise the importance of natural vegetation layers from the ground up to the upper canopy of the BGHF to safeguard the CEEC. Public access must be restricted and the site appropriately zoned as C2 Environmental Conservation. The site needs to be appropriately fenced, pet free and any pathway restricted to the perimeter of the site. It is important to allow native fauna to utilise the forest undisturbed.
2. There does not seem to be a green link between the BGHF in the SSP and the BGHF to the south. This we believe should be established.
3. The high voltage power transmission lines have not been adequately addressed. We believe that these should be located underground so as not to restrict apartment sizes and allow for deep soil plantings of trees typical of BGHF.
4. Unfortunately the 5 storey buildings abut the 2 storey residential R2 zone which adversely affects the amenity of the residents of the 2 storey buildings. There should be a transitional 3 storey zone between the two.
5. The car parking at the Metro is presently inadequate. Many people to the n-w of the site who would like to use the Metro to commute to work have given up on this option. There is nowhere to park so they don't even try. It is easier to drive directly to work. One would think that when the Metro is extended past Chatswood that it would attract more commuters. We do not think this will happen. There is a huge need for a car parking and ride facility at the Metro and there is no provision for it. This must be resolved.
6. Our reading indicates that units may have on-site parking and others may not. Every apartment must have onsite parking for at least one car and also have provision for visitor parking. This does not seem apparent. We contend that all new housing developments should have generous parking provisions.
7. If a unit is not provided with an on-site car parking space the residents therein will park on the street. We envisage congestion galore.
8. No allowance for parking has been made for visitors to the precinct or other local Cherrybrook residents who may wish to use the cafes and community spaces provided at the Station precinct.
9. All parking spaces for the apartments must be wired with EV charging outlets to equip them for electric vehicles which will be mandated for new car sales in the near future.
10. It is noted that only 5% of the new housing stock has been identified for "affordable housing". This figure is far too small when the Greater Sydney Commission recommends up to 10%. The need for affordable housing is so great that 10-20% must be the target. This should also be for a term longer than 10 years to be of value in ameliorating the current housing crisis.
11. GARA is of the opinion that as this is a State initiated proposal the State should be responsible for the funding costs in providing supportive infrastructure. Hornsby Council has been financially burdened by the Council Amalgamation debacle. The loss of Epping from the Council's territory of responsibility has cost Hornsby \$90m in annual revenue which in turn has adversely affected Hornsby's maintenance and services programs. Hornsby Council ratepayers must not be burdened with a further cost of providing infrastructure for this strategy.
12. No provision has been made for schools in the strategy even though the studies express a need for a primary and high school. This may have slipped the planners' attention because the map shows the presence of existing schools in the green village area. These happen to be private schools

which will not cater for public educational needs. State schools must also be provided within walking distance to be consistent with the strategies philosophy. If this is not possible the "school bus" system might deliver children to and from school for school hours. However they will not service before and after school care needs..

13. There is also a need for at least two playing fields for which provision has not been made. Sites for these essential needs must be identified at this stage of planning.

14. Supporting road infrastructure should be provided by the State Government now not in 20 year's time. Castle Hill Road is aligned along the ridgeline and is a substantial dividing line between the Cherrybrook Station State Significant Precinct and the development site to the south. Castle Hill Road currently fails to cope with its traffic demand. Castle Hill Road is shown as a standard 20 metre wide road. This road is highly congested in peak periods and is now not fit for purpose. This road needs to be widened and have provision made for an adjoining public corridor to allow for native vegetation plantings and cycle/walk paths. This will also help reduce the noise impact on developments on either side of the road.

15. We note there is no provision for north-south linkages across Castle Hill Road. These are essential to draw the northern and southern side communities together and to support cycle and pedestrian access to the Metro. Cycle and pedestrian linkages across Castle Hill Road must be separated from cars, trucks and buses. Ideally there should be a gentle – graded, disabled people friendly overpass across Castle Hill Road to help make this link. The obvious benefit is the safety of pedestrians and cyclists who need to cross the road and facilitate Castle Hill Road traffic flows. Traffic light controlled crossings are unsuitable for this purpose.

Conclusion

The Vision for the Cherrybrook Station State Significant Precinct is fine. Unfortunately the plan as presented to us fails to achieve it.

John Inshaw, GARA Secretary

I agree to the above statement

Yes

Cherrybrook Station State Significant Precinct.

Thank you for the opportunity to comment on the Cherrybrook Station Precinct Place Strategy.

The Galston Area Residents Association Inc (GARA) is a residents' organisation which focuses its attention on the natural environment and good planning in The Hills Council and Hornsby Council areas and the Berowra Valley catchment. Members of the association are drawn from the Galston, Dural, Berowra, Cherrybrook, Beecroft and Cheltenham areas. Consequently the planning proposal for the State Significant Precinct of Cherrybrook is of great interest to our membership.

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1. We support the protection of the 0.9 ha Blue Gum High Forest (BGHF) which is a Critically Endangered Ecological Community (CEEC). However, we cannot support the proposal to allow public access to this site.). The strategy fails to recognise the importance of natural vegetation layers from the ground up to the upper canopy of the BGHF to safeguard the CEEC. Public access must be restricted and the site appropriately rezoned as C2 Environmental Conservation. The site needs to be appropriately fenced, pet free and any pathway restricted to the perimeter of the site. It is important to allow native fauna to utilise the forest un-disturbed.
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3. The high voltage power transmission lines have not been adequately addressed. We believe that these should be located underground so as not to restrict apartment sizes and allow for deep soil plantings of trees typical of BGHF.
4. Unfortunately the 5 storey buildings abut the 2 storey residential R2 zone which adversely affects the amenity of the residents of the 2 story buildings. There should be a transitional 3 storey zone between the two.
5. The car parking at the Metro is presently inadequate. Many people to the n-w of the site who would like to use the Metro to commute to work have given up on this option. There is nowhere to park so they don't even try. It is easier to drive directly to work. One would think that when the Metro is extended past Chatswood that it would attract more commuters. We do not think this will happen. There is a huge need for a car parking and ride facility at the Metro and there is no provision for it. This must be resolved.
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7. If a unit is not provided with an on-site car parking space the residents therein will park on the street. We envisage congestion galore.
8. No allowance for parking has been made for visitors to the precinct or other local Cherrybrook residents who may wish to use the cafes and community spaces provided at the Station precinct.
9. All parking spaces for the apartments must be wired with EV charging outlets to equip them for electric vehicles which will be mandated for new car sales in the near future.

10. It is noted that only 5% of the new housing stock has been identified for “affordable housing”. This figure is far too small when the Greater Sydney Commission recommends up to 10%. The need for affordable housing is so great that 10-20% must be the target. This should also be for a term longer than 10 years to be of value in ameliorating the current housing crisis.
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14. Supporting road infrastructure should be provided by the State Government now not in 20 year’s time. Castle Hill Road is aligned along the ridgeline and is a substantial dividing line between the Cherrybrook Station State Significant Precinct and the development site to the south. Castle Hill Road currently fails to cope with its traffic demand. Castle Hill Road is shown as a standard 20 metre wide road. This road is highly congested in peak periods and is now not fit for purpose. This road needs to be widened and have provision made for an adjoining public corridor to allow for native vegetation plantings and cycle/walk paths. This will also help reduce the noise impact on developments on either side of the road.
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Conclusion

The Vision for the Cherrybrook Station State Significant Precinct is fine. Unfortunately the plan as presented to us fails to achieve it.

John Inshaw, GARA Secretary

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Saturday, 27 August 2022 4:57:38 PM

Submitted on Sat, 27/08/2022 - 16:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Carol

Last name

Flanagan

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

West Pennant Hills 2125

Please provide your view on the project

I object to it

Submission

I support the submission of the West Pennant Hills Valley Progress Association which is the result of considerable input and consultation from many of the thousands of residents of the West Pennant Hills Valley.

While I support the 5/6 storey height limit, the retention of trees, forest and pond, many aspects of the proposal are not in the interest of the Valley's approximately 10,000 residents. In particular, the failure to provide additional parking will mean that any cafes, supermarkets, library or other facilities, while only a few kilometres from many Valley residents, will be inaccessible to them. It is all very well to say that we may "walk, ride, or bus" to the station area, but the very steep hill from the Valley to Cherrybrook station makes walking or cycling impractical, while the bus is infrequent or non-existent outside peak hours,

The proposal does not include sufficient affordable housing, and in the current economic climate, this should be a priority for planners in every community including this one.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station Precinct Place Strategy
Date: Saturday, 27 August 2022 5:19:03 PM

Submitted on Sat, 27/08/2022 - 17:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Curtis

Last name

Hwang

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cherrybrook, 2126

Please provide your view on the project

I object to it

Submission

As a local resident I strongly object to this development. The infrastructure of the area is ill-equipped to handle the amount of traffic and population growth this would cause.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Saturday, 27 August 2022 6:07:17 PM
Attachments: [pared-foundation-\(tangara-school-for-girls-issues-relating-to-cherrybrook-precinct_0.pdf](#)

Submitted on Sat, 27/08/2022 - 18:03

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Mark

Last name

Sullivan

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cherrybrook 2126

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

Please see attached comments regarding the Proposal from PARED Foundation governing body for Tangara School for Girls.

I agree to the above statement

Yes

Pared Foundation (Tangara School for Girls) Issues Relating to Cherrybrook Station Precinct

The PARED Foundation is the overarching body for Tangara School for Girls, a key stakeholder in the Cherrybrook Precinct Proposed development, as shown in figure 1. We would like to request a meeting with the application authorities to discuss the impact of the Cherrybrook Station State Significant Precinct rezoning proposal as part of the Greater network within the Precinct. In this meeting, we will address in detail the impact of such a development in this area identifying the perceived traffic and safety issues that this will cause to Tangara School for Girls and the residents.

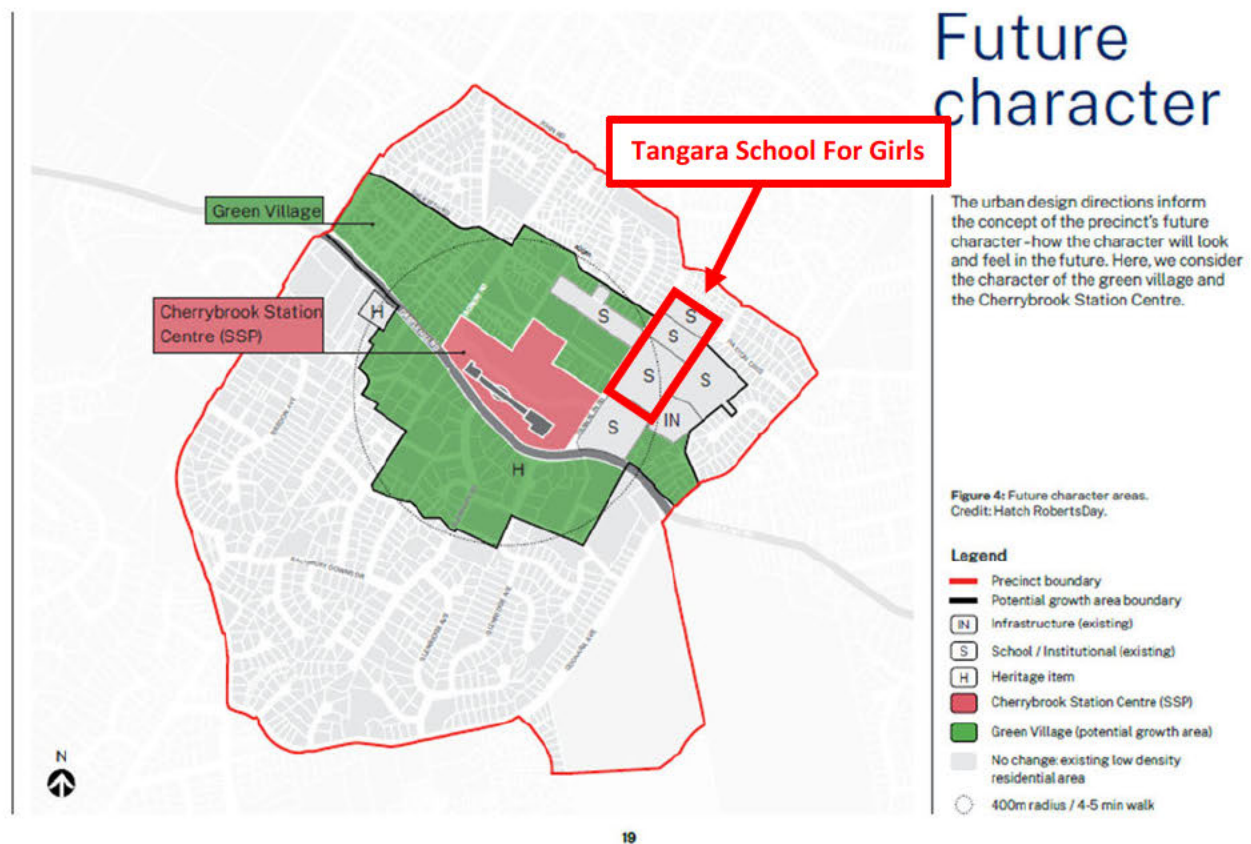


Figure 1 Ref: Cherrybrook Station Precinct Draft Place Strategy Pg 19

We are in support of further development in this area. Still, we would like to ensure that the development considers the whole Precinct as a part of this proposal. Following are several concerns that we have and would like to discuss in depth further in the requested meeting. In the meantime, please see our concerns to be addressed and some possible options that we feel need consideration before final approval can be granted.

Concerns regarding the Proposal's assessment do not address the Greater precinct network.

1. The Traffic and Transport Assessment (TTA) be updated to include an assessment of peak periods of the school to provide an assessment of what impacts will result from the Proposal that has a direct effect on the operations of the school, which relies heavily on Franklin Road.
2. The TTA assessment of impacts on Franklin Road is a broad-scope assessment of road typology rather than specific conditions of what development currently relies on the road (including its capacity and safety) for daily operations. There are concerns that the true impact of the Proposal on the operation of Tangara School for Girls has not been factored in correctly as the scope of the TTA has not considered the nature of the specific uses on the road. Achieving this will require further assessment and consultation with the school.
3. The TTA considers the specific conditions of the most impacted land users surrounding the Station Site (including Tangara School for Girls) so that the intersection performance correctly reflects the demands of the school peaks. As the report identifies, they will need to address the drop in Level of Service (LoS) to the Castle Hill Road / Franklin Road intersection in the afternoon.
4. The proposed vehicle access to Buildings A (141 units) and D (78 units) will also increase pressure on Franklin Road and Robert Road, having the potential to cause queuing of traffic.

Further issues relating to the new Cherrybrook Precinct development

One primary concern is the existing bottleneck due to the Kiss and Drop zone at the Station. Several people have no option but to make an illegal U-Turn if they wish to travel back to Castle Hill after dropping people at the Station. The Red arrows show the only path people can take when dropping people off without entering local streets. The blue arrows indicate another option, but this results in people travelling local roads not designed for extra traffic and having issues that need attention as part of the overall traffic strategy.

Figure 3-2 Cherrybrook Station interchange overview



Source: Sydney Metro Interchange Access Plan, October 2018

Figure 2 Cherrybrook Station Government Land SSP SCT Consulting Pg 26

The no Right Turn onto Castle Hill Road from Franklin Road limits the ability of people to return to Castle Hill without using local streets.

Solution option A

Installing traffic lights at the intersection would mean vehicles could turn right and stop the need for people to make illegal turns on Bradfield Parade. But not allowing traffic heading towards Castle Hill on Castle Hill Road to turn into Franklin Road except for buses as they are currently allowed. Traffic congestion on Bradfield Parade would also reduce as traffic could enter from Franklin Road to Castle Hill Road, not needing to enter Bradfield Parade.



Figure 3 No right turn from Franklin Rd onto Castle Hill Rd



Figure 4 No right from Castle Hill Rd into Franklin Rd except buses



Figure 5 Intersection Bradfield Parade and Castle Hill Rd

New Building parking issues

Parking traffic entering and leaving the new Buildings B, C and D could also be an issue. The residents in these buildings who wish to travel towards Castle Hill must travel back through Bradfield Parade to access Castle Hill Road or enter local roads to take an alternate path to head toward Castle Hill. Bradfield Parade area is already congested during peak periods due to buses and cars picking and dropping people off for station access.

Figure 4-2 Potential car parking configuration and access arrangements



Source: SJB, 2022

Figure 6 Cherrybrook Station Government Land SSP SCT Consulting Pg 43

Solution option B

Installation of the Roundabout at the intersection of Franklin Road and Bradfield Parade would allow cars to turn around and drive back through Bradfield Parade to go to Castle Hill. Reducing the Kiss and drop commuter traffic from using local roads to continue travelling in the Castle Hill direction.



Figure 7 Franklin Rd and Bradfield Parade towards Tangara

Local road issues

The surrounding local roads, such as Franklin, John and Robert roads, are also a concern as they need to be widened to increase traffic flow. At times this lack of development in line with the creation of the Metro station causes significant issues for residents. The existing roads do not reflect Typical Secondary Street dimensions, as shown in Figure 8 from "Cherrybrook Station Precinct Draft Place Strategy". The additional 391 units and businesses built adjacent to the Station will further impact traffic flow in the Precinct.

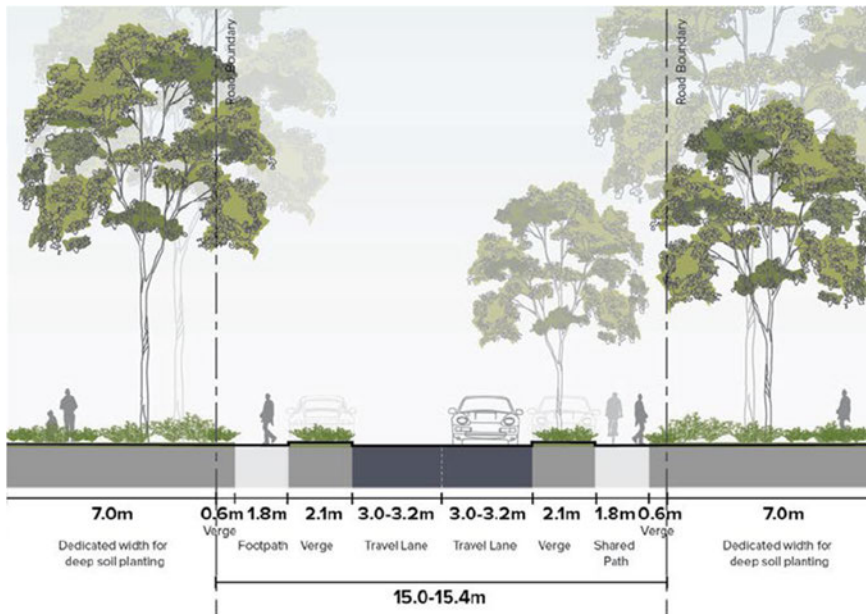


Figure 8 Cherrybrook Station Precinct Draft Place Strategy - Typical secondary street – indicative street section Pg 49

Franklin Road from Neal Avenue through to Johns Road roundabout is an ongoing issue that leads to traffic congestion as large trees line the edge of the roadway with no gutter. The road narrows and is further compounded by a bus stop in this space, making it impossible to pass safely.



Figure 9 Franklin Road towards John Road intersection



Figure 10 Franklin Road and John Road intersection

John Road is also of concern as a section of the road has not been widened sufficiently to allow safe passage of vehicles to pass each other. The edge of one side of the road has a Paling fence on the road edge with no gutter. As this road is a Bus route for station-bound buses, it can make it difficult for them to pass and reduce the traffic flow.



Figure 11 John Road towards County Drive

Robert Road is another local road not designed to have high traffic volumes following through it. Commuters attempting to catch the Metro are forced to park in this street as the Metro commuters' Carpark is full before 6:45 am on most weekdays. The result is the road on one side being full and limited ability to pass freely if other cars are approaching. Also, there is an odd bend on the road near the Dalkeith Road intersection where Robert Road was joined together, which reduces traffic flow.



Figure 12 Robert Road near Robert park

Timing of the Commuter Survey

As the survey was conducted in November 2019, it does not truly reflect the current use of the Station. At this time, the Station had only just opened, and people had not started to utilise the transport option fully. Since 2019, we have seen an increased use of the Station for not only Tangara School for Girls students but several other schools having buses collecting students from the Station to take them to School and return them to the Station in the afternoon. To have only 50 people exit the Station from 7 am – 8 am does not genuinely reflect the use of the Station in 2022 and the volume of students connecting to buses at the Station.

Table 3-1 Cherrybrook Station entries and exits

Time period	Entries	Exits	Notes
Average weekday AM (1 hour) peak	790	50	7am - 8am
Average weekday AM (3.5 hour) peak	2,000	160	6am - 9.30am
Average weekday PM (1 hour) peak	120	580	5pm - 6pm
Average weekday PM (3.5 hour) peak	420	1,700	3.30pm - 7pm
Average weekday daily	3,300	3,100	
Average weekend (1 hour) peak	120	200	Peak entries + exits at 5pm – 6pm
Average weekend daily	1,800	1,700	

Source: Transport for NSW, November 2019

Notes:

- Station entries and exits based on Opal tap on (entry) and tap off (exit), including CTP (contactless transport payments)
- Totals >1,000 are rounded to the nearest 100 and <1,000 to the nearest 10
- Weekend data excludes 2-Nov-2019 and 3-Nov-2019, which were a two-day track possession

Figure 13 Cherrybrook Station Government Land SSP SCT Consulting Pg 27

My contact details are below should you need to discuss any of the issues we have raised, and we look forward to meeting for a further in-depth discussion about the impacts of the proposal.

Mark Sullivan
Chief Operations Officer



Corporate Services Group | The PARED Foundation

📞 (02) 9651 0331 | 📞 0438 410 379 | 📠 (02) 9651 1177

✉️ mark.sullivan@pared.edu.au | 🌐 pared.edu.au

📍 839 Old Northern Road, Dural, NSW 2158\$

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Saturday, 27 August 2022 9:03:15 PM
Attachments: [joanne-and-terry-justic-submission-28-august-2022.pdf](#)

Submitted on Sat, 27/08/2022 - 21:01

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Joanne

Last name

Justic

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cherrybrook 2126

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

We object to the extension of Robert Park for the reasons mentioned in our attached file.

I agree to the above statement

Yes

To whom it may concern,

We are writing to you regarding the proposed rezoning of our property to 'Open Space' at 23 Robert Rd Cherrybrook, under the Cherrybrook Precinct Place Strategy.

We have reviewed the plans and documents provided and have put together the following summary of our concerns and request that our property, as well as the homes at 21, 19, 17 & 15 Robert Rd are **not** compulsorily acquired to extend Robert Park:

Extension of Robert Park from 2700 m2 to 5000m2. Robert Park is already the perfect size. Below is a photo taken on a beautiful Saturday morning in August. As you can see, there is no one using the park. It has remained unused for the best part of the day as Saturdays and Sunday mornings are the times where children are playing competitive sport, at venues across greater Sydney. This needs to be factored into any development and land acquisition to make the park bigger, even though the population projections are indicating an increase, the busy nature of family life in Sydney is not conducive to hours relaxing and playing in parks.

Impact: The homeowners will be forced to relocate against their wishes, for an extension of a park that will not be used by the residents.



Displacement of families: At the Robert Park extension site, my family and the 4 families of my neighbours will be displaced by the compulsory acquisition of our properties, our homes, that we have built and made sacrifices to afford, who have now been told that is not their forever home as we were all planning for. All these homes are owner occupied, all with young children at the local primary and high schools, all active members of the Cherrybrook community. All these homes have been built with provisions explicitly made for becoming the homes for our elderly or disabled family members, and later, purpose built for the retirement of all the owners.

Impact: We have no control over our future as we are locked into a property that no one will buy and a time frame of 'who knows when' for an acquisition. Unnecessary stress and the 'not knowing' will affect all family members. We will all have to begin again in finding and renovating homes to suit our personal needs.

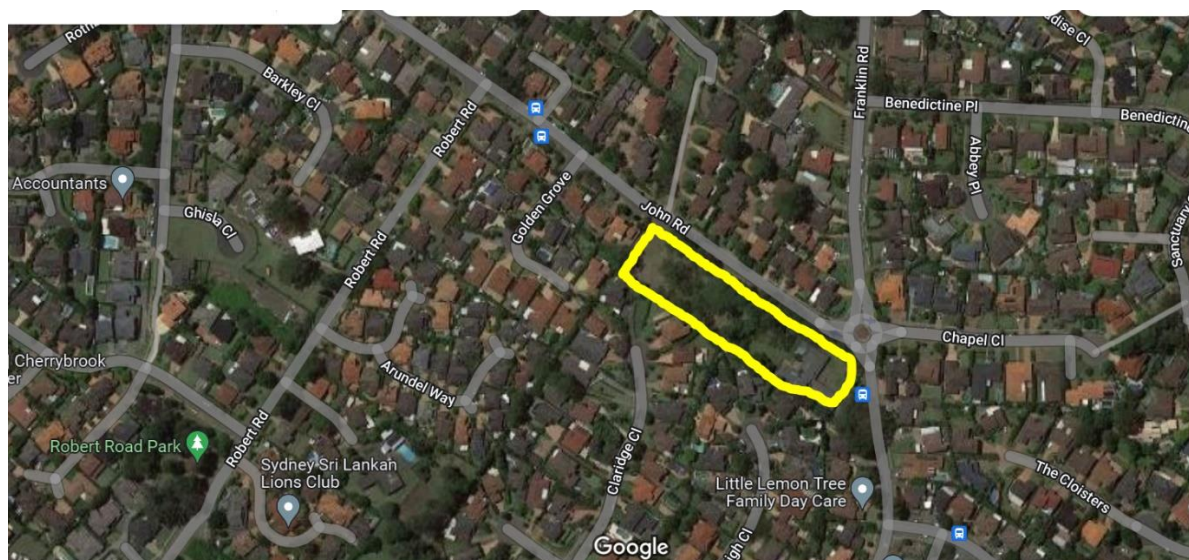
Time frame: At the community consultation session, we were told that the timeframe for the acquisition of our property is between 2 - 20 years. This could possibly be longer as there have been no definite timelines provided. How can families complete home improvements, necessary upgrades, and maintenance with the looming notion that they may be told to leave at any time? This effectively leaves the owners in limbo. We cannot sell our homes; we have no definite time frame and anything we do to our properties is just throwing money away as we will not see the financial benefits of adding value to our homes. Future plans of a tree or sea change are no longer a viable option as firm plans cannot be made around the selling of our home and the relocation for our retirement. All 5 residents are locked into the plans of Hornsby Council or NSW Planning. We have lost all control of our future.

Impact: We are locked in to living in limbo, with no definite timelines, that will affect our financial choices and mental wellbeing with no control over our future living plans.

Other available Open Space Options: There is a huge expanse of cleared Open Space at 16-24 Robert Rd, across the road from our dwelling, that is linked to the Blue Gum High Forest; wouldn't this site make more sense in creating Open Space for the community rather than knocking down 5 newly built houses? This is a far more cost-effective plan. This site at 16-24 Robert Rd has a natural watercourse running through it, which it, and its immediate surrounds are unable to be built on. This natural landscape would be incorporated beautifully into a park, adding natural beauty through encouraging indigenous wildlife to the area. As can also be seen in the picture, the powerlines are above the ground in front of our home and these will need to be relocated underground for the extension of the park, whereas across the road at 16-24 Robert Rd, this costly job would not need to happen, a huge saving to the taxpayer.



Another option for the provision of open space area would be on the currently vacant land at 90-92 Franklin Rd Cherrybrook. There is a small dwelling on this massive property with vast open land that is on a very steep slope. It would be costly to build medium density apartments on, yet it would be the perfect spot for a park. This site would service the dwellings on the outskirts of the Cherrybrook Precinct boundary, as well as the low-density houses that fall outside this boundary in Chapel Cl, Benedictine Pl, Abbey Pl etc. The owners of this property could be remunerated appropriately for their land being acquired but remain in their home with a park outlook right at their back door. I have highlighted this area in yellow in the picture below.



Impact: The natural landscape will remain a thriving area for indigenous fauna and flora, making a lovely feature for all to enjoy.

Unsafe road next to the park: Robert Rd is a busy road that families will have to cross to reach the extended Robert Park. With the extension of Robert Park being across a busy road from the Metro station, families, children, the elderly – anyone accessing the park from the north side of the station will need to cross Robert Rd which is a 'rat run' to the station with cars disobeying the road rules, using excessive speed and incorrectly parking; how is this a safe option to put an even larger park in this spot and putting more pedestrians into a dangerous situation. Children are unpredictable by nature and having a major vehicular access route to the metro station bordering a park is creating a very dangerous situation. By adding a separate park on the side of 16 -24 Robert Rd of approximately 2000m², this alleviates the need to cross a busy road and provides a safe buffer zone where children would not need to go near a busy road and will therefore keep the community safe. Residents of both sides of Robert Rd will have safe access to a park without having to cross a major, busy road.

Impact: The safety of the residents should be at the forefront of the decision-making process and all possible measures to keep the community safe, will have been put in place.

Parks located in one area. There is a huge concentration of parks and open space proposed to the north of the metro station. In a very small vicinity, there is the current 2700m² Robert Park with the additional 2000m² as the park extension, Blue Gum High Forest, proposed town centre open space, proposed green link and the Mariam PI Park of 2000m². (We also need to make mention that in the proposal it states that the parks are to be of the land size of 3000m². Clearly Robert Park is only slightly shy of this number, whereas the proposal of Mariam Park falls well short of this number.) It makes a lot more sense to scatter smaller parks throughout the medium density buildings rather than by extending the park where it is now.

Road Congestion: Roads are unable to support parking around the current Robert Park, let alone the traffic a larger park would bring. The park is not for the exclusive use of those residents within walking distance or families who will use the metro to access the park. People will drive and park their cars to use the Robert Park and the roads cannot cope with this now. Making the park larger will only see more people able to use it creating greater traffic issues, on top of those that already exist. The photo below shows the struggle in parking and cars passing currently at Robert Park. Isn't it a more sensible idea to spread out the local "Open Space" so that there is not a concentration of people and cars in one area, but a smattering of smaller parks around the whole of the green village?

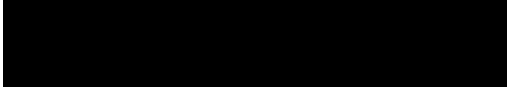
Impact: Smaller parks spread across the whole green village will alleviate traffic and parking congestion in the area.



We built this home twelve years ago with the idea that it will be our forever home. It was purposefully designed to accommodate our aging parents with the potential that it could accommodate us as we aged. We always knew it was a secure nest egg for our retirement, and if we ever decided to change our plans or to downsize. We have lived in our family home only ten years. It has been a highly stressful past six weeks knowing that all our hard work and sacrifice has been thrown up in the air and we now live with the uncertainty of having to start the process all over again.

I implore you to reconsider the plans to acquire our property and not extend Robert Park for the abovementioned reasons. There are far more practical and cost-effective ways to provide the open space that a medium density community would require that we have stated above.

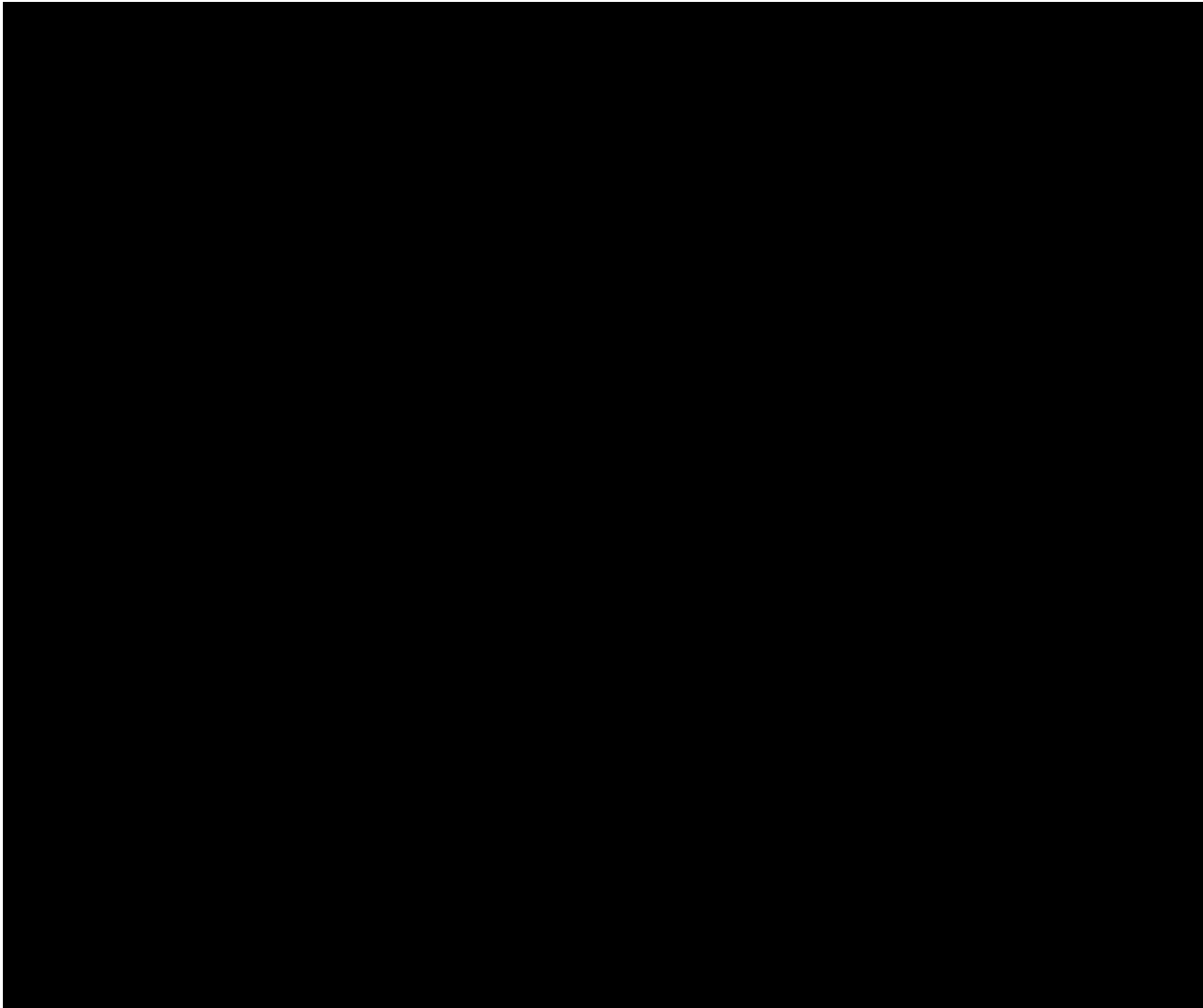
Kind regards,

A solid black rectangular box used to redact the signature of the sender.

28.08.2022

Yes

I live at [REDACTED]. I want to share the scenario of our street and neighbouring streets on a school day with the photos below.



There are so many parked cars (probably from students of Tangara High School) that the commute of local residents has been affected. In the last picture taken on 26/8/2022, our green recycle bin was knocked down by one of the parked cars.

I cannot imagine the situation when rezoning brings in more residents and traffic. There will be more pollution. There will be safety and security problems as well.

I cherish the green and quiet environment of Cherrybrook right now and do not want it destroyed by rezoning.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 4:33:07 AM

Submitted on Sun, 28/08/2022 - 04:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I object to it

Submission

I can't see how the current roads and infrastructure can support such a plan, parking and traffic are already stretched to the limit.

I am also worried about emergency services levels, we are a semi-regional area, unless there is an immediate increase to police, fire fighting and ambulance services, I can see nothing but disaster.

I agree to the above statement

Yes

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 4:12:28 PM
Attachments: [cherrybrook-state-significant-precinct-rezoning_0.pdf](#)

Submitted on Sun, 28/08/2022 - 16:04

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jane and Emil

Last name

Tabone

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cherrybrook

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

Please see attached pdf file.

I agree to the above statement

Yes

Thank you for the opportunity to contribute to the Cherrybrook State Significant Precinct Rezoning

15-23 ROBERT ROAD, CHERRYBROOK

It would appear there has been little planning for seniors that wish to remain in the Cherrybrook area once their homes become too large. A number of families had the foresight to build suitable large homes to also accommodate parents once they require aged or disability care. This would not only free up additional homes for younger people once the aging parents relocate with family but would also assist in alleviating the aged care crisis.

The homes at 15, 17, 19, 21, 23 Robert Road, Cherrybrook have been planned, designed and constructed with a definite purpose i.e., to care for family members as they age and/or require additional assistance. These homes have been well cared for with the purpose of long-term family occupancy, unlike the single dwelling that is built on 16, 18, 20, 22, 24 Robert Road, Cherrybrook.

Homes located at number 15, 17, 19, 21, 23 Robert Road, Cherrybrook are perfectly positioned for redevelopment in the future as a package. These properties have effectively become a stranded asset as they cannot be sold privately or to a developer.

16-24 ROBERT ROAD CHERRYBROOK

16-24 Robert Road, Cherrybrook which is adjacent to 15-23 Robert Road, Cherrybrook is a 1.05-hectare block of land with only one dwelling, a rental property that has been and still is under-utilised. This space could be used for community open/green space with minimal impact on the existing residence. The acquisition of this property for green space only affects one owner as opposed to five owners at 15, 17, 19, 21, 23 Robert Road, Cherrybrook

This predominantly vacant land is perfectly positioned for a dedicated green link/public open space plus it fills a gap in deficiencies in open space distribution on the north-eastern side of Bradfield Parade. If this 1.05-hectare site was well designed, it could be used as a state-of-the-art green space training centre for surrounding schools and institutions.

PARKING

The Cherrybrook Station Precinct Parking Strategy would like to implement a 1.0 - 1.5 cars per household. This discriminates against families with two or more children and is especially discriminatory against women.

This would limit the demographics of people purchasing a unit as it effectively eliminates tradespeople and families. Many trades people require a utility for work purposes and their partner, predominately women, have their own careers who also require a vehicle. Families need more than one vehicle due to the number of children involved in weekend sport. It is not uncommon for families to have multiple sporting fixtures and often in different areas. This plan also excludes families living on the north side of Newline Road due to insufficient car parking at the station

Due to limited parking at "old train stations" the "Transport Park & Ride" carparks are springing up at 19 railway stations from Ashfield, Brookvale, Campbelltown, Dee Why,

Edmondson Park, Gordon, Gosford, Kiama, Kogarah, Leppington, Manly Vale, Mona Vale, Narrabeen, Revesby, Seven Hills, St Marys, Sutherland, Warriwood, West Ryde plus more coming soon.

This highlights the need for more parking spaces at Cherrybrook Station. Let's be proactive and think ahead by increasing parking at Cherrybrook Station. A large cohort of Cherrybrook and Dural residents are not able to ride a bike to Cherrybrook station. For the majority of residence, health and safety issues prevent the use of bikes on public roads. Many residents over the age of forty do not possess the skills to ride a bike. Roads are already cluttered, try navigating the roundabout at Newline Road and County Drive at any time let alone peak hour, on a bike.

Finally, there are numerous vacant offices in the Sydney CBD brought about by the pandemic and the public service shift to the Parramatta CBD. Why not convert these vacant office blocks to housing?

Kind regards

Jane and Emil Tabone

[Redacted signature block]

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 5:05:13 PM

Submitted on Sun, 28/08/2022 - 17:04

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Clr. Mila

Last name

Kasby

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Norwest, 2153

Please provide your view on the project

I am just providing comments

Submission

28th August 2022,

Dear Sir/ Madam

Submission on State Government Exhibition of Draft Plans for Cherrybrook Station Precinct

Thank you for the opportunity to make a submission.

Affordable Housing

I commend the Department on aiming for at least a 5% affordable housing provision for all new dwellings in the precinct plan but would encourage this to be raised to 10% and to include land within The Hills Shire in this provision.

It is critical that we provide enough affordable housing for essential workers to live in our community (nurses, teachers, police, aged care and childcare workers). These highly valued people must survive on low to medium incomes \$45 - \$75K and without specific provisions around housing affordability, local businesses and workplaces will struggle to find staff if these workers cannot live close to their place of employment. The new Metro precincts offer the perfect opportunity to build in 10% affordable housing.

I would also advocate for the following recommendations:

- i. All residential flat buildings must comply with the requirements of the Disability (Access to Premises – Buildings) Standards and at least 10% of all dwellings be provided as adaptable or accessible dwellings, per the requirements of The Hills Shire Council's Residential Flat Building DCP.
- ii. All new dwellings should be designed consistent with WSROC guidelines (Urban Heat Planning Toolkit), to protect residents from urban heat and reduce ongoing energy costs and other costs of living.
- iii. All apartments should have access to at least 1 parking space.
- iv. All apartment parking spaces should be equipped with Electric Vehicle charging capability.
- v. Shared pathways for pedestrians and cyclists should be a minimum of 2.5 metres to 3 metres wide to allow for safe passage.
- vi. Any grade separated crossing of Castle Hill Rd should be wide enough and accessible for both cyclists and pedestrians.
- vii. All areas of land containing Blue Gum High Forest should be rezoned to C2 Environmental Conservation as part of any future planning proposal.

Yours faithfully,

Clr. Dr. Mila Kasby
Councillor – The Hills Shire Council

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 6:59:42 PM

Submitted on Sun, 28/08/2022 - 18:59

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████████

I would like my submission to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

██████████

Please provide your view on the project

I am just providing comments

Submission

The plan to build town centre and 5-storey housing will kill the characteristics of Cherrybrook which have existed since the 1980's as a family oriented suburb.

390 new homes will require new schools to be built:

- Cherrybrook Public School (CPS) is already crowded as it is now
- Cherrybrook Technology High School (CTHS) has been overpopulated with students in the last decade

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 7:55:58 PM

Submitted on Sun, 28/08/2022 - 19:55

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I object to it

Submission

- The plan to build town centre and 5-storey housing will kill the characteristics of Cherrybrook which have existed since the 1980's as a family oriented suburb.
- The traffic along Robert Road will be much worse than it is now for local residents
- The existing schools Cherrybrook Public School (CPS) and Cherrybrook Technology High School (CTHS) are already overcrowded with students.
- Robert Road is not suitable for more traffic

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 8:16:02 PM

Submitted on Sun, 28/08/2022 - 20:15

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Alec

Last name

Merhab

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2125

Please provide your view on the project

I am just providing comments

Submission

Hi,

Regarding the re-zoning, im all for developing and providing housing for the broader community however West Pennant Hills side of the rezoning I find concerning. Having units on Castle hill road I can understand (a main road wi h easy access) but to congest R2 zoned neighbourhood down Glenhope Road where already commuter park there cars and walk to the train station. This will be a nightmare. How can you have R4 zoning hen suddenly revert back to R2 zoning? Im understanding of units and work in the industry myself however once its zoned here's no going back and the area will be ruined. West Penannt Hills has a prestigious name and reputation, having units undermines the characteristics of the suburb. Calucated re-zoning with without OVER development unlike the hills Showgrounds station. As quoted by he former Hills Shire mayor "The proposed stations are to relieve current congestion not add". I found that schools are already installing demountable such as West Penant Hills Public where I attended, already at a capacity of 657 before any nearby major developments. I do plead that more hough it made to preserve the prestigious nature of West Pennant Hills.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 9:51:28 PM
Attachments: [submissions---cherrybrook-station-state-significant-precinct-rezoning-proposal.pdf](#)

Submitted on Sun, 28/08/2022 - 21:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Mustafa

Last name

Akbar

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

See attached document. Do not disclose my name, email or post code. Submission may be made public WITHOUT my personal details and name.

I agree to the above statement

Yes

Attention NSW Planning,

RE: Cherrybrook Station State Significant Precinct rezoning proposal

██ I would like to express my objection to the rezoning proposal for the government-owned land next to the Cherrybrook metro station.

Height Limit

The proposed height of the apartments is too high and will negatively impact the leafy character of the area. Suburbs such as Beecroft, Wahroonga and Cheltenham all have train stations which fit nicely within the leafy surrounds. These suburbs have maintained their charm without the imposition of monolithic apartment blocks (and have done so for decades). The train stations in these suburbs have added to that charm. Cherrybrook is no different and should not be made to endure tall apartment complexes.

It is also unsatisfactory for residents who live near the station may have large buildings imposing on their property and their enjoyment of same.

If this proposal does go ahead, the apartment height should be limited to 3 storeys. This will ensure that the character of the suburb is maintained and the enjoyment of those who live in proximity is not diminished.

Leafy Character

There are suggestions that the apartments and housing are required for 'future generations.' Whilst I agree with this *sentiment*, for the reasons I list below, Cherrybrook is not the right place for such an extensive development. Further, this view fails to recognise the depth of apartment living which has sprouted in the Castle Hill, Kellyville, Rouse Hill, Epping and other suburbs across Sydney. Those suburbs appear to be more suitable for such development. Future generations will certainly have the option of living in one of the 1000s of units being approved for development across Sydney.

Trust in government

However, my gravest concerns regard the conduct of the NSW Government. Even if the proposal proceeds with a 5 storey limit, I have serious concerns that the height limit will be ignored or changed without consultation (perhaps at the whims of an unscrupulous Government official or Minister, possibly influenced by lobbyists in the construction industry).

There have been a number of media reports (included trusted Four Corners reporting) regarding suspect building approvals, not only in the Hills and Hornsby Shire, but all across Sydney. This has led to monstrously tall buildings being erected (often with defects and other issues).

Without intending to sound vindictive, I feel that we cannot trust the NSW Government to consider residents' interests over those of developers. We have seen time and time again, reports of corruption in this area and referrals to the ICAC are rife.

I know from my experience that the vast majority of public servants do their utmost to act ethically. But, these concerns are real and many residents feel the same way. Assurances will be required that NSW Government and the relevant counsels will act ethically and stick to the proposal the community agrees to.

Other general concerns

Finally, I note the following concerns which all residents have in respect of the development. As it is likely that these have been well articulated in other submissions, I will list them for present purposes:

- Traffic and parking - with a number of new residents potentially joining the Cherrybrook community we have concerns with respect to congestion and non-residents parking around the precinct to use the train station (noting that current parking is inadequate). I am concerned this has not properly been considered.
- Schools and hospitals – the current infrastructure is not sufficient. Noting that the current closest schooling and hospital options are private.

To this end, I sincerely hope that concerns of the community are properly being considered.

I would be happy to discuss this further or provide further detail.

PROVIDED THAT MY PERSONAL DETAILS ARE NOT DISCLOSED ARE REDACTED, I AM CONTENT FOR MY SUBMISSION TO BE MADE PUBLIC. I WILL NOT HESITATE TO INVOKE THE RELEVANT PRIVACY LEGISLATION IF MY PERSONAL DETAILS ARE DISCLOSED.

Sincerely

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 10:04:51 PM

Submitted on Sun, 28/08/2022 - 22:04

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I am just providing comments

Submission

Positive

Height is 5 storeys

Supermarket and cafe

Retention of 25-30% canopy of trees

Retention of the Blue gum forests

Negative

Lack of increase in commuter parking

Increase in traffic with no new infrastructure to manage more traffic

No increase in bus services

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 10:17:45 PM

Submitted on Sun, 28/08/2022 - 22:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

C

Last name

W

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2153

Please provide your view on the project

I object to it

Submission

The site must be rezoned by local councils. The site must not be rezoned by the state government or private companies.

All Blue Gum High Forest (BGHF) on the site must be zoned as C2; Environmental Conservation.

I do not support 5 storey apartment blocks. There infrastructure in the area is inadequate to deal with such high density. For example there are currently insufficient areas of playing fields.

Cats on the site must be kept indoors to stop them getting into the BGHF.

Street frontage and landscaped areas near buildings must be wide enough to support root growth from mature trees.

There must be a transition zone of lower heights eg 3 storey between the low density areas and high density areas.

The Affordable housing on the site at 5% is too low. This must be increased to up to 30% or higher.

The buildings must be designed according to WSROC guidelines (Urban Heat Planning Toolkit), to reduce microheating and urban heat island effects and reduce energy required to cool buildings.

All apartments should have access to at least 2 parking spaces.

All apartment parking spaces should have access to powerpoint or should have Electric Vehicle charging power points installed.

Shared pathways for pedestrians and cyclists should be a minimum of 2.5 metres to 3 metres wide and the proposed grade separated crossing of Castle Hill Rd should be built wide enough and accessible for both cyclists and pedestrians.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 10:39:52 PM

Submitted on Sun, 28/08/2022 - 22:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Andrew

Last name

Harrington

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cherrybrook 2126

Please provide your view on the project

I object to it

Submission

I object to the proposals put forward by the NSW Department of Planning and Environment on the following grounds:

1. The scale and breadth of the rezoning proposal is excessive and out of keeping with the reasons many homeowners have purchased in Cherrybrook i.e. to live in a quiet, low-density residential neighbourhood. The rezoning of the government owned land opposite the station makes sense in terms of creating a village "at" the station, however there is no need to rezone land beyond this.

2. The increased density proposed by the rezoning of land in a 400m radius from the station is not supported by the local road network, with many roads such as Robert Road not capable of supporting additional traffic flow. Already since the opening of the station Robert Road, which is only 7m wide in parts, has experienced significant degradation to the road surface that proves it is not capable of carrying additional vehicles. Further to this, the issues of parking and pedestrian safety have not been adequately resolved by Government or Council, factors which would only worsen with increased density.

3. I do not support the idea of giving planning control over the rezoning of privately owned land in Cherrybrook to the State Government, nor of allowing developers to put forward planning proposals. Hornsby Shire Council should prepare its own planning proposals to implement the rezoning of this land.

4. The proposal to demolish the five homes at 15-23 Robert Road to create an extension of Robert Park is ludicrous. The fact that the land was selected for this purpose in a previous version of the structure plan is not an excuse to use it for additional green space now, especially as the land now contains five "new build" homes less than ten years old. From an environmental perspective it is untenable to consider demolishing these homes, most of which have received approval to be built even though the government had plans to compulsorily acquire the land as little as ten years later.

5. Should the government insist on proceeding with creating additional green space, it makes infinitely more sense to acquire the land at 18 Robert Road, which only contains one residential home that is tenanted, not owner-occupied, as opposed to five owner-occupied homes at 15-23 Robert Road. 18 Robert Road also offers over 10,000sqm of land that has the benefit of directly connecting to the green corridor adjoining the station.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 11:05:40 PM

Submitted on Sun, 28/08/2022 - 23:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Mohamed

Last name

Fallil

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cherrybrook

Please provide your view on the project

I object to it

Submission

Dear

Sir/Madam,

I note with great concern the recent correspondence we received in respect of the above (including the letter dated 21 July 2022 from the NSW Department of Planning and Environment and subsequent information sessions conducted by the Department.

We would also like to note that there

were a significant number of documents put forward to

review as part of this process with limited time for feedback. Our responses are based on our

limited review of the documents

We

object to the recommendations put forward in the proposal for the Proposed Open Space and

for the compulsory acquisition of 21 Robert Road, Cherrybrook.

Our

objections are based on the following key areas of concern:

1.

Extension of Robert Road Park

2.

Existing alternatives to the Proposed Park Extension

3.

Personal Considerations

4.

Best use of taxpayer funds

5.

Traffic and Safety

Our submission refers to

excerpts from the Cherrybrook Station Precinct Draft Place Strategy

(published in July 2022) & Public Exhibition Draft State Significant Precinct Study Planning report

(Published in May 2022) and highlights the adverse impacts of some of the proposed changes

We are not opposed to development – nor the acquisition of properties where there is no choice and minimal impact to the owners of the properties being acquired. However, we ask that you reconsider alternative options outlined above (and others that we might not have thought of) in developing the necessary green space. Please do not destroy family homes to create green space to cater for proposed concrete villages that are to be built on existing green space. That just does not make sense.

We are confident that

common sense will prevail and the proposal to extend Robert Road Park will

be permanently shelved so we can move ahead with our lives and put the stress of this proposed

application behind us

If however the depart

ment and council chooses to disregard the views of its tax and rate payer

residents, then we will have no alternative but to take whatever action is required, including raising

community awareness through the media and any possible legal recourse

We

are very keen to avoid all of this and look forward to your positive response to our concerns.

Regards,

Fehraz

& Suraiya Fallil

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 11:12:54 PM

Submitted on Sun, 28/08/2022 - 23:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I am just providing comments

Submission

1. I am concerned that financial considerations will override any social and environmental benefits the project is said to deliver.
2. Changing the nominated area around Cherrybrook Metro Station from a suburban to a medium to high density urban area, will change it from a leafy, well serviced and quiet area to an inner city like precinct.
3. The current proposal does not address how the expected increase in population will affect key services and a viable plan of action.
4. The services of concern are schools, hospital and health care services, water and sewage, electricity and gas, waste collection and disposal and emergency services.
5. Given recent cases of very poor building practices used in the development of new apartment blocks, in the local area, there does not appear to be any interest to learn from the mistakes of the past. To build using up-to-date building techniques that make new residences more secure, energy efficient and better suited to projected climate change in the next 40-50 years.
6. The precinct proposal does not appear to have a heart, a reason for being, that will not only make existing and new residents want to use it, except for catching the Metro. Cherrybrook is well served by shops, supermarkets and eating places, within a 10-15 minute drive. I am not sure what you would want to shop at the Precinct if you can go to Castle Towers, Pennant Hills, Cherrybrook Village or Dural shopping centre.
7. One suggestion for the proposed Cherrybrook Precinct is to build an Aquatic and Keep fit/Well being centre, across from the Metro Station. One that is up to the latest standards of best practice and that will encourage local and other visitors from the neighbouring areas to use these facilities. It will put a heart at the centre of the proposed precinct, that will help small businesses to grow around it. As it is, it does not make good business sense to just have another row of shops next to the station.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station Precinct Place Strategy
Date: Sunday, 28 August 2022 11:56:29 PM

Submitted on Sun, 28/08/2022 - 23:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Peter

Last name

Ernst

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

WEST PENNANT HILLS 2125

Please provide your view on the project

I support it

Submission

I support the maximum of 5 storeys and restricting the development to the area within 400 m from the station. The 5 storeys should step down to 3 storeys as buildings approach the boundary of the 400 m area to blend in with the existing one and two storey homes outside the 400 m zone.

I do not support any height variations being granted that increases the number of storeys.

I support preservation of exiting trees especially those that are consistent with species within the Blue Gum High Forest community. I support 7 m and 10 m street setbacks. I support the planned increase of tree canopy..

I support the deferring of some areas just outside of the 400 m village for 10 years as long as these two areas will be restricted to low rise terrace and semi-detached housing.

I do not support any restrictions on local street parking, the limited parking to be provided for village residents and the lack of any increase to the inadequate parking currently provided at the station.

Sites for additional playing fields and new schools should be decided prior to any rezoning taking place.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE Cherrybrook Station Precinct Mailbox](#)
Subject: Webform submission from: Cherrybrook Station State Significant Precinct rezoning proposal
Date: Sunday, 28 August 2022 11:59:42 PM

Submitted on Sun, 28/08/2022 - 23:59

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Thomas

Last name

Walder

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

CHERRYBROOK

Please provide your view on the project

I am just providing comments

Submission

Please give more priority to community facilities, and uses which cover wider catchments. The station isn't just there for a few hundred people living within walking distance.

Please make sure the plans make any green pathway actually line up with the station entrance. So it looks inviting when you arrive, rather than staring at a blank wall. The draft masterplans currently have a building right there.

Please make a plan to deal with light pollution.

I agree to the above statement

Yes

The existing services and infrastructure cannot support an additional 390 homes. Schools are oversubscribed already, and just because the metro is across the road does not mean that all residents will rely on that as their main form of transport, further clogging roads. In addition, potential re-zoning of other areas within Cherrybrook would exacerbate the situation.

Apartments, even mid rise are absolutely not in keeping with the area. My fear is this would be the start of the decline of a beautiful suburban area.

What a fantastic plan! It looks so great and looks like it can accommodate a variety of different types of people. Love the open spaces.

Mid density residential and 5 story apartments is not aligned with the suburb. Local infrastructure is already at capacity and Cherrybrook doesnt need 3200 new homes. The development in Castle Hill is bad enough and should cover enough housing as the apartments are half empty.

The current infrastructure in the area will not cope with the building process of the proposal or the final outcome.

There is a significant shortage of parking available for commuters using metro. The car park is regularly full around 7am. The streets fill up quickly once the carpark is full. Many commuters come from areas there is no bus to metro or little services.

There are not enough buses running to the area, many services run only every 1/2 hour, even in peak times.

Adding such a huge amount of new housing will significantly impact the current traffic problems. Castle Hill road can be chaotic in the morning and evening peaks already.

The local public schools are already at capacity, especially the high school. The schools cannot enroll any more students.

The area should be developed however the issue is the amount of new housing being proposed.

I object to the rezoning of the land around the Cherrybrook station. As a resident of 10 years I believe this family suburb should not be destroyed by creating these developments which will add to traffic congestion and ruin the ambience of the quiet family friendly neighbourhood. We are witnessing the ruining of the Castle Hill area and do not want the same for our suburb. I reside nearby the train station..

At last the clarity residents living within the station 400mtr development radius have been waiting ten years for.

'Cherrybrook Village' is an excellent world class concept taking into account open spaces, varied affordable housing, retail shops and offices providing employment. At the same time augmenting the lifestyle and character of local area.

Cut out the red tape, let's do it ASAP.

The leafy suburb, even though an attempt is being made to keep it green and lower rise will damage the feel of the suburb.

Castle hill road will become too busy. The beauty of our suburb is in the low density! Please don't approve this many homes.

The area is a good family area and does NOT need high density living. Already the roads cannot service existing residents and adding apartments will only make it worse, castle hill road already has common traffic back ups and traffic in the area, Highs road for example is dreadful in peak times. Before anymore development occurs fixing existing issues would be a better idea. Please leave this area as a family friendly area as Castle hill and Kellyville are dreadful due to apartments and small blocks being utilised by developers.

This is a very bad move for suburbs which are very community based

I oppose this project, particularly reasoning to a higher density area. Cherrybrook is a residential area with no apartments in the area at all. Building apartments do not complement the existing neighbourhood environment.

The existing roads leading to the metro (besides Castle Hill Rd) are narrow and cannot accommodate high level traffic. High density living will highly increase congestion, cause noise and inconvenience in the surrounding streets and neighbourhood.

There are not enough facilities in the area to support so many more residents. In particular schools. If the project aims to bring in so much more people, provide financial support and solutions to create the necessary facilities to support so many more people in the area.

The neighbouring metro stations of Castle Hill and Epping are true local hubs with shopping centres and proper town centres. These suburbs already have so many multi high rise residential buildings. Why would you need to change the residential environment of Cherrybrook? Especially when there isn't the necessary facilities, such as shops, schools, work offices, to justify the need to provide more residences. Apartment living is not in line with the current residential profile of the suburb.

Building apartments brings more people to the suburb, increasing more potential for crime and nuisance. Bringing more people to the neighbourhood also increases the chance of damaging the blue gum high forest in the area.

If the project should proceed, it should keep to the existing low density residential zone. Build townhouses/villas/houses, which is in line with the existing profile of Cherrybrook. There are inadequate facilities to support high density living in the area.

Cherrybrook station precinct is not a destination, it is a commuter hub. What is needed is parking, to accommodate at least 1200 parking spots, and then a retail precinct that supports commuters. We don't need a massive high density environment or indeed a mixed retail, we need parking as a priority.

Widen the roads and increase parking capacity around the metro should occur prior to any residential development plans taking place. Introducing new schools should also be considered given the current local schools are all reaching its capacities.

Widen the roads and increase parking capacity around the metro should occur prior to any residential development plans taking place. Introducing new schools should also be considered given the current local schools are all reaching its capacities.

I would like to live in this area if there were apartments available

I support the state government development plan for the area around Cherrybrook station.

The rezoning to medium density at the top of Edward Bennett Drive is outside of the circle and should not be considered as part of this project. There will be a huge increase in the number of available units as a result of the IBM site redevelopment, to rezone Edward Bennett is pure greed and will ruin a quiet suburban street..

This proposal will change electoral boundaries and likelihood of Liberals losing State and federal seats with change in demographic composition in this area. Think outside the box. The 2022 federal election results shall be an eye opener for Liberal government planners.

I suggest that a good park with children play area, a modern library, community function halls, and a small shopping village having good restaurants and food outlets be developed in this area.

It will help residents and their children enjoy lovely evenings. The students can use library resources and seniors can socialise with their friends arriving from other suburbs via Metro. The local community can organise functions / meetings in the halls similar to Castle Hill Library / Functions center.

The overall impact of this decision of NSW Planning will create good feelings for our current government and people will vote with their heart and soul for Premier Dominic Perrottet in his Epping seat.

Please use your planning power and imagination to create good feelings and better perception in the minds and hearts of voters for the government grappling with Barilaro saga; as perceptions become reality and feelings play their role on election day.

Thanks.

I support the proposal, but request DPE strengthens the tree canopy cover requirements of the proposal through the conditions of consent or other mechanisms.

The proposed built form and scale is consistent with the locality, and will be a welcome addition to the area.

We need more parking at Cherrybrook Station. Currently, the commuter car park near the station will be fully parked by 7.30 am during work days. The project (proposed rezoning and development) will only make the parking situation worse.

It is very likely that occupants/visitors of the "new apartments" will use the commuter car park for free parking.

Unless the proposed development will provide additional parking spaces to train commuters, I object to this project.

I am deeply concerned with the proposal, which changes the landscape of Cherrybrook as a low residential and low noise community. I am also mindful of Castle hill rd which will have a lot more pressure on the road traffic. We are already witnessing a lot of congestion on Castle hill rd since the Metro station. With 390 more homes, it will be a lot complicated

I strongly disagree with allowing any kind of rezoning that will allow 5 storey buildings.

We dont even want 3 storey buildings, we dont want apartments, the cherry-brooks charm is in its suburban living, not apartments and the lifestyle that comes with apartments.

It is important to have another commercial hub in the area, but we dont want mid rise or high rise or apartments. And we dont need apartments to have another commercial hub with stores.

Cherrybrook shops is busy enough as it is, we dont need more demand to fill newly built shops and commercial areas.

Support the rezoning to bring more vibes and development to the Cherrybrook community.

We dont need apartments in cherrybrook. The medium rise buildings ruin the beauty of the suburb.

Boxed city style apartmentments are not in keeping with the federation and surrounding homes. Cake style developments would be better suited to reduce shadowing and improve sustainability of the open spaces around the developments. Height limits should be relaxed to allow this, while maintaining the FSR.

There is already insufficient parking for the Metro and the side streets, especially Glenhope Road, have become congested with commuter parking and have become dangerous.

MORE METRO PARKING is required in the Metro precinct to take the pressure off the surrounding area - not new homes and community facilities which will just add to the congestion and traffic problems, especially along Castle Hill Road which already does not cope with the high volume of traffic.

All this new proposal does is feed the pockets of greedy developers.

How many hospital beds and school places will be provided BEFORE any development is approved ?

Without vastly improved facilities- Sydney is FULL !

We need to resolve problems with Teachers, Nurses etc. and corruption of councils BEFORE we develop / destroy what we have.

27th August, 2022

Planning Department of NSW and the Environment

4 Parramatta Square, 12 Darcy Street

Parramatta New South Wales 2150

Dear Sir/Madam,

I live in Cherrybrook and have lived in the valley of West Pennant Hills. The new zoning Cherrybrook Station precinct;

1. Simply is residential and I object to states significance and state control.
2. The topography makes cycling up the hill only possible for the extremely fit.
3. There has to be a doubling of buses around surrounding suburbs as walking is too hard.
4. Needs several Car parks at the station. There is no street parking for this station so the precinct has to provide all.
5. Provide in a primary and high school for the new 2.5 persons to live in all the apartment to be built at the Station and Mirvac sites.
6. Provide a carpark down Coonara for the current shops as parking is insufficient.

Yours Faithfully

Kerrie Johnston

CC Hornsby Shire council

Hills shire council

Premier Perottet

9 September 2022

*Department of Planning and Environment
12 Darcy Street
Parramatta New South Wales 2150*

RECEIVED
4PSQ MAIL ROOM

15 SEP 2022

DEPARTMENT OF
PLANNING, INDUSTRY
AND ENVIRONMENT

Dear Sir/Madam,

CHERRYBROOK STATION ZONING AND CHANGES TO DENSITY

NSW Planning is not zoning in any further parking and that is unfair as there is nowhere to park to use Cherrybrook station. The demographics of the suburbs adjoining the station put the medium person around 41-42 years of age so we feel parking is necessary for the people who live here to use it.

The station at Cherrybrook does not service Cherrybrook or West Pennant Hills just a minor fringe and our buses got us to the city faster. Can you reinstate all our old buses? This plan has not considered us in your planning.

We need more parking to use your station.

Yours



31st AUGUST 2022

Planning Department of NSW

4 Parramatta Square

12 Darcy Street

Parramatta NSW 2150

Dear Sir/Madam

RE: The proposed Rezoning of Cherrybrook Station and both suburbs down to Taylor st, WPH.

We cannot park near around or at Cherrybrook station to use. The buses do not provide adequate services.

We are asking for more car parking at the station so you can service our suburb properly.

We are asking for more schools so you can service our area properly with the number of units including your ratio 2.5 persons per unit.

We are asking for more shops with parking to service these units properly.

We are asking for the units to remain at the agreed 3 levels and no more. Note the station is already impacted by medium density in our suburb.

When you plan housing you have to plan services for all these units.

Yours



7 September 2022

Department of Planning and Environment

12 Darcy Street

Parramatta New South Wales 2150

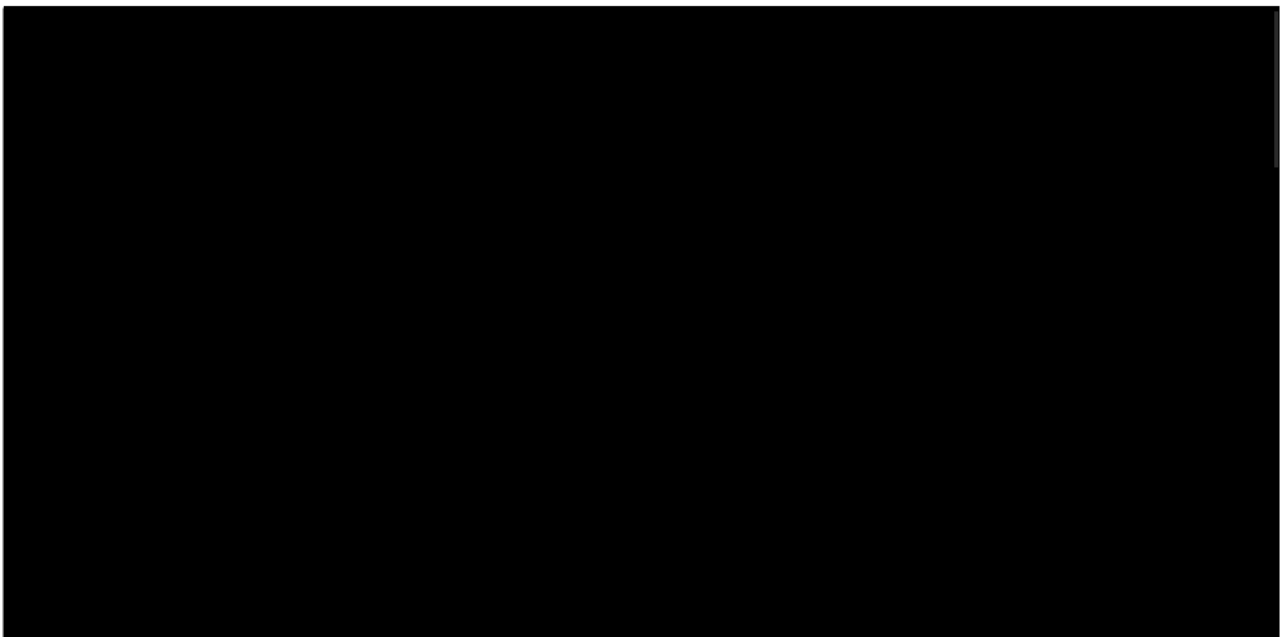
Dear Sir/Madam,

The station at Cherrybrook and West Pennant hills has not provided any access to park there to use it.

Direct Bus services to the city are quicker than bus to the station then train services in this case.

Your new Cherrybrook station zoning is all about apartments and do not provide any more car parking facilities.

We ask that you return all our daily bus routes to allow us our services back including more weekend buses.



The following pages contain comments from the Social Pinpoint interactive map

Last thing we need is 5 or 3 stories in these areas. Traffic is bad enough now and the so called Garden Shire is becoming a concrete jungle. Too many apartments and town houses in our area now. The apartments in Castle Hill are horrible and sad to see these towers keep going up.

Need more off leash dog spaces. Seperate yards for different sized dogs. See St Ives Showground

What about the numbers zoned for already at capacity Cherrybrook Public & especially Cherrybrook Technology High school? Will all these be zoned for Tech?

The idea of a 'Green Village' is fantastic, but it cannot be realised without dedicated active transport connections. The VPA/Development Contributions for the precinct need to be allocated for the construction of a dedicated cycle route between the Metro and Cherrybrook Village Shopping Centre.

"I fully support the proposed densification of Cherrybrook - it's a much needed and long overdue development that'll support the sustainable growth of local centres.

The development should be first and foremost planned for access by pedestrians and cyclists so that the community is liveable, walkable, and sustainable.

I strongly oppose any parking minimum mandates - the key to success for this proposal is to keep cars away. Put the people first and let people live without needing to own a car"

"a blanket 5 story cap is far too low for a mass transit node

Carlingford is getting 20 stories but only has a light rail line

ignore the nimby's and build for sydney's future - densifying is key to increasing housing affordability and letting new generations live where they grew up instead of being priced out of the area"

"I support the densification of Cherrybrook. This will provide the missing middle housing option that plagues Sydney, i.e. providing a choice of not having to live in either a single-family-zoned house or an apartment. Providing townhouses and small apartments fills that gap.

Please provide plenty of active transport alternatives and feeder bus services to the Metro Station and provide ways to reduce car dependencies. Create places and mixed-use developments that people want to visit."

Please ensure that design excellence has to be achieved within the new centre. The local and state government and design review panels have failed in Castle Hill where the buildings are underwhelming and not architecture. I am an architect and while incentives for design excellence normally result in taller buildings, the outcome is far better.

We are at 40 county drive cherrybrook are we also being rezoned to R3.?

There is no proper pedestrian access to the Cherrybrook station, for example, Robert Road has pavements on alternative sides so pedestrians are expected to cross multiple times. Before we build

even though the plan mentions the main idea is to reduce cars on the road by building apartments next to the station but let's be practical each resident at least will own one car to commute.

"- I support the densification of Cherrybrook but homes need to be kept at a 3 or 5 storey maximum. To make the area a concrete jungle detracts from the suburban feel that many of us chose to invest in the Hills for

- Please leave KEY development to Cherrybrook as it is CHERRYBROOK station not WPH. In particular, please don't destroy the farm on Glenhope Rd.

- Support more cafes and walking tracks

- Suggest a dog park

- No shopping MALL, suggest a small shopping village like another Coonara"

"Please use a competent developer like Mirvac to build the apartments.

You don't want a developer that will build something with major structural defects like top place (castle hill). People are scared of buying apartments due projects like there's, opal towers and mascot towers.

I don't want to spend 50K on strata two years after I buy a brand new unit..."

Given the new population here, I suggest that the supermarket will be a standard big one rather than WWS metro like, to have the library and leisure centre for kids or elderly near metro. The buses to metro like 632 or others can be run more frequently to accommodate more people during the day. It will be better to have other kind of shops as pharmacy.

How can we ensure apartment occupants or visitors will not use the public parking lots? It's not like we have adequate parking lots for train commuters!

Please add more parking spaces or add public transport 'on demand' so that the metro station has more footfalls.

The parking in this area is already exhausted. Glenhope Rd is already a parking lot. With more units coming in, there will be more residents needing parking. And even more public transport users. We need more parking!

It'll be such a shame to lose the large plot of land with the horses. It makes this little street such a secret getaway.

"How do you hope to develop the southern side of Castle Hill Road? This area was identified as a slip zone, ie prone to severe damage in the event of earth tremor or earth quake, by a team of geomorphologists from Macquarie University's School of Earth Sciences as early as the 1980s?

There are few houses on the steepest sections now. How could high rise or medium rise be safely constructed?"

What is the difference between the light pink and dark pink shading on properties?

Mixed-use zoning incorporating a pedestrian oriented commercial/lifestyle hub on the ground floor, and residences above. Plenty of bicycle and pedestrian connections to surrounding streets and the station.

What does the darker pink colour in this section and other sections close to the station mean?

There's a lot of nice houses in this area. Are they all going to go through compulsory acquisition?

already a lot of cars parking along robert rd and dalkeith rd. streets getting congested .need more parking at station.

Including office space would reduce travel even more. Many people work remotely and office space in this development would be utilized by the many who need an environment more professional than working from home. This has been lacking in other Metro developments that seem too focused on housing. People need to work too, not just consume, and working within walking distance from where you live should be a reality.

We are just at the boundary of this nude colored area which is referenced as future investigation. What does future investigation mean?

For those area within the precinct but not colored, what does it mean to them? Would those area be rezoned from R1 to low-medium density?

"The top of Dalkeith road (corner of Dalkeith & Robert Road) on a weekday is very dangerous with parking on both sides of the street. The street is too narrow for parking on both sides.

We have witnessed near collisions many times. How will this issue be addressed?"

Why is the land at 18 Robert Road not being compulsorily acquired for green space instead of 15-23 Robert Road?

Steep embankment area but it would be great if some use could be made of this space and the views here out to the mountains are amazing. Currently this space is going to waste and you can't even sit there to enjoy the scenery

Where's the new parking tower promised by the premier as parking is inadequate. Where is the school as these sites and mirvac need at least another primary and high school as all current t the max

Please ensure a suitable shopping precinct is developed to support the growth. The current shops around the area are not sufficient to support this growth (Woolworths Metro Coonara Ave and Coles Thompsons Corner are both small stores). Cherrybrook Precinct will need a full size supermarket, perhaps an ALDI or full-size Woolworths with speciality shops and a new bulk billed medical centre

Street as of now with low density houses is ALREADY congested with parking. It will only get worse if we have apartments.

"I appreciate that a park along Mariam Place will enable access by local residents from the proposed higher-density residences nearby. But there will be a larger park in Robert Rd. Isn't that sufficient being so close by?

Also, i would hope that opposite my T-intersection of Dalkeith Rd and Mariam place the multi storey will be only 3 storeys facing north so that the transition from higher to low density is gradual and stepped, for visual aesthetics and attraction to property facades."

What are you going to do about the traffic on Castle hill road. A development like this is bound to increase the cars on the road which is already very bad during peak hours.

Can you kindly advise the difference between medium density zone and green village zone?

Stop destroying Sydney's suburbs. The IBM site is already too much - stop it now, all you're doing is destroying the fabric of these suburbs and going to destroy the value of neighboring properties.

Please don't make the shopping area too big. I live close by to the proposed medium density residential areas and appreciate the quiet feel of the garden shire. Making a big shopping centre would make the area too commercialised. In my opinion a Woolworths metro and a few small stores/cafes will be enough. Enough to fulfil the quick basic needs of the residents and any larger shopping centre is only 1 or 2 metro stops away.

This area doesn't need apartments. It will make this area crowded and there is already no parking on station. We need car park built there for station.

Fix the drop off/pick up issue with Tangara School. The parents do not obey any of the no stopping signs and the surrounding streets are in grid lock in the morning and afternoon. How can we allow more cars in this area if we are not coping with what we have!

This location would make a great lookout spot and park. Growing up here, I've also gone there to watch astronomical events, it has a great view of the horizon

Don't focus too much on shops, there are lots of shops elsewhere.

"Needs more parking. The station can serve a much wider catchment area if people can drive there. Focus should be on providing transport to as many as possible, not just those living nearby.

Parking will get more people using the station than building apartments."

Green space needed right here, for a lookout spot

Why not make it symmetrical, so where the green space opens up matches up to the station entrance? I feel like that would be more inviting.

"Why not make the whole thing community, and build a facility which can serve the wider area? There are shops just down the road at Coonara, and a large center at Castle Towers.

To use the station effectively, why not do something that makes this a destination people can take the train to?"

Ditch this building, so you can look straight from the station to the park and forest. Rather than having it take up so much of the view,

Why does this not align with the station entrance? Really seems like an oversight

Connections linking Robert Park and the school are a great idea

I wonder if the reservoir could be used for art somehow. ATM, unless you go right up Curtis Cls, you don't know it's there.

Don't forget to check out the lookout spot. We need a small park here, with the view protected.

Why not move the shops to the lower levels of these buildings instead? Save the other side for something which would be worth visiting this place for, have small shops for local convenience in just the lower levels

Development is acceptable if the infrastructure to support it. Roads need to be widened to allow on street parking and large street trees to have enough space to support them without clashing with services. The hill district was know as the Garden shire ! Bring that back

"I'm not necessarily against development or one of those NIMBY but the current roadways (Coonara, Glenhope and Highs Rd) on the valley side simply can't hand the influx of more residents. Don't use IBM as an example, that was only Monday to Friday, between 7am and 6 pm for the bulk of the employees there. The new residents will be utilising the roads at all times across all 7 days a week.

Fix the roads first then let's revisit this later."

Happy for the re-zoning and concrete jungle to go up on the Cherrybrook side, leave WPH alone please.

I disagree. If you want to encourage a more pedestrian friendly neighbourhood, roads should NOT be widened, instead better active transport facilities and public transport should be provided to provide better access to places worth visiting and more mixed-used development to discourage short car trips.

There are any town houses or apartments near the station currently, apartments in Castle Hill are 20 storey, max 5 storey around Cherrybrook station, TOD encouraging public transit ridership will boost economic growth in the area, and make Cherrybrook a destination, rather than a place to travel through. There must be dense housing around transit to maximise the effectiveness of public transit, and give people alternate options to travel to work, school, shops etc which will reduce traffic

"I don't agree with the advice from SINSW.

I attended CTHS open day back in May 2016 and was appalled to see how crowded CTHS was and I bet it is even more crowded now.

I felt so glad and relieved that both my daughters were able to go to the selective school HGHS instead."

"I like the plan as I live 5 minutes from the metro.

Also would love to find out how to register for the shop leasing as I would like to open my restaurant near my place."

I completely agree! Robert Rd was not designed to support apartments of any kind. We are talking about a leafy suburb 25-30KM away from the CBD. If you live in Cherrybrook you are likely to commute by car or drive your kids around. All the houses in this area are relatively new and the roads were designed for low density houses. This should be addressed before approval. It would be a shame for this part of Cherrybrook to suffer from the same kind of traffic as Epping.

I completely agree! Robert Rd was not designed to support apartments of any kind. We are talking about a leafy suburb 25-30KM away from the CBD. If you live in Cherrybrook you are likely to commute by car or drive your kids around. All the houses in this area are relatively new and the

roads were designed for low density houses. This should be addressed before approval. It would be a shame for this part of Cherrybrook to suffer from the same kind of traffic as Epping.

The section of Robert Road between Delkeith Road and Bradfield Road should be footpath only. This narrow road used to be one way before the Metro was built.

New units are under warranty from the developer you won't be paying 50k after 2 years

"yeah my smart phone has a longer warranty than a new apartment. Major structural repairs _AFTER_ two years will see you shelling out huge amounts of strata for repairs.

A little bit of googling will show horror stories of people being forced to sell their homes because of special levies

Phoenixing of property developers is so common I will not trust a property built by a company that's not publicly listed on the ASX"

There's a whole shopping center just one stop away on the train line. Plus another just down the hill at Coonara. There's no need to go overboard with shops here. The space is better used for parking and community facilities.

Very true.. current Metro parking lot gets filled by 7:30 am... pre-covid it was by 6:30am!!

We don't have enough parking for the metro station. This needs to be addressed before making the area high density.

More parking please.

The apartments are unlikely to have enough allocated spaces. How many allocated spaces for each of 1 bed, 2 bed and 3 bed apartments? Even a 1 bed apartment may have 2 cars.

"What is the point having a metro and the residents within 5 km can't access it as there is there is inadequate parking. The bus that connects to it is very slow.

A larger parking area is required for the commuters and older people who use the metro out of the peak times."

totally agree.

Yes. Can this area remain totally a 'green' space?

Light pink - buildings 5-storeys - dark pink 3-storeys.

Yes. Finally a decision has been made and we can move forward with our lives.

So those who will be compulsory acquired are at the mercy of whenever you want to acquire them...over time? That's poor form. Take them quickly if you're r going to take them so they can get on with their lives!

Cherrybrook should be kept as current Cherrybrook. It is already a medium density residential because each house was built on a small block land. No one wants to see high rise buildings in Cherrybrook.

Totally agree.

This is already such a congested area and adding 390 apartments will make it worse. Obviously whosoever buys there will have a car and it will make cherrybrook station and new line road super congested!

It is very confusion to draw a precinct boundary. It creates uncertainty for residents who live within the boundary. We need a long term plan for this area.

It is an key issue to be resolved. I saw people making U-turn in the street because they can't find a parking spot and run into cars parked on Delkeith Road.

Allow parking on Dalkeith Road just one side only between Robert road and Dunraven way. Very narrow street with highly increased traffic.

Very good point. It does not make sense economically nor environmentally to demolish relatively new properties (~10 years old) while empty space is available at 18 Robert Road.

The land next to Robert Park used to be empty land when the 2013 strategy was worked on. Now there are new houses. I don't understand the need to demolish them for expanding a park. The park needs to be improved to make use of the existing space. The proposal to expand in 2022 by demolishing new homes is ridiculous, even lazy! I reckon it is easier to get approval to demolish new homes than change a plan from a decade ago.

"I don't live in 15-23 Robert Road but I really feel that demolishing the recently built nice houses in 15-23 Robert Road seems to be very wasteful.

Reminds me the child care centre which was built in the corner of Robert Road and Castle Hill Road in late 2011/early 2012 and demolished in 2013 as soon as it was completed when Cherrybrook metro project was started."

"What about parking for the shops?

Unless they are meant for people living locally who can walk to the shops."

There's all this and more at castle towers, just one stop up.

The street parking is very congested along Robeert Road and Delkeith Road. Unless more parking spaces are created, it will be a big problem for bringing children to Robert Road Park and new park during the daytime because people currently already have difficulties to find a parking spot when bringing their children to the park for a play.