



CHERRYBROOK STATION PRECINCT

'What we heard' - key issues raised and how we have responded

Cherrybrook Station Precinct Place Strategy and
Cherrybrook State Significant Precinct Rezoning

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Acknowledgment of Country

The Department of Planning and Environment acknowledges the Traditional Owners and Custodians of the land on which we live and work and pays respect to Elders past, present and future.

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1 Summary

The NSW Department of Planning and Environment (Department) has finalised the Cherrybrook Station Precinct Place Strategy (Place Strategy) and the Cherrybrook Station State Significant Precinct (SSP) rezoning proposal.

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

Rezoning the Cherrybrook Station SSP paves the way for a new town centre next to Cherrybrook Station up to 410 new homes, based on 10% affordable housing in 5-6 storey apartment buildings, more than 1ha of public open space, a 1,300 sqm community/library facility, 3,200 sqm of retail space, new pedestrian and cycle connections, car parking and increased tree canopy.

We exhibited the draft Place Strategy, the Cherrybrook Station SSP rezoning proposal and supporting technical studies from 23 July to 28 August 2021.

This document outlines the key issues raised during the exhibition and how feedback informed the final place strategy.

2 Key Issues and Responses

2.1 Cherrybrook Station Precinct Place Strategy

2.1.1 Growth area boundary

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

The Department has considered the suggested boundary changes and has made minor amendments to the growth area boundary. This has resulted in properties at 9,11,13 and 15 Matthew Way being included within the growth area boundary. The inclusion of these 4 properties provides a more logical boundary to the Green Village/growth area with the Matthew Way roadway providing the clear separation between medium density area and the existing low-density dwellings to the southern side of the road.

Other boundary adjustments were not supported as they would have either lead to greater amenity impacts on adjoining areas or increased the green village boundary significantly.

Refinement and clarification of the exhibited further investigation areas was also considered and is discussed in section 2.1.2 below.

2.1.2 Further investigation areas

What we heard: Several submissions suggested that the exhibited "further investigation areas" should be included in the proposed growth area boundary to achieve consistent built form controls across the precinct and or further clarity be provided. Other submissions suggested that the 'further investigation areas' should be removed, given site constraints and distance from the station

The Place Strategy has been amended to provide greater clarity on the planning pathway for the identified 'further investigation areas'. The further investigation areas are generally just beyond the 400m and 4 - 5-minute walk from the station and provide the opportunity to consider low-scale medium density housing as part of the rezoning for the precinct.

The potential rezoning of these areas for 3 storey townhouse development or 5 storey residential flat buildings will be considered at the rezoning stage and be based on detailed site investigations

including geotech/land slip remediation, topography, location of riparian areas/watercourses, existing threatened species vegetation, location of open space and potential land dedication, transition issues to adjoining existing housing, local road access, road network capacity and development viability.

2.1.3 Built form controls

What we heard: Submissions were concerned that the proposed density and population growth is not supported by adequate infrastructure

The Place Strategy provides for medium density development within 400m of the station, with supporting development controls to ensure future development provides an appropriate transition to surrounding residential areas. The Place Strategy recommends a maximum height of 5 storeys across the green village/growth area. In response to submissions, the Place Strategy indicates that at rezoning stage, the building heights for the growth area south of Castle Hill Road, will be reviewed to consider if there is sufficient merit for greater consistency with The Hills Corridor Strategy e.g. a greater transition range from 3 – 6 storeys and a maximum of 8 storeys.

The Place Strategy includes recommended controls to ensure an appropriate transition to existing low-density areas, including a 3-storey street wall control and generous setbacks and separation across roads to existing low density housing.

The Department supports the proposed building heights and built form controls and considers that the future provisions through the implementation of the place strategy through the rezoning process and DCP controls will ensure future development minimises potential amenity impacts and provides an appropriate transition between the proposed development and surrounding low density areas.

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

2.1.4 Local Character and heritage

What we heard: Submissions were concerned that apartment style development may not complement the existing character of Cherrybrook. There was also concern that the Place Strategy did not include measures to recognise and protect local heritage properties.

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

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

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

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

2.1.5 Traffic and parking

What we heard: The community was concerned about the capacity of the road network to cope with additional traffic and limited public transport, and adequate parking availability.

Traffic

The Place Strategy will create a more walkable, compact and sustainable neighbourhood. Most of the green village is within 400 metres and 4-5 minutes walk of the metro station and the mixed-use centre. This proximity, combined with new pedestrian and cycle links and local roads, will encourage greater walking, cycling and public transport use.

The Cherrybrook Station Precinct Traffic and Transport Study project, managed by Transport for New South Wales in partnership with the Department, examined the combined impact of the SSP rezoning proposal dwellings and the balance of the 3,200 dwellings across the wider precinct expected over a 20-year period.

The modelling also considers the traffic generation growth of the broader regional background growth and other recent rezonings. The recommended required traffic infrastructure primarily involves intersection upgrades along Castle Hill Road.

The Place Strategy also identifies new local roads to improve local road access and increase permeability through the precinct. Additionally, the Place Strategy identifies new connections and improved walking and cycling paths that will make it easier for people to walk, cycle and use public transport for most trips.

Parking

Cherrybrook Station includes 400 commuter spaces, parking and storage for 40 bicycles as well as kiss-and-ride spaces for 14 cars to assist the new metro station and train link in reducing pressure on existing on-street car parking spaces. The new mixed-use centre adjacent to the station will include additional on-site parking for the retail, commercial, community facilities and residential uses.

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

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

2.1.6 Schools

What we heard: The community was concerned that existing schools in the area will be unable to accommodate the increased demand.

School Infrastructure NSW (SINSW) has indicated that the proposed growth, together with current projections, will require at least an additional primary school, secondary school and support services infrastructure.

SINSW will commence investigations to identify appropriate solutions to accommodate the projected enrolment demand, including the need to provide new schools or expand existing schools.

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

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

2.1.7 Environment and Sustainability

What we heard: The community were concerned that the proposed development would reduce tree canopy, negatively impact flora and fauna, increase pollution and reduce green space.

The Place Strategy sets out clear actions and priorities to ensure the protection of high value vegetation, promote increased landscaping, maintain the precinct's existing 26% tree canopy, improve waterway health and provide increased green space and open space areas. These actions will inform more detailed planning and environmental outcomes for the precinct.

The Place Strategy ensures significant areas of Blue Gum High Forest (BGHF) are retained as proposed open space and has also been updated to include mapping of BGHF species across the growth area to ensure its protection.

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

2.1.8 Open space and Recreation

What we heard: The community supports improved open space and recreation facilities in the precinct, however there was concern over the proposed expansion of Robert Road Park and new open space at Miriam Place Park.

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

The Department acknowledges the concerns regarding land identified for proposed open space and potential future acquisition.

The provision of open space is required to future medium density housing in the area space in accordance with the Government Architect New South Wales (GANSW) Greener Places Design Guidelines and will achieve the objective of new medium density dwellings being within 200m of a 3,000sqm local park. The proposed Miriam Place Park and other proposed parks are required to meet these objectives.

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

The proposed open space items will be further assessed as part of the rezoning stage and it is possible this may result in some adjustments to the quantity of proposed open space or design/detail.

2.1.9 Development feasibility

What we heard: Submissions expressed concern that the proposed built form controls do not provide an incentive for development

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

The Department will further consider the recommended built form outcomes as part of the rezoning stage.

2.1.10 Process and timing

What we heard: Some submissions supported Councils preparing their own Planning proposals to implement the Place Strategy while some argued that planning for the precinct should be undertaken by the State Government.

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

2.2 Cherrybrook Station State Significant Precinct Rezoning Proposal

2.2.1 Affordable housing

What we heard: Some submissions raised concern that the proposed 5% affordable housing target is inadequate.

Landcom has responded to concerns raised in submissions by indicating that 10% affordable housing can be accommodated on the SSP site, for 10 years, based on a height increase from 20.5m (5 storeys) to 23.5m (6 storeys) in the central section of the SSP site and with a minimum FSR of 1.32:1.

The Department supports the response provided by Landcom and the proposed increase in affordable housing to 10% and associated changes to height and FSR controls to support this.

The Department supports the apartment mix controls in the Design Guide as it will apply to affordable housing which is consistent with Council's approach and will ensure a mix of apartment types within walking distance to the station, including a minimum of 10% of all types of apartments.

2.2.2 Transport

What we heard: Submissions were concerned that the existing road network cannot cater for the traffic demand generated by the proposal

The Traffic and Transport Assessment prepared for Landcom to support the SSP proposal advised that the scale of development and small increase in vehicle trip generation, would result in minimal impacts to the network and would not in isolation generate the need for any road upgrades to support the development.

The Cherrybrook Station Precinct Traffic and Transport Study project (which focused on the broader precinct), managed by Transport for New South Wales in partnership with the Department, examined the combined impact of the SSP rezoning exhibited proposal of 390 dwellings and the balance of the 3,200 dwellings across the wider precinct expected over a 20-year period.

The modelling also considers the traffic generation growth of the broader regional background growth and other recent rezonings. The recommended traffic infrastructure primarily involves intersection upgrades along Castle Hill Road to support future growth across the broader Cherrybrook precinct, which includes the SSP site rezoning.

The impact of the SSP rezoning on the local road network and whether road widening is required regarding the existing school drop off issues in Franklin Road has been considered as part of

Landcom's Traffic and Transport Assessment. The study does not recommend the need for local road widening. The Traffic and Transport Study for the wider Cherrybrook precinct supports the proposed improvements to the local road network proposed in the Place Strategy, but also does not recommend the need for road widening in Franklin Road or Robert Road.

2.2.3 Parking

What we heard: Submissions raised concern that there is not enough car parking to meet the demand of existing residents and commuters

A key objective of the rezoning proposal is to develop a transit-oriented development that supports the use of public transport and active modes of transport for commuting and to access local services. All future residents within the SSP will be within <5 minutes' walk from the station.

Sydney Metro has provided approximately 400 commuter spaces, parking and storage for 40 bicycles as well as kiss-and-ride spaces for 14 cars to help ensure the new Cherrybrook Station and train link reduce pressure on current car parking spaces. Additionally, Cherrybrook Station is served by regular bus services on five different routes, in addition to a number of school services.

Hornsby Council will also continue to manage the on-street parking in the local area which already has restricted parking near the metro station. Council will continue to monitor local area parking restrictions in order to manage commuter parking and preserve on-street parking opportunities for local residents.

New developments will be required to include on-site car parking, including accessible car parking, in accordance with the rates included in the Design Guide.

2.2.4 Infrastructure funding and delivery

What we heard: Submissions raised concern that delivery of infrastructure through developer payments alone is insufficient

Infrastructure will be delivered through a number of mechanisms, including through local contributions, works-in kind and land dedication, voluntary planning agreements, and State Agency budgetary program. A concurrence clause has also been included in the amendments to the Hornsby LEP 2013, to ensure the future development contributes towards any required state infrastructure. It is not intended that local and state infrastructure contributions would fund the total cost of identified infrastructure.

The supporting Infrastructure Schedule identifies the local and state infrastructure upgrades to support development on the site. Additionally, the Place Strategy includes a list of the infrastructure requirements and funding mechanisms for identified infrastructure to support growth in the broader Cherrybrook precinct.

2.2.5 Community infrastructure

What we heard: Submissions raised concern about the provision and delivery of infrastructure such as capacity of local schools and provision of open space

Schools

School Infrastructure NSW (SINSW) have been consulted and advised that the expected growth within SSP site (390 dwellings as exhibited) can be accommodated through the existing schools including through upgrades where required. They advise that the need for new school sites will be subject to future population and housing forecasts. SINSW advise they will continue to monitor, with support from the Department, the future demand for schools in the area to ensure additional spaces and resources are provided as required.

Open Space

The Social Impact Assessment prepared by Landcom identified the need for a minimum of 3,000sqm of local open space to be provided on the SSP site. The proposal includes over 3,000sqm of publicly accessible open space and over 8,000sqm of 'environmental open space' land around the stormwater pond, proposed to be zoned for public open space.

Community Facility

The Department acknowledges that the provision of the community facility is required to support growth within the SSP site and broader Cherrybrook precinct

A Social Infrastructure Needs Assessment was prepared by Landcom as part of the proposal considered community needs for the SSP site and wider Cherrybrook precinct. The assessment recommended the need for 1,098 sqm of floor space for community and library uses to service the SSP site and the wider area.

The Hornsby Shire Council's draft Community and Cultural Facilities Strategic Plan 2021 sets a specific target of 1,000sqm for a library and 300sqm for a multipurpose community centre as part of a future Cherrybrook station precinct district hub.

The proposal has considered the SIA and Council's draft Community and Cultural Facilities Strategic Plan and included the provision of a new multipurpose community hub of 1,300sqm including a local library which will meet demand generated by the SSP site and the wider precinct growth.

Health

The Social Infrastructure Needs Assessment identified that the additional population within the SSP site would generate demand for an additional three hospital beds.

Health Infrastructure NSW provided pre-exhibition comment to the Department indicating they did not have concerns with the 3,200 dwellings proposed over 20 years, which includes the SSP rezoning yield. They indicated they no longer use per bed benchmarking, but instead base their planning and modelling generally on the regional and metropolitan NSW government growth forecasts.

2.2.6 Built form controls

What we heard: Submissions included mixed views in relation to building heights and proposed built form controls.

The Department acknowledges community views on the proposed built form controls was mixed, with some submissions requesting reduced height and density controls, and others requesting greater heights.

The Department supports the proposed building heights and built form controls for the site and considers that the planning controls amendments and supporting provisions in the DCP/ Design Guide will ensure future development minimises potential amenity impacts and provides an appropriate transition between the proposed development and surrounding low density areas.

2.2.7 Biodiversity and tree canopy

What we heard: Submissions raise concern about the impact of the proposal on the Blue Gum High Forest and tree canopy coverage in the precinct.

The Design Guide includes tree canopy targets and landscaping requirements that will need to be addressed in future development applications. This includes a minimum tree canopy target of 25% for private areas and 30% for land in the public domain.

The majority of the BGHF species within the SSP site, primarily consists of a strip of vegetation adjacent to the northern boundary. This boundary is shared with the larger area of BGHF species that is proposed through the Place Strategy to be publicly acquired and preserved.

It is proposed that a C2 Environmental Conservation zoning is considered collectively for both the SSP land specifically where the BGHF is located and the larger area of BGHF at the upcoming rezoning stage for the wider precinct/Green Village.

The BGHF species are also protected through the Biodiversity Conservation Act 2016.

2.2.8 Retail and commercial floor space

What we heard: Submissions raised concern about the impact of new retail floor space and a supermarket on nearby centres (in particular Cherrybrook Village)

The Department supports Landcom's additional retail advice that supports the provision of 3,000 m² (minimum) of retail and commercial floorspace for the SSP site and that there is unlikely to be a significant impact on existing nearby centres.

3 What is next

Now that the State Significant Precinct (SSP) government land adjacent to metro station is rezoned, development applications can now be prepared and lodged on behalf of the landowners to progress the new mixed-use local town centre.

After finalising the Place Strategy, it is intended that the Department will now lead the rezoning of the 'Green Village'/growth area in the broader Cherrybrook Station Precinct in collaboration with Hornsby Shire Council and The Hills Shire Council Councils, State Government agencies and the local community.