



# Consultation Outcomes Report

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Cherrybrook Station Precinct Place Strategy

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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 Executive Summary

The draft Cherrybrook Station Precinct Place Strategy (Place Strategy) is a 20-year plan to enhance Cherrybrook’s leafy bushland residential character with new homes, new open space and better access for pedestrians and cyclists. The Place Strategy will guide development of the wider Cherrybrook Precinct, and guide future planning controls to define the creation of a green village.

The draft Place Strategy was available for public comment from 22 July to 28 August 2022. The Department of Planning and Environment (Department) invited stakeholders and community members to attend a community information webinar, a community information drop-in session, book one-to-one phone briefings with a planner, visit the virtual engagement room or provide written comments via Social PinPoint, email, webform or post.

The Department received a total of 256 submissions which includes 234 submissions from individuals, 7 from community groups, 1 from an industry body, 12 submissions from Government agencies and 2 submission from the Hills Shire Council and Hornsby Shire Council.

This report aims to summarise these submissions. The report is intended to capture broad feedback and sentiments, noting that individual concerns have been addressed during, and subsequent to, the consultation period and that all feedback, including individual comments as well as formal submissions, are being considered in finalising the final Place strategy.

In all, 52% of submissions submitted via the NSW Planning Portal were classified as objecting, 19% support and 29% as just providing comment. For comments received via The Virtual Engagement Room the sentiment was negative to neutral.

The most frequent comments raised throughout submissions relate to:

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

Figure 1: Word Cloud



## 2 Introduction

### 2.1 About the draft Cherrybrook Station Precinct Place Strategy

Cherrybrook is a suburb located 27km north-west of Sydney, to the south of Hornsby Shire LGA and centrally in the Hills LGA.

The suburb offers a leafy suburban atmosphere within a bushland landscape – a place where people can enjoy a relaxed lifestyle and easy connections to the rest of Greater Sydney. Already home to nearly 19,000 residents, opportunity exists to renew the precinct by providing a diversity of new homes, jobs, community facilities and a new local centre, anchored around Cherrybrook Metro Station.

The draft Place Strategy builds on various planning processes and extensive community consultation in recent years, including the Cherrybrook Station Structure Plan 2013, while allowing for Landcom to focus on the detail of the new local centre through the State Significant Precinct process.

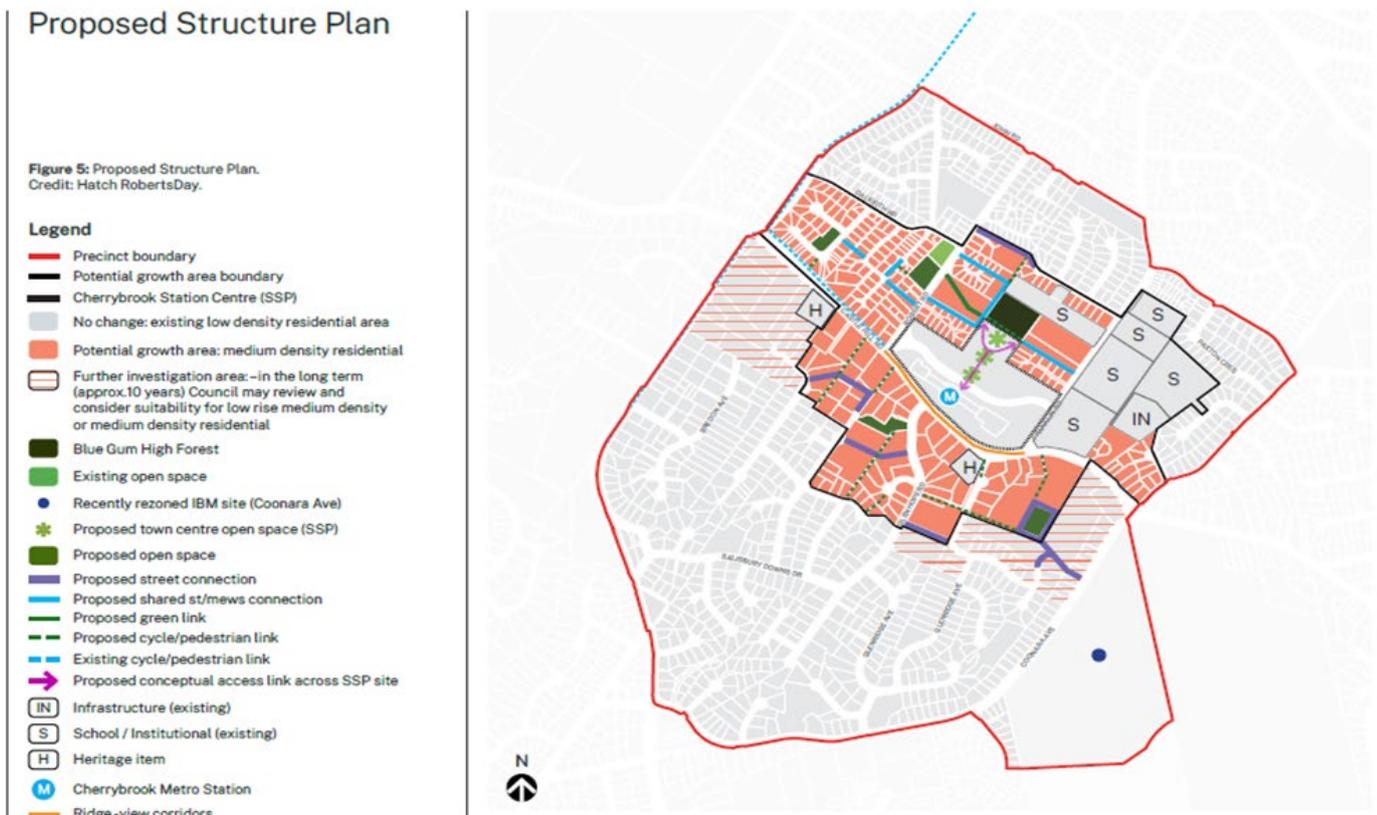
The draft Place Strategy creates an overarching land use framework to guide future planning proposals to rezone land in the precinct. It also details required infrastructure and how this will be funded and provided.

The Cherrybrook Precinct will be a compact and walkable green village that:

- delivers 3,200 new homes and 140 new jobs near a metro station to reduce car use
- increases the range of housing types in the area including medium-density apartments up to 5 storeys high and terraces
- preserves Cherrybrook's natural beauty with increased tree canopy and protection of Blue Gum High Forest
- increases open space for everyone to enjoy including three new local parks and an expansion of the Robert Road Reserve, and
- improves pedestrian access with walking trails and cycling paths connecting public spaces and access to the station and new town centre.

The draft Place Strategy is the outcome of a process led by the Department in collaboration with the Hills Shire Council and Hornsby Shire Council, guided by State Agency inputs, and with feedback from the community and stakeholders.

Figure 2: Draft Cherrybrook Precinct Draft Place Strategy



## 2.2 Cherrybrook Station State Significant Precinct

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

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

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

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

## 2.3 Purpose of this report

This Consultation Outcomes Report overviews the key consultation activities and broad feedback received from the community and relevant agencies during the exhibition of the draft Place Strategy.

This report summarises:

- how the department engaged the community and stakeholders
- the submissions received, who provided feedback and the mechanism for providing feedback
- feedback from the community
- feedback from government organisations and community groups.

The feedback summarised in this report will inform the final Place Strategy.

## 3 Exhibition Details

### 3.1 Exhibition period of the draft Cherrybrook Station Precinct Place Strategy

The Department placed the draft Place Strategy on the NSW Planning Portal from 22 July to 28 August 2022 for public comment. The following communications activities were undertaken:

- The draft Place Strategy and associated documents were placed on the planning portal.
- The Cherrybrook precinct webpage was updated.
- Cherrybrook virtual engagement room created.
- Departmental media release.
- Electronic Direct Message (EDM) was sent at start of the exhibition to Cherrybrook webpage subscribers, plus a reminder EDM was sent midway through the exhibition period.
- Letters were sent to precinct landowners.
- Postcards were distributed to residents in surrounding areas.
- Print advertising in The Australian Chinese Daily.
- Social media advertising on Facebook and organic posts on LinkedIn and Instagram.

Engagement activities included:

- Community information Webinar through Microsoft Teams.
- Community information drop-in Session at West Pennant Hills Sports Club.
- One-on-one phone sessions with members of the planning team.
- Community group briefings.
- Social pinpoint map hosted on virtual engagement room.
- Briefings for both Hornsby Shire Councillors and the Hills Shire Councillors.

### 3.2 Project Webpage

The precinct webpage was the key hub for more information including the exhibition documents, FAQs, and technical reports. The webpage also provided the opportunity to have your say with links to make a submission and details of how to attend one of the 'talk to a planner' sessions or the webinar.

The precinct webpage for the draft exhibition documents was available during the exhibition period between 22 July to 28 August 2022 on the Department's website at [www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Cherrybrook-Station-Precinct](http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Cherrybrook-Station-Precinct). The page recorded 4,414-page views by 3,238 unique users, spending an average 5:43 min on the page. The vanity URL [www.planning.nsw.gov.au/cherrybrook](http://www.planning.nsw.gov.au/cherrybrook) recorded 3,023 page views by 2,137 unique users with an average 7:12 min on the page.



The Virtual Engagement Room for the draft exhibition documents was also made available during the exhibition between 22 July to 28 August 2022 on the Department's website at <https://caportal.com.au/dpe/cherrybrook>. The page recorded 10,607-page views by 6,683 unique users, spending an average 2:05m on the page.

The Interactive Social Pinpoint map for the draft exhibition documents was also made available during the exhibition between 22 July to 28 August 2022 on the Department's website at <https://caportal.com.au/dpe/cherrybrook>. The page recorded 6,825-page views by 2,835 unique users, spending an average time of 2:05m on the page. The sentiment was negative to neutral.

### 3.3 Electronic Direct Mail

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

### 3.4 Media

In the first week of exhibition, the Department sent 1,239 letters to precinct landowners and distributed 4,100 postcards to residents in the precinct and surrounding areas.

The Department ran a simplified Chinese print ad in The Australian Chinese Daily on 12 August.

### 3.5 Advertisements

Five Facebook ads were run, targeting people 20 and over living within 5km of the Cherrybrook and surrounding suburbs from 22 July to 23 August 2022. The campaign reached 79,718 people with a click-through rate of 3.55% with a click-through rate of 3.55% (i.e., 3.55% of people clicked on a link to virtual engagement room or booking pages for webinar or talk to a planner).

### 3.6 Webinar

A Community Information Webinar was held on 04 August 2022 via Adobe Connect, with 144 attendees.

### 3.7 Community drop-in session

The Department held a community information day (5 x 45min sessions) with Landcom at West Pennant Hills Sport Club attended by 155 people.

### 3.8 One-on-one phone Sessions

We held 13 'Talk to a Planner' sessions (15-20 minutes long) with members of the public.

### 3.9 Briefings

The Department held a briefing with Hornsby Council on 22 July 2022 and the Hills Council on 02 August 2022.

The Department held 8 briefings with Community groups across the exhibition period.

## 4 Submission Summary

### 4.1 Submission process

Stakeholders were encouraged to make formal submissions and share their thoughts about the draft Place Strategy. To provide feedback, respondents could:

- Leave comments on the Social PinPoint map hosted on the project webpage.
- Use the NSW Planning Portal and webform at <https://www.planningportal.nsw.gov.au/draftplans/exhibition/cherrybrook-station-precinct-place-strategy>.
- Written submissions could be sent to the Department's Parramatta offices.
- Submissions were also received via email direct to DPE.

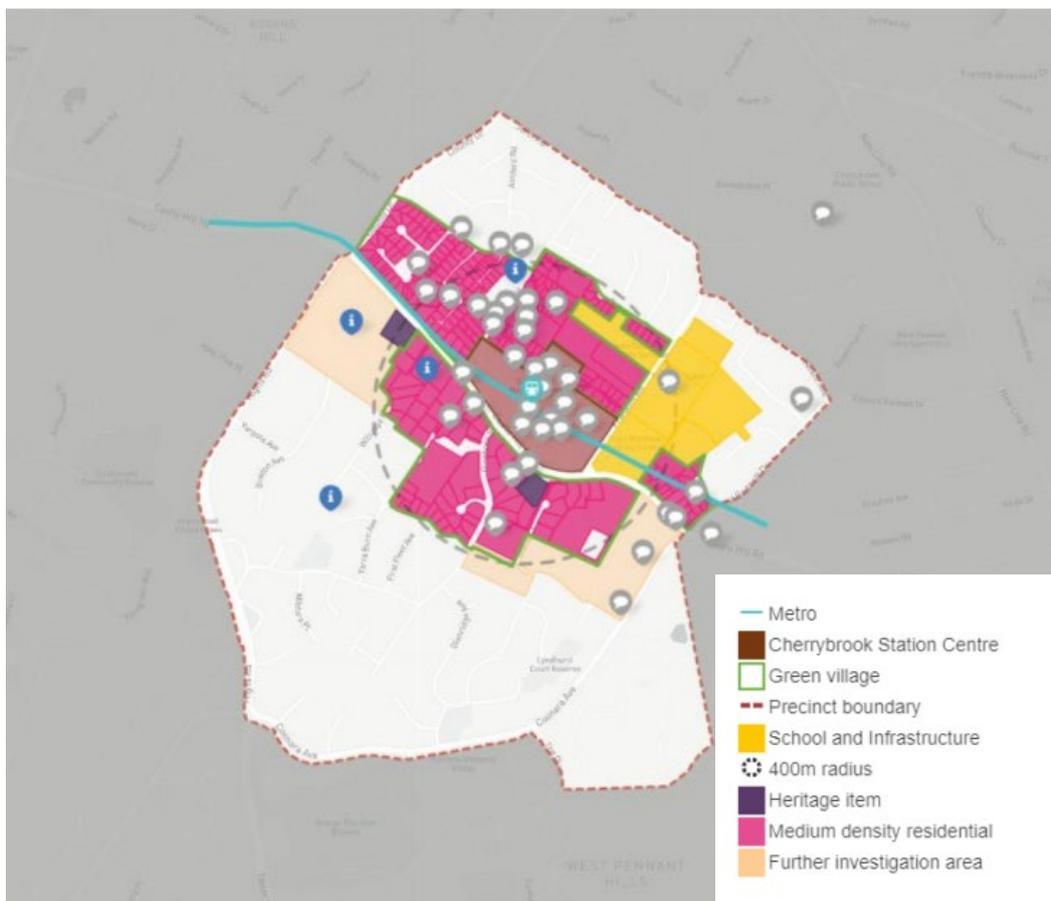
### 4.2 How many submissions were received

In total 256 submissions were received including:

- 147 webforms via the NSW Planning Portal
- 12 detailed letters
- 25 emails or reports sent directly
- 72 Social PinPoint comments on the Social Pinpoint map.

Some submissions across different platforms were submitted from the same person.

**Figure 3 Cherrybrook Station Precinct Social Pinpoint**

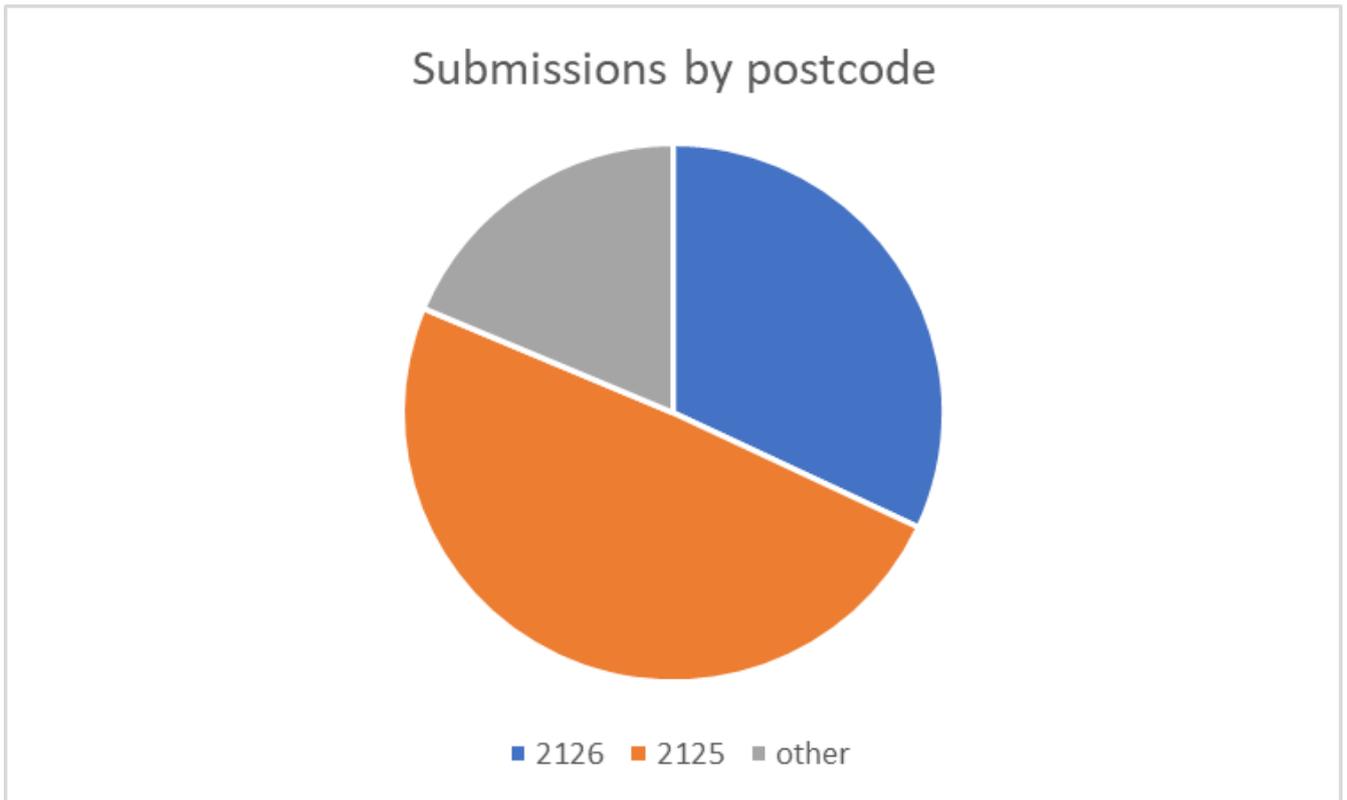


### 4.3 Who made submissions

Local residents and interested community members provided most submissions, with 234 submissions from individuals, 7 from community groups, 1 from an industry body, 12 submissions from Government agencies and 2 submission from the Hills Shire Council and Hornsby Shire Council.

Where postcodes were provided, most submissions were from postcode 2126 and 2125 (Cherrybrook and West Pennant Hills).

**Figure 4 Submission Type**



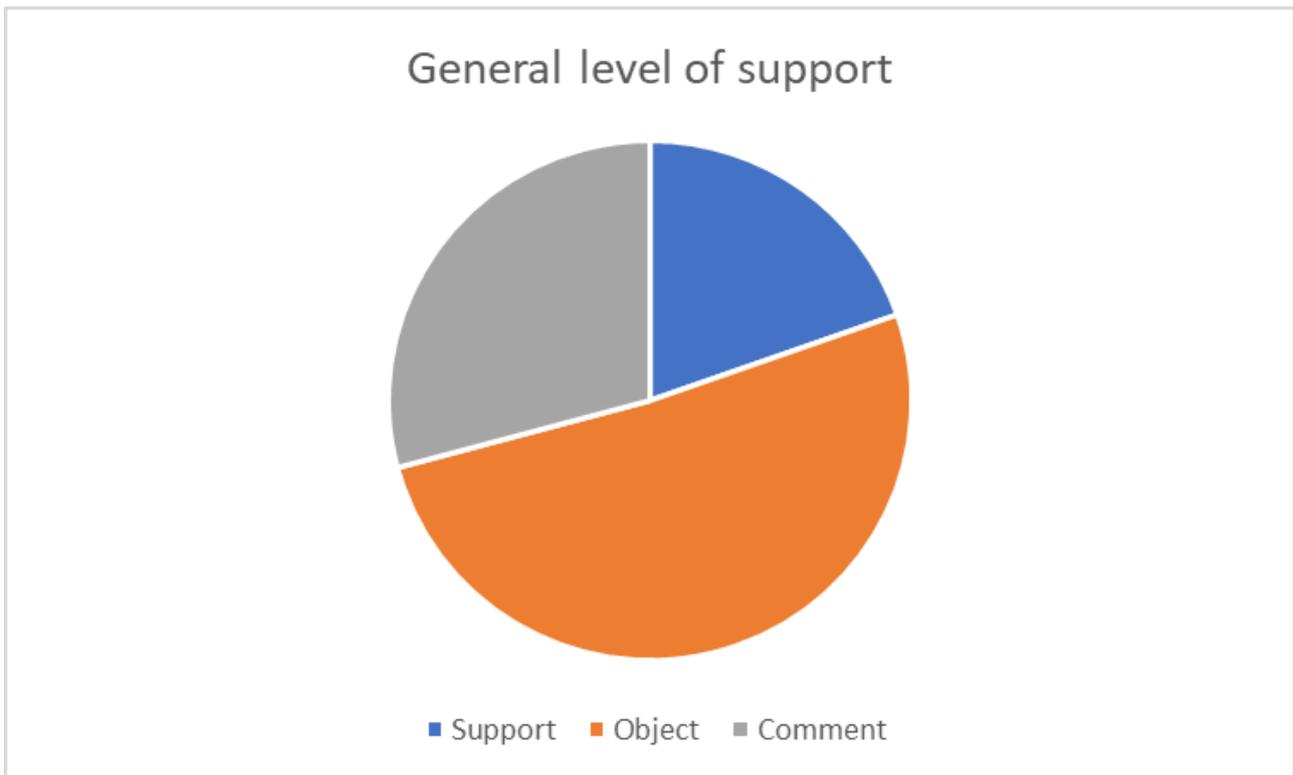
### 4.4 General level of support

The majority of the submissions objected to the draft Place Strategy.

The following statistics were gathered based on the selection made in the webform, or clear language indicating support or objection within the submission. Submissions where there were mixed views or no clearly expressed support/objection have been labelled as I am just providing comments.

In all, 52% of submissions submitted via the NSW Planning Portal were classified as objecting, 19% support and 29% as just providing comment. For comments received via The Virtual Engagement Room the sentiment was viewed as negative to neutral.

**Figure 5 General Level of Support**



## 5 Submission by the community

Of the 234 submissions received from individual community members, most were interested individuals or residents from Cherrybrook and West Pennant Hills. Of these, 135 were received via the online webform, 15 via the email, 12 via mail and 72 were comments on the Social PinPoint map.

Most community submissions raise concerns about some part/s of the Place Strategy, mainly around:

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

Table 1 summarises areas of interest. These themes and the response are outlined in sections 5.1 to 5.6.

**Table 1: Key areas of interest identified by the community**

Raised in submission by the community	Portion of submission %
Insufficient parking in the area	31%
Insufficient road infrastructure	35%

Raised in submission by the community	Portion of submission %
Public transport	15%
Schools	16%
Environmental and sustainability	19%
Local character and heritage	14%
Land use and built form	39%
Open space, recreation and park expansions	21%
Walking and cycling connections	12%
Process and timing	11%
Growth area boundary	8%

## 5.1 Transport

### 5.1.1 Roads & Traffic

The draft Place Strategy recommends a number of new local road links to improve connectivity for cars, pedestrians and cyclists. Most of the green village is within 400 metres of the metro station and the mixed-use centre. This proximity combined with new pedestrian and cycle links and local roads will encourage greater walkability, active transport and public transport use. Detailed traffic modelling has been undertaken into the additional car use expected from the new homes. The outcomes from this analysis include recommended upgrades to major (state) road intersections to support the proposed growth in the precinct.

32% of submissions received concerned the issue of road infrastructure.

#### 5.1.1.1 Traffic congestion

The majority of submission received on road infrastructure expressed concern that the roads were already at capacity and that traffic will only get worse as a result of the proposed increased population. There was also concern that the increased population will see regular streets become ‘rat runs’ into new developments.

“The traffic on Highs Road in the morning and afternoon is like peak hour on a motorway. We sit in it for at least 30 minutes just to move past 2 streets!”

Respondents are concerned that the draft Place Strategy does not adequately consider, or address, the impact of the draft Place Strategy on the road network. Particular roads identified as being of concern include New Line Road, John Road, Robert Road, Franklin Road and Castle Hill Road.

‘Since the new metro station has gone in, there has been a significant increase in traffic and road noise, particularly along John and Franklin Road ‘.

### 5.1.1.2 Intersection upgrades

Respondents on this topic suggest that intersection upgrades need to occur prior to any development in order to relieve traffic congestion. Particular intersections identified as being of concern include Victoria and Boundary Road, Highs Road and Country Drive, Castle Hill Road and County Drive, Dalkeith Road and Robert Road and Purchase and David Roads.

‘There will be a huge increase in traffic on already congested roads. Interim upgrades are promised for some intersections by 2031 with a full upgrade of Highs/County Dr/Castle Hill Rd intersection by 2041. Upgrades need to happen earlier.’

### 5.1.1.3 Road widths

A number of submissions expressed concern that narrow local roads are impacting the efficient movement of cars. Respondents are concerned that this issue will be further exacerbated by the proposed increased population. In order to accommodate traffic movement, some submissions recommend a traffic management plan that considers the wider transport network along with general program for road widening, including roads such as Glenhope Road, Castle Hill Road and Robert Road.

“Many of the roads like Roberts Road need serious widening, more than what is recommended.”

“Current small residential streets that have difficulty in allowing two-way traffic to flow through those streets with current levels of parking used to service the Metro will also have to be studied and a plan developed including road widening, parking restrictions and provision of increased parking.”

### 5.1.1.4 Traffic congestion around schools

Respondents also raised concern about traffic congestion around schools, particularly around school pick-up times. Respondents noted that traffic congestion created dangerous road conditions. Of particular concern were road conditions on Franklin Road and Neale Avenue caused by student pick up and drop off associated with Tangara School. This includes an inability to access private property during this period.

“The closest school Tangara is already an absolute nightmare to drive around during school weeks, it's dangerous to the local area to have even more cars on the road whilst the disaster pick up and drop off's take place.”

## 5.1.2 Parking

Sydney Metro Northwest's plans for Cherrybrook Station include about 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, any new developments will be required to include onsite parking.

31% of submissions have expressed concern over parking. Respondents are worried that there are not enough parking spaces to meet current demand, let alone support the proposed future growth.

### 5.1.2.1 Commuter car parking

Submissions on this topic expressed concern about the lack of car parking being provided in the Place Strategy. Respondents expressed concern the lack of car parking at Cherrybrook metro Station has made accessing public transport difficult. Common sentiments include parking being full too early in the mornings and a lack of street parking being available around the station.

“This will overflow the street & metro car park... the current car park at the metro station that gets full by 7am”

### 5.1.2.2 Street parking

Many submissions were concerned by the lack of street parking available in Cherrybrook for residents and visitors due to narrow street widths and demand for parking spots around Cherrybrook Metro Station. Respondents are concerned that the increased population with further exacerbate parking access.

‘None of the current streets have the capacity to handle parking for visitors. The streets will need widening to handle on the street parking.’

### 5.1.2.3 Residential car parking

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

## 5.1.3 Public transport

One of the guiding principles of the draft Place Strategy is to provide homes for people with direct access to high quality public transport and reduced need for private vehicle usage.

15% of submissions relate to public transport.

Respondents indicated that it is more practical to use a car over public transport due to limited public transport options and difficulties accessing parking at Cherrybrook Metro Station. Respondents raised concern regarding the frequency of bus services in Cherrybrook and surrounding areas and that the bus routes take too long to reach Cherrybrook Station.

‘It does nothing to improve existing problem. Made worse by the isolated location of the station and the poor connecting public transport from the station to the surrounding suburb.’

Conversely, a number of respondents believe that the proposal may lead to easier access to the station and less reliance on having to drive and find parking.

“I strongly support this proposal...More development near the station means easier access to the station instead of having to drive and park in the car park.”

## 5.2 Schools

16% of submissions raise concerns regarding schools in the area.

The majority of these submissions expressed concern that existing schools in the area at capacity and are unable to cope with an increase in population. Respondents have requested additional schools in the area be identified prior to the draft Place Strategy being finalised.

“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”

## 5.3 Environment and sustainability

19% of submissions related to the issue of environment and sustainability.

### 5.3.1 Environmental impact

The majority of these submissions expressed concern that the proposal would negatively impact the environment, including reduced tree canopy, impact on existing flora and fauna, reduced green space and impact on natural waterways.

“We feel that this area significantly lacks green space and as a result, the benefits of both the liveability feel and added climate benefits of large areas of green space. When green space is removed, the environment is affected along with flora and fauna”

### 5.3.2 Blue Gum High Forest

20% of submissions received on environment and sustainability raised concerns about the impact the proposed development will have on the Blue Gum High Forest (BGHF) Critically Endangered Ecological Community (CEEC). To ensure its protection, a number of submissions suggested that this area should be zoned C2 Environmental Conservation.

“All areas containing BGHF in the study area must also be protected and rezoned to C2 to ensure this protection.”

### 5.3.3 Sustainability and Climate change

A number of respondents raised issues relating to sustainability and climate change. Many of these submissions were concerned that high density development will exacerbate urban heat and climate change. Some submissions also noted that the draft Place Strategy does not provide appropriate controls and targets to negate the urban heat island effect and ensure energy and water efficiency.

“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.”

## 5.4 Open space, recreation and park expansions

A total of 23,700sqm of new local open space will be provided in the green village, which includes 3 new local parks, expansion of Robert Road Park and preservation of the Blue Gum High Forest next to the mixed-use local centre with associated community open space and town square.

21% of submissions discussed the issue of open space and recreation.

### 5.4.1 Open Space and recreation

The majority of submissions that raised this theme support improved open space and recreation facilities in the precinct. However, many respondents believe that the proposed new open spaces are not enough to support the additional residents that will move into the area.

“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.”

Many respondents support the need for 2 new sporting fields. However, they believe that the sites for any additional playing fields need to be identified early in the planning process.

“There is a definite need for two playing fields. These sites must be identified now at this strategic planning stage.”

### 5.4.2 Park expansions and acquisitions

The draft Place Strategy identifies 2.3 ha of new open space in the precinct including three proposed new local parks and expansion of the existing Robert Road Park to significantly increase the recreational capacity.

While submissions were generally supportive of new open space, a number of respondents expressed concern regarding the property acquisition required to facilitate the expansion of Robert Road Park. Some submissions believe that alternate sites for the parks should be identified in order to avoid property acquisition.

“Fully support the idea of green spaces, but the proposed compulsory acquisition of new homes adjacent to Robert Park to achieve this outcome is crazy, especially when the development opposite the station is supposed to be built around open space.”



## 5.5 Walking and cycling

1.4 km of new pedestrian cycle links will improve accessibility and the active transport network across the green village/growth area. Regional cycle links will also be enhanced, and connections improved.

12% of submissions discussed the issue of walking and cycling connections. 35% of submissions received on this theme supported improved walking and cycling connections in Cherrybrook. However, a number of respondents were concerned that the plans for additional pedestrian cycle links have not considered the topography of the land, are not integrated with the wider growth area, and do not adequately consider separation from motor vehicles.

“Consider how additional walking/cycling infrastructure could be implemented for other parts of the precinct to provide integrated transport and reduce private car use (many of my neighbours on the boundary currently get driven to the metro)”

## 5.6 Local character and heritage

The Place Strategy aims to enhance the area’s unique leafy bushland residential character, while providing new open space, new street trees and better access for pedestrians and cyclists. The Place Strategy identifies existing heritage listed properties in the area on the proposed structure plan.

14% of submissions comment on the local character and/or heritage.

### 5.6.1 Local character

The majority of these submissions are concerned that the proposed development is not consistent with the existing character of Cherrybrook.

“Cherrybrook is well-known to be a silent, safe and natural suburb. Rezoning will make the suburb become more crowded, and busier, which potentially catalyses the increase in crime rate.”

Conversely, there is support from individuals who support increase residential options in the area and believe an increased population will create a vibrant centre.

### 5.6.2 Heritage

Some submissions note that the area has a number of heritage listed properties. These submissions are concerned that the draft Place Strategy does not propose any controls to recognise and protect heritage properties in the area.

“I note that there are no controls proposed which recognise or protect the heritage properties in the study area”.

## 5.7 Development controls

39% submissions received discussed the issue of development controls.

### 5.7.1 Land use zoning

The draft Place Strategy recommends a general land use type for the green village of medium density residential and open space public recreation. These land use types will align with the potential mix of mixed use commercial and medium density residential uses in the Cherrybrook Station mixed-use centre SSP rezoning.

A significant number of respondents referred to the medium density residential land use zoning in their submission. The majority of these submissions expressed concern that the proposed medium

density development will lead to too many people in Cherrybrook and is not supported by appropriate infrastructure upgrades.

“The area cannot cope with the current population and infrastructure. By increasing the density of population will only worsen the situation for the residents who bought in Cherrybrook for the purpose of having a low-density neighbourhood”

A minority of submissions supported an increase in density provided it is supported by appropriate infrastructure. A number of these submissions noted that the proposed medium density zoning will allow for more affordable housing choices close to public transport.

“High density development will provide affordable housing in the shorter and long term and provide housing in areas that served by Metro and buses to surrounding suburbs and city.”

### 5.7.2 Development controls

The draft Place Strategy recommends a maximum building height of 5 storeys, an FSR of 1.4:1 and a minimum lot size of 4000sqm within the Hills Shire Council area and 2000sqm within the Hornsby Shire Council area.

### 5.7.3 Built form

Submissions were concerned that the proposed heights and FSR were too high for the existing low density residential area and instead recommended a building height of no more than 3 stories.

“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.”

A number of respondents expressed concern that draft Place Strategy did not provide for appropriate transitions to low density residential areas immediately adjacent.

“The impact from the 5 story buildings has been very poorly considered. There will be a stark and abrupt transition from the established homes and these new 5 story buildings.”

### 5.7.4 Development feasibility

A number of submissions expressed concern that the proposed built form controls do not create enough of an incentive for development to occur. Common concerns expressed include:

- the low return on investment due to the zoning limitations
- low FSR and building heights
- high minimum lot size making it difficult for sites to amalgamate
- the high cost of acquiring the land

‘This level of density does not make it attractive/viable for owners to sell their property for development. Further consideration should be given to increasing the height of the apartments and the FSR to make it more compelling for residents to relocate to quicken the pace of the redevelopment.’

### 5.7.5 Growth area boundary

The proposed growth area or ‘green village’ has been based on the area generally within 400 metres (or 4-5 minutes’ walk) of the metro station and the mixed-use local centre. The northern side of Castle Hill Road has a wider extent of proposed growth as this land is less steep and is a shorter walk to the station than the equivalent wider area south of Castle Hill Road.

8% of submission raised concerns regarding proposed growth area boundary. The majority of these submissions either supported the proposed growth area boundary or suggested that the proposed growth area boundary be extended to include adjoining streets and/or properties.

'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.'

The requested changes to the growth area boundary included:

- Request for 9, 11, 13, and 15 Matthew Way to be included in growth area boundary
- Request for properties from Curtis Close to Paxton Crescent to be included in the growth area boundary
- Request to include land at 39-47 Robert Road in the growth area boundary to enable 3 storey apartment or townhouse development
- Request to include consolidated site at 111 Castle Hill Road in growth area boundary
- Request to realign growth area boundary at Grosvenor Park based on geotechnical constraints
- Request to extend growth boundary to include additional properties to the south of 9 Staley Court
- Request by Top Place to include the 'further investigation area' on the southern side of Castle Hill Road in the growth area boundary

### 5.7.6 Process and timing

The draft Place Strategy proposed the following 3 potential pathway options to implement the final Cherrybrook Station Precinct Draft Place Strategy and progress the recommended controls for the potential growth area as amendments to the Local Environmental Plans of both Hornsby and the Hills Shire Councils:

- Option 1: The state to lead the rezoning of both Council areas
- Option 2: Each individual Council to prepare their own planning proposals to implement the rezoning
- Option 3: Individual planning proposals to be brought forward by landowners.

11% of submissions relate to the issue of process and timing. The majority of those submissions supported Council preparing their own planning proposals to implement the rezoning. There was a common view that Council leading the rezoning will lead to an outcome that is better suited to the local area.

"Can Council handle this development, so it fits with local characteristics"

Conversely a number of submissions believed that planning for the precinct should stay with the State authorities as this would ensure a consistent approach to planning across two different council areas.

"Given this Draft Place Strategy spans two separate Council areas and 2 separate District Plan boundaries, the involvement of NSW DPE to lead the rezoning process is supported."

## 6 Submission from community groups

### 6.1 West Pennant Hills Valley Progress Association

The West Pennant Hills Valley Progress Association (WPHVPA) made a number of comments in relation to the draft Place Strategy, these include:

- Support for the proposed growth area which restricts development within 400m.

- Land to the east and west of the green village should not be considered for future housing in 10 years.
- A number of comments were made with regard to the built form:
  - The proposed maximum building heights of 5 storeys and 18.5m is supported and Clause 4.6 height variation requests should only be considered for minor exceedances.
  - Street wall height of 3 storeys should apply to all streets and additional setbacks may be required on the south side of Castle Hill Road.
- Further investigations are required in regard to traffic and transport impacts, as well as landslip. The submission proposes a number of traffic and transport measures, including:
  - Shared cycle/pedestrian path should be 2.5m-3m
  - The north of Castle Hill Rd should be connected to the south of Castle Hill Rd by an overpass, and there should be a 'kiss and ride' drop off on the south side of Cherrybrook Station.
  - There is insufficient commuter parking and a need for additional parking with EV charging needed.
- There is a need for additional active open space and playing fields in the area.
- Additional school infrastructure needs to be considered.
- All native vegetation should be protected and increasing tree canopy is supported
- Support each Council preparing their own planning proposal for rezoning.

## 6.2 The Beecroft Cheltenham Civic Trust

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

- The blanket '5 storey' density housing over the 400-metre catchment is not supported.
- The 20-year timeframe for renewal is insufficient.
- The following infrastructure should be identified as part of the Place Strategy:
  - Primary and secondary schools.
  - Two playing fields.
- The Trust believe that improvements need to be made to the provision of road infrastructure, as well as pedestrian and cycling connections, including ebikes.
- A number of comments in relation to built form controls, including:
  - There is a need to consider the transition from high to low density.
  - Additional consideration also needs to be given to topography, drainage and views.
  - Reduction in setbacks will provide insufficient space for mature trees to grow.
  - Building separation and minimum lot sizes need to be investigated.
  - There is a Lack of site-specific detail between the draft Place Strategy and SSPs northern boundary.
- Concerns are raised regarding biodiversity in the precinct, including:
  - The vegetation corridors running along the boundary unlikely to achieve the place Strategy's vision.
  - The draft Place Strategy contains no details of how improving the natural connection to the Cumberland State Forest will be achieved.
- The removal of the easements should be further explored.

- Further investigation is required of the water catchment for the retention basin and the drainage pattern downstream of the basin.

## 6.3 Community Association of Deposited Plan (DP) 270310 (the landowners)

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

- Supportive of a high-density residential zone and recommend R4 Zone for the Green Village.
- A 5-storey height limit is insufficient to encourage economically viable development and recommend at least 8 storeys.
- Do not support the introduction of a FSR limit as this would be inconsistent with the approach taken for the R3 Zone and R4 Zone under HLEP, where no FSR limit applies.
- If an FSR control is implemented, they recommend 1.8:1 under 5 storeys, or 2.4:1 for 8 storeys.
- DPE should clarify whether it is intended that Robert Road be widened from approximately 15m wide (existing) to 20.4m wide to accommodate a 'Primary Street'.
- If Robert Road is intended to be widened, DPE should ensure that the costs (land and capital) be shared across all development in the Precinct through the Regional Infrastructure Contribution framework.

## 6.4 Community Association of Deposited Plan (DP) 270013 (the landowners)

DFP Planning Pty Ltd (DFP) on behalf of the Community Association of Deposited Plan (DP) 270013 (the landowners) have provided the following points in relation to their land at Louise Way, Cherrybrook:

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

## 6.5 Protecting your suburban environment Inc

Protecting your Suburban Environment Inc support some elements of the draft Place Strategy. However, they raise a number of concerns that need to be considered prior to the draft Place strategy being finalised. These include:

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

## 6.6 The Galston Area Residents Association Inc (GARA)

The Galston Area Residents Group identify several concerns in relation to the draft Place Strategy. These include:

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

## 6.7 Inala Disability Services

Inala Disability Services identify several concerns in relation to the draft Place Strategy. These include:

- The potential impact to the Dulkura Site located at 118 Franklin Road from the proposed scale and bulk of future development on adjoining sites.
- Support for proposed open space and new connections. Noting that the proposed new road along the north-west boundary of the Dulkara Site will provide greater permeability and improved access to open space.
- The Place Strategy does not identify the heritage listed Inala Administration Site at 99 Franklin Road

## 7 Submissions from public authorities and government agencies

### 7.1 NSW EPA

The NSW EPA have provided a number of comments regarding the draft Place Strategy. These include:

- The Place Strategy would be strengthened by considering potential noise and vibration impacts resulting from this development and suggesting measures to mitigate these impacts on sensitive receivers.
- The Place Strategy should consider ways to enhance air quality, given the proximity of sensitive receivers to busy roads in the precinct.
- The NSW EPA recommend that the draft Place Strategy be amended to encourage the implementation of the Risk-based Framework for Considering Waterway health Outcomes in Strategic Land-use Planning Decisions (Office of Environment and Heritage and EPA, 2017).
- The draft Place Strategy be amended to encourage better practice of waste management, particularly for mixed use residential developments. The Strategy should reference and encourage implementation of the principles contained in the Better Practice Guide for Resource Recovery in Residential Developments (EPA, 2019). The Place Strategy should also be guided by the NSW Waste and Sustainable Materials Strategy 2041 (Department of Planning, Industry and Environment, 2021) and the Circular Economy Policy Statement: Too Good to Waste (NSW Government, 2018).

### 7.2 Crown Lands NSW

Crown Lands NSW have provided the following comments regarding the draft Place Strategy:

- Recreation tracks/trails such as the Great North Walk, Cumberland State Forest and Bidjigal Reserve (SE of the proposed precinct), are in close proximity to Cherrybrook.
- Cherrybrook Station can serve as a node on the metro for people using walking tracks to the NE and SW of the precinct.
- The precinct could support links to activity areas outside the site, and the ring of high-rise development surrounding the precinct could be adjusted to allow for access ways in and out of the precinct.
- Bradfield Parade may become congested with traffic due to limited entrance and egress points via Robert Rd and Franklin Rd to Castle Hill Road.

### 7.3 Heritage NSW

Heritage NSW have provided advice on the following advice on heritage relate matters:

- An Aboriginal Cultural Heritage Assessment Report (ACHAR) should be prepared, including test-excavation and consultation with the local Aboriginal community.
- If the Department has not yet undertaken an investigation to assess the likelihood of 'relics' in the broader Cherrybrook Precinct, and identified management requirements under the Heritage Act 1977, they should do so.
- Heritage NSW notes that the draft Place Strategy has the potential to impact four local heritage items listed under the Hornsby Local Environmental Plan 2013 and The Hills Local Environmental Plan 2019.
- As Local heritage is protected under the Environmental Planning and Assessment Act 1979 and under Council LEPs, Hornsby and The Hills Shire Councils are the consent authorities. As such, the assessment and consideration of impacts on these Local heritage items rests with the Local Councils.
- The Department should work with the Local Councils to address impacts to these Local items.

## 7.4 NSW Department of Planning and Environment – Environment and Heritage Group (EHG)

EHG raises the following comments in relation to the strategy:

- The draft Structure Plan should be amended to identify additional areas of Blue Gum High Forest (BGHF) in alignment with the vegetation mapping and BDAR
- A map of existing BGHF and watercourses should be included, with a priority for retention of all remaining BGHF.
- Further emphasis on the retention of existing canopy trees across the precinct is required.

## 7.5 NSW SES

NSW State Emergency Service (SES) raises the following concerns, along with recommendations regarding flood risk and management:

- The Site appears to have minimal impact from known flood risk. The relevant consent authority needs to ensure that any proposal is considered against the relevant Ministerial Section 9.1 Directions, including 4.3 – Flood Prone Land, and the NSW Floodplain Development Manual, 2005 (the Manual).
- The NSW SES submissions draws attention to the following principles outlined in the Manual, 2005 (the Manual):
  - Zoning should not enable development that will result in an increase in risk to life, health or property of people living on the floodplain.
  - Risk assessment should consider the full range of flooding, including events up to the Probable Maximum Flood (PMF) and not focus only on the 1% AEP flood.
  - Risk assessment should have regard to flood warning and evacuation demand on existing and future access/egress routes. Consideration should also be given to the impacts of localised flooding on evacuation routes. In the context of future development, self-evacuation of the community should be achievable in a manner which is consistent with the NSW SES's principles for evacuation.
  - Development strategies relying on deliberate isolation or sheltering in buildings surrounded by flood water are not equivalent, in risk management terms, to evacuation.



- Development strategies relying on an assumption that mass rescue may be possible where evacuation either fails or is not implemented are not acceptable to the NSW SES.
- The NSW SES is opposed to the imposition of development consent conditions requiring private flood evacuation plans rather than the application of sound land use planning and flood risk management.
- NSW SES is opposed to development strategies that transfer residual risk, in terms of emergency response activities, to NSW SES and/or increase capability requirements of the NSW SES.

The following additional site-specific recommendations were also given:

- Habitable floors of any residential development (including aged care) should be located above the PMF with the building structurally designed for likely flood and debris impacts.
- Ground floor businesses and retail floors must be above the 1% AEP flood levels and access to the basement must be above PMF, with the provision of sufficient readily accessible habitat areas above the PMF.
- Any public facilities must be located with floor levels above the PMF level, with a minimum, the provision of access to adequate shared space above the PMF.
- Ensuring buildings are designed for the potential flood and debris loadings of the PMF so that structural failure is avoided during a flood.
- Basement parking should have entrances above the PMF, with pedestrian access to a podium level above the PMF, and space above the PMF is easily accessible 24/7 and clearly identified with relevant signage.
- Regular exercising of a building emergency response plan
- Access to ablutions, water, power and basic first aid equipment during flood duration.
- Council, DPE, NSW SES, Ambulance NSW, and the relevant Health Functional area and fire agency servicing the area should be consulted to determine management strategies.

## 7.6 Aboriginal Housing Office

The Aboriginal Housing Office (AHO) strongly recommends consideration be given to the provision of dedicated Aboriginal housing within the precinct. AHO's 2019 Asset Portfolio Review identified increasing demand for Aboriginal social and affordable housing – forecast to grow by 56% by 2031.

AHO believes the precinct provides a valuable opportunity to unlock land for Aboriginal housing that is well located near transport nodes and employment opportunities.

## 7.7 Endeavour Energy

Endeavour energy have provided the following comments related to network servicing:

- Endeavour Energy's Asset Planning & Performance Branch have not raised any concerns regarding the proposal, and that there is currently sufficient capacity to supply the growth in the Precinct.
- Applicants for the development will need to engage an Accredited Service Provider (ASP) to assess the electricity load and the proposed method of supply.
- The required padmount or indoor substations will need to be located within the property and be protected by an easement and associated restrictions benefiting and gifted to Endeavour Energy.

- Capacity/provision of distribution substations, and other factors such as the size and rating /load on the conductors and voltage drop also need to be assessed.
- All new cabling / reticulation infrastructure must be of an underground construction type including existing overhead construction.
- All encroachments and /or activities (works including subdivision) within an easement or affecting protected works other than those approved/certified by Endeavour Energy's Customer Network solutions branch.
- Minimum required safety clearances and controls for building and structures must be maintained at all times, and safety clearances need to be assessed.
- Consideration must be given to WorkCover (now known as SafeWork NSW) 'Work Near Overhead Power Lines Code of Practice 2006'.
- Planting of large deep-rooted trees to near electricity infrastructure is opposed by Endeavour Energy.

## 7.8 Office of Sport

The Office of Sport have noted that demand for well-planned and designed sport and recreation facilities is increasing. The Office of Sport recommend the addition of three new parks and a minimum of one standard field of five hectares to meet community needs.

## 7.9 Transport for NSW (TfNSW)

Transport for NSW (TfNSW) notes that there currently no substantive issues regarding the draft Place Strategy.

## 7.10 Schools Infrastructure NSW

Schools Infrastructure NSW (SINSW) have provided the following comments on the draft Place Strategy:

- SINSW note that the future delivery of schools is subject to future population and housing forecasts issue by the Department.
- SINSW will commence investigations to identify appropriate solutions to accommodate the projected enrolment demand stemming from the wider Precinct development. SINSW will continue engaging with DPE as detailed planning progresses for the Precinct to ensure that surrounding public schools are resourced to respond to changes in the student population.
- SINSW generally request that transport planning for the Precinct be guided by the NSW Governments Movement and Place Framework (MAPF) and its Built Environment Performance Indicators.
- To effectively plan for increases in enrolment growth stemming from the Precinct, SINSW require information on the staging/timing of development.
- SINSW request that in drafting any Infrastructure Contributions Plan, Council give consideration to include requirements for public domain, transport and other infrastructure works required to support government schools, which are likely to accommodate the growth stemming from the Precinct.

## 7.11 Sydney Water

Sydney Water state they generally support government-backed growth initiatives within their area of operations, however, are requiring data to be provided regarding the ultimate and annual growth for the development, to fully assess and support it.

They have recommended that a Water Servicing Coordinator is engaged soon for further investigation, and a feasibility application is lodged prior to subsequent development.

## 7.12 NSW Rural Fire Service

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

# 8 Submissions from Council

## 8.1 Hornsby Council

Hornsby Council (Council) are supportive of the concept for the draft Place Strategy.

Prior to implementing the Place Strategy, Council suggests that further consideration be given to the boundary interfaces, development controls and design excellence, sustainability, feasibility based on community titles and levels of capitalisation, open space provision, traffic and transport and funding for the required infrastructure.

Hornsby Council raised the following issues:

- The reduction of land within the boundary has resulted in a proposed 5 storey form across the entire precinct with no transition down in height. This would result in a poor interface and amenity issues.
- The delivery of 2000m<sup>2</sup> lot size developments may be limited or delayed due to the additional constraints of the community title.
- The removal of townhouses and lower rise apartment developments due to feasibility analysis limits housing types within the precinct.
- The final Place Strategy should detail sustainability measures and planning controls to be implemented and address options for the creation of a net zero precinct.
- Built form controls, such as height, FSR and setbacks, should be consistent with Hornsby Council's built form controls.
- Council recommends that the urban design and built form framework be reviewed to ensure design excellence provisions can be achieved and should match those required under Hornsby's current controls.
- The proposed open space network does not allow for the provision of active open space within the precinct and relies heavily on existing facilities. The location and funding of 2 sports fields should be resolved prior to the rezoning.
- Council raise concern regarding the proposed park expansion and associated acquisitions, particular around the costs and feasibility of achieving the proposed open space.
- Council would support the public ownership of the Blue Gum High Forest (BGHF), potentially through a transfer to Council as an asset to manage. Additionally, Council believes that the impacts of walking trails in BGHF need to be clarified.
- The Place Strategy should not be finalised until design investigations are completed for 'Green Link Corridor' through property no. 16-24 Roberts Road. Additionally, the width of the green link requires review.
- The draft Place Strategy fails to identify the costs of traffic and transport upgrades and how they would be funded. Issues with wider traffic network issues and regional road network should be identified now.

- A Contribution's framework needs to be in place prior to SSP rezoning and the finalisation of the Place Strategy. Prior to finalising the planning, there should be certainty about Regional Infrastructure Contributions as a funding mechanism.
- Council's preference is for a precinct wide rezoning undertaken by the State Government

## 8.2 The Hills Shire Council

The Hills Shire Council (Council) made the following key comments:

- Council is supportive of the final Place Strategy being implemented through the preparation of a precinct-wide rezoning, led by State Government, accompanied by a precinct-wide Development Control Plan and Contributions Plan (exhibited 'Option 1').
- Council does however reserve the right to reconsider this position if any material changes are made to the draft Place Strategy by the Department following the exhibition period.
- The Department give consideration to the potential for greater articulation and variation in building heights at key and appropriate locations, within the parameters set by Council's Corridor Strategy. Importantly, this exercise should be in relation to promoting optimal built form and urban design outcomes in the context of the density settings proposed within the Place Strategy, not with a view to increasing the density or yields beyond that shown within the draft Place Strategy.
- The final Strategy should include additional guidance on appropriate building heights and densities, particularly at interfaces with low and medium density uses. This additional guidance is particularly necessary if the Department opts to implement the Strategy as per Option 3 (landowner-initiated planning proposals).
- Omit the recommended 5% affordable housing provision (for land within The Hills Shire) and instead ensure future rezoning includes apartment size and mix requirements specified under.
- Targeted investigation of biodiversity values should ultimately inform the recommended LEP amendments and future DCP controls. This should include the preparation of a Biodiversity Development Assessment Report (BDAR) or Biodiversity Assessment Report (BAR) by a Biodiversity Assessment Method Accredited Assessor.
- Greater consideration should be given to existing ecological constraints within the precinct. The final Strategy should be designed to avoid and retain Threatened Ecological Communities (TEC), threatened species and their habitat, particularly areas identified as CEEC (Blue Gum High Forest).
- The final Strategy should identify opportunities to support habitat protection and enhancement and identify opportunities to develop and further the extent, connectivity and quality of the green network.
- Council lead, or at a minimum provide detailed technical input into, the preparation of any Development Control Plan, in conjunction with the rezoning process.
- Council make a number of comments with respect to development controls put forward within the draft Place Strategy.
- Clear parameters should be articulated within the Strategy around the "further investigation areas", to avoid these areas being the subject of speculative investment and rezoning applications in the short term, to the detriment of feasible outcomes progressing within the shorter-term opportunity areas. If there is limited justification to consider these areas now, they should potentially not be identified within the Strategy, which an rationale as to why no growth has been identified for this land.
- The final Strategy address landslide risk, including undertaking further geotechnical investigations (as required) to verify the feasibility of the proposed road connections and densities throughout the precinct, including consideration of appropriate land consolidation.

- Council lead (or at a minimum provide detailed technical input into) the preparation of a Local Contributions Plan, in conjunction with the rezoning process.
- Additional information on all infrastructure items, including designs, costings (land and capital – inclusive of park embellishments), timing and responsibility be provided to Council to inform the preparation of a Contributions Plan.
- The Department the provided clarification on implementation of the RIC framework and provide assurance that delivery and funding of infrastructure under this pathway is viable.
- Transport for NSW and the Department identify solutions for the broader regional road network and program these upgrades in conjunction with the current precinct planning of Cherrybrook.
- Greater certainty be provided on the costings, timing and delivery of planned upgrades on the broader regional road network.
- Further consideration be given to the delivery of the upgrade of the Old Northern Road/ Castle Hill Road intersection (as modelled within the transport assessment). If this option is not pursued a clear justification is required to demonstrate to Council and the community that the broader regional road network will continue to operate at an acceptable level of service.
- The precinct-wide planning proposal must also include the rezoning of SP2 land to facilitate acquisition for identified road upgrades.
- A safe and efficient pedestrian infrastructure solution across Castle Hill Road (such as a grade separation crossing) be identified within the Place Strategy to facilitate optimal pedestrian accessibility and traffic flow along the regional road network.
- Make provision for 400 additional car parking spaces within the Cherrybrook Station carpark facility, as per the Car Parking Management Strategy (2020) to deter excessive on-street parking within local streets
- The Department target investigations to provide additional playing fields within Hornsby LGA and coordinate a process to identify and secure a suitable site in consultation with both Councils prior to any rezoning within the Precinct.
- School Infrastructure NSW and the Department identify a new primary school site (at a minimum) within the walkable catchment of the Cherrybrook Station Precinct, prior to any rezoning occurring.

## 9 Submissions from Industry

### 8.1 Urban Taskforce Australia

Urban Taskforce Australia raises concerns with the height and density of projected housing through the Cherrybrook Precinct. They urge that greater density must be provided within an 800-metre radius of transport nodes, to increase productivity as well as accommodate the growing Sydney population. Emphasis is placed on need to capitalise on significant investment in public infrastructure at Cherrybrook and deliver homes to the maximum possible advantage.

Other issues raised include

- Affordable housing target of 5% should not become a precedent for privately owned land, as economic feasibility is significantly different to public land.
- Maximum height of buildings (HOB) and Floor Space Ratio (FSR) need to be re-visited.
- Concerned that the conservatism of the current proposal will lock in developments that a growing Sydney will regret.

- As per the 2022 Flood Inquiry Report, need to investigate more density in areas not subject to repeated flooding events (such as Cherrybrook).

Overall, implores the Government to lock in more height and greater density on the strategic, public owned site in Cherrybrook.

## 10 Conclusion

This consultation outcomes report summarises the feedback received in all submissions made by stakeholders during the public consultation period for the draft Cherrybrook Station Place Strategy.

The Department received a total of 256 submissions which includes 234 submissions from individuals, 7 from community groups, 1 from an industry body, 12 submissions from Government agencies and 2 submissions from the Hills Shire Council and Hornsby Shire Council.

Key themes and concerns from the submissions include:

- Insufficient parking in the area
- Insufficient road infrastructure
- Public transport
- Schools
- Environmental and sustainability
- Local character and heritage
- Development controls
- Open space and recreation
- Walking and cycling connections
- Process and timing
- Growth area boundary

All feedback and submissions have been considered by the Department to inform the final Cherrybrook Station Place Strategy.