

3 December 2012

Director, Major Infrastructure Projects  
NSW Department of Planning and Infrastructure (SSI\_5414)  
GPO Box 39  
SYDNEY NSW 2001

To whom it may concern,

**Submission to EIS 2 in relation to 16-24 Robert Road, Cherrybrook**

*Background*

Thank you for the opportunity of responding to Environmental Impact Statement (EIS) 2 for the North West Rail Link. We represent the owners of No. 16-24 Robert Road, a large residentially zoned landholding directly to the north of proposed Cherrybrook Railway station.

As a large landholding, this property has direct access to the future station, good connectivity to the surrounding area and provides an opportunity for increasing housing densities and providing integrated land use planning within easy walking distance of the station.

The site is currently zoned for low density residential. Given the large land size, proximity to the proposed Cherrybrook Railway Station, amalgamation potential and the site characteristics, the land could be developed for higher density residential or potentially mixed use commercial/residential. Development could be undertaken in accordance with the environmental and urban design best objectives promoted by EIS 2 and other relevant planning documents and would assist in providing accessible housing and Transit Oriented Development (TOD).

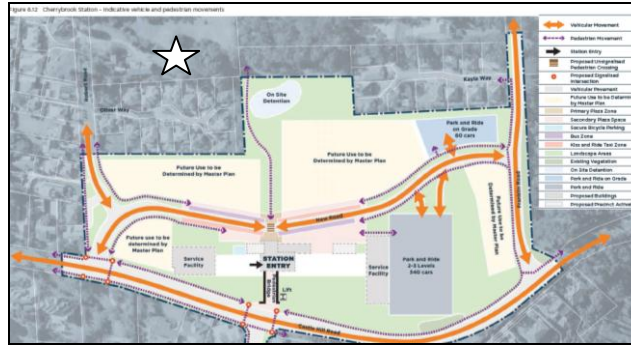
This submission outlines the site, its proximity to the future Cherrybrook Station and addresses current and future planning controls and long term housing and infrastructure objectives. We consider that including this site in structure planning could make a positive and sustainable contribution to TOD and the development of Cherrybrook Village.

We have requested that Hornsby Shire Council consider higher zonings as part of the Draft Hornsby Local Environmental Plan 2011. We understand that Council and the Department of Planning and Infrastructure are currently working together in planning the rail corridor.

*Site Description and Background*

No. 16-24 Robert Road has an area of 1.065 hectares and is located on the south-eastern side of Robert Road, Cherrybrook. The site currently contains a driveway and duplex development however is otherwise in a natural but cleared state. The site is located within a predominantly low density residential area and is situated in topographical 'dip' between the proposed station location and surrounding low density residential area. Site photographs are provided as Annexure 1.

The site connects the proposed station site with an existing public park on the opposite side of Robert Road. The following map is taken from EIS 2. The map details the relationship and specifies pedestrian movements (purple dotted line) towards No. 16-24 (marked with a star).



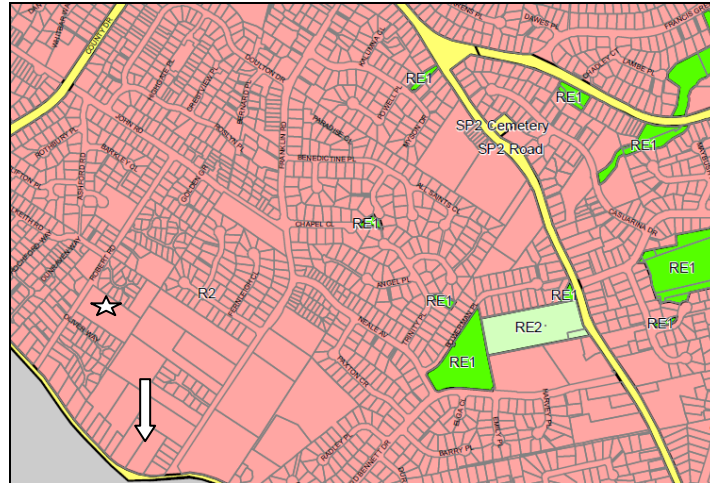
**Map 1** Cherrybrook Railway Station (Source North West Rail Link EIS 2 Chapter 6-1 p 26, 2012)

The NSW Land and Environment Court approved a 15 lot residential subdivision and associated infrastructure works for the site on 3 July 2008. Although some preparation works have been undertaken, the site is considered more suitable for denser housing alternatives with the reality of the North West Rail network.

### *Current Planning Framework*

The site is not affected by significant environmental constraints, heritage or bushfire and is zoned Residential A (Low Density) under the Hornsby Shire Local Environmental Plan (HSLEP) 1994 which allows houses and a minimum lot size of 500m<sup>2</sup>.

Draft HSLEP 2011 'translates' the site to R2 (Low Density Residential), the same low density and a height of 8.5m. The site is not mapped as containing road reservation, biodiversity or heritage constraints.



**Map 2** Draft Residential Zonings (Source: Draft Hornsby Local Environmental Plan 2011)

☆ Subject Site

➡ Proposed Cherrybrook Railway Station at Franklin Road

As evident from maps 1 and 2, the site is located within close proximity to future Cherrybrook Railway Station and is one of a cluster of large land holdings, feasible for amalgamation.

With the rail link moving forward, it would be reasonable to consider a higher zoning such as R3 (Medium Density Residential) or R4 (High Density Residential) given the location of the site next to the station, local and metropolitan housing needs and TOD objectives. The site could be developed as a transitional density without impacting on surrounding low density zones. Mixed uses could also be provided.

### *Sustainability, TOD, Regional Housing Objectives and Consistency with EIS 2*

EIS 2 indicates that future planning is to align with TOD principles and *Integrated Land Use and Transport (DUAP 2001)*. These promote the sustainable use/renewal of land in providing density close, within walking or cycling distance to transport, avoiding the negative environmental implications of car use. A diagram of TOD from *Sydney over the Next 20 Years: A Discussion Paper* (NSW Department of Planning and Infrastructure, 2012) is provided at Annexure 2.

*Sydney over the Next 20 Years* recognises the need for additional housing for Hornsby Shire, beyond that originally predicted in the Metro Strategy.

Consequently, considering No. 16-24 Robert Road for higher density housing would be consistent with planning documents and regional expectations for housing and employment in the north-west.

The following relevant planning goals are taken from EIS 2:

- The project should support growth aspects of the north west area in terms of housing and employment opportunities and should contribute to environmental, social and economic sustainability by delivering cost effective and sustainable outcomes and minimising environmental impacts
- Station precincts should be accessible/connected according to *Integrated Land Use and Transport (DUAP 2001)*
- EIS 2 refers to the sustainable use of land, stakeholder involvement and investigation as to land amalgamation of parcels and land use integration
- Chapter 4 of the EIS indicates the influence of land use planning in place making and creating desirable livable spaces through good urban design. This can be achieved by 'optimal use of land', considering large portions of land to develop in a strategic way for higher dwelling yields next to transport. The site provides the opportunity for sustainable, quality environmental and residential planning and providing connection and so maximizing patronage through development
- The EIS states that a Departmental Precinct Group is responsible for looking at TOD and that precinct planning is a separate but 'parallel' process which is essential for land use integration, access and co-ordination. We request consideration in the planning process and are willing to be constructively involved in promoting TOD and supporting growth within <5 minute walking distance of the station
- The mapping provided in EIS 2 indicates pedestrian access is to be provided through 16-24 Robert Road (see Map 1) which could be maximised in development
- The table provided in Chapter 14 relating to impacts on existing land use (p 23) indicates that the project could stimulate more medium density development in Cherrybrook and that 'this would increase the dwelling stock and choice and would increase the population density within the area over the longer term'. A well-planned, connected and sustainable townhouse or low rise flat developments could be provided on the site in this regard

## Summary

Given the size and character of the site and its location close to the proposed station, the land could be zoned for R3 or R4 (medium or high density residential) or mixed commercial/residential use to: meet sustainability objectives, contribute to housing choice and affordability, promote renewal of the Cherrybrook village and meet the urban design, TOD, access and sustainability principles.

This suggested zoning change could promote smaller, affordable, environmentally sustainable housing types which are less reliant on private transport and a better use of available land. An appropriate scale transition could be provided and development could provide high quality living environments with access and pedestrian linkages consistent with EIS 2, planning frameworks and the *Statement of Commitments* for the rail project.

Given the location and topography of the site, a larger scale of development could fit well with surrounding low density zones and could be designed to blend with surrounding uses and promote landscaping and pedestrian/bicycle linkage between the station, nearby park and residential area.

We are available to assist with any information, development scenarios, site inspections or discussion as required and would be grateful for the opportunity of assisting Council and the Department of Planning and Infrastructure in precinct planning.

We are aware that a consultant has been appointed to develop draft station area structure plans and request that this submission be forward on available for due consideration

Yours sincerely,

A handwritten signature in black ink, appearing to read 'N Richter', with a stylized flourish at the end.

Natalie Richter (B Town Planning, UNSW)



## Annexure 1: Photographs of the site and area



Site, adjoining housing and Roberts Road



Driveway area



Driveway area and grassed natural landscape across the site and to the rear

## Annexure 2:

