



Cherrybrook Station Precinct Draft Place Strategy

July 2022

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Acknowledgement

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.

The Cherrybrook and West Pennant Hills area is located within the traditional boundaries of the Darug people and the Bediagal and Darramurragal clans.

Image on front cover: Artist's impression
of proposed Mariam Place Park
Credit: Hatch RobertsDay
Image on this page: Kengal Aboriginal Place.
Credit: Destination NSW.
Artwork (right) by Nikita Ridgeway



Contents

Executive summary 3

Vision 5

Have your say 6

Introduction 7

Purpose 9

The precinct's history 11

Context 14

Vision: A green village by the station 15

Overarching urban design principles 17

Future character 19

Structure plan 22

Big moves 25

Big move 1:
A vibrant centre and community hub 26

Big move 2:
A medium-rise green village 27

Big move 3:
A rich landscape character 29

Big move 4:
Easy access to open space 31

Big move 5:
Pedestrian and cycling connections 35

Big move 6:
Caring for the Blue Gum High Forest and watercourses 37

Achieving the vision 39

Potential planning controls 40

Built form and setback controls 44

Movement network and typologies 46

Open space network 54

Landscape controls 59

Implementation 60

Infrastructure and services	63
Traffic and transport	64
Education	65
Health	65
Open space	66
Community facilities	67
Utilities and servicing	67
Infrastructure funding	68
Next steps	69
Post exhibition and finalisation stages	70
Implementation of planning controls	70

Appendix A: Strategic planning context	71
North District Plan	71
Cherrybrook Station Structure Plan 2013	73
Hills Corridor Strategy	75
Appendix B: Community consultation	77
Appendix C: Infrastructure schedule	79



1

Executive summary

Page

5

Vision

6

Have your say



Cherrybrook Station Precinct is a leafy suburban area around Cherrybrook Sydney Metro Station. It includes land within the suburbs of Cherrybrook and West Pennant Hills on either side of Castle Hill Road.

Cherrybrook Station Precinct offers a leafy suburban atmosphere within a bushland landscape—a place for people to enjoy a relaxed lifestyle and easy connections to the rest of Greater Sydney via Sydney Metro Northwest services. The opening of the Sydney Metro station has created opportunities to renew the precinct, especially in the context of a growing Greater Sydney.

As the broader city grows, it makes sense for new housing and workplaces to be located near major transport hubs such as Metro stations; this process of renewal, undertaken via a place planning process, then allows us to think about the character, qualities and future of a place, and consider how best to accommodate growth while also protecting, and enhancing, the elements that people value.

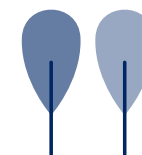
For Cherrybrook Station Precinct in particular, the 7.7 ha of NSW Government-owned land north of the station offers a unique opportunity to create a local centre—a destination for local retail, restaurants and cafes, community facilities and a diversity of new homes.

This opportunity requires two complementary planning processes: while Landcom is planning for a future local centre on the 7.7 ha of public land, this draft Place Strategy, developed by the Department of Planning, Industry and Environment, is focused on a broader area that we refer to as the green village. The Place Strategy aims to renew this area while protecting its character, bringing vibrancy to the area near the station, investing in green infrastructure and making this an even better place for residents, workers and visitors.

The Place Strategy builds on various planning processes and extensive community consultation in recent years, including 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. Overall, we're planning for an additional 3,200 homes and 140 new jobs.

The Place Strategy creates a 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.



Vision

Our vision 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. To achieve this, we've established six big moves.

Big move 1 A vibrant centre and community hub

Big move 2 A medium-rise green village

Big move 3 A rich landscape character

Big move 4 Easy access to open space

Big move 5 Pedestrian and cycling connections

Big move 6 Caring for the Blue Gum High Forest and watercourses

The big moves, are supported by the key urban design principles that will guide future planning and development:



Connecting
with Country



An accessible
centre



Drawn to
nature



Parks as
places



Green
corridors



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



This place strategy will enable up to



3,200

homes



72%

of homes within

200 m

of open space



140

new jobs



2.37 ha

of extra open space



1.4 km

of new walking and cycling paths



Have your say

This draft Place Strategy, placed on exhibition to allow you to have your say, is supported by various consultation processes. These will run separately to Landcom's specific work on the local centre.

The exhibition runs from 22 July to 28 August 2022.

Make a submission at
planning.nsw.gov.au/cherrybrook

2

Introduction

Page

9

Purpose

11

The precinct's
history

14

Context

Image for illustrative
purposes only.
Credit: Hatch RobertsDay

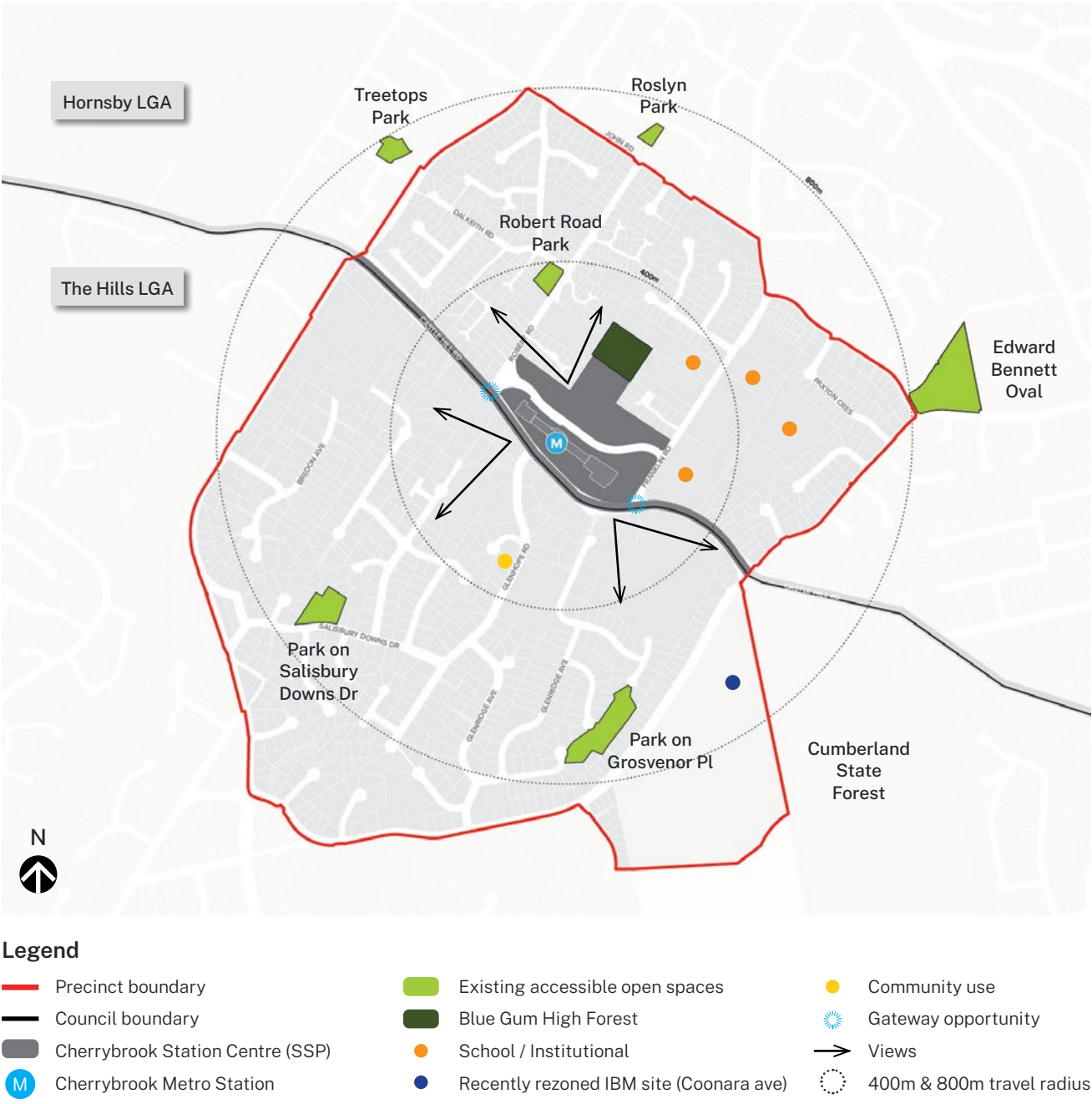
The draft Cherrybrook Station Precinct Place Strategy applies to the Cherrybrook Station Precinct – the broad area around Cherrybrook Sydney Metro Station, including land in both West Pennant Hills (within The Hills Shire) and Cherrybrook (in Hornsby Local Government Area), divided by Castle Hill Road.

This is an area in a unique position in the global city of Sydney. The area’s locals enjoy a leafy suburban atmosphere, yet can easily access all that the broader city offers via regular Sydney Metro services. People living here have the best of both worlds – a relaxed lifestyle, yet plenty of economic opportunities and connections.

This draft Place Strategy is developed by the Department of Planning and Environment. It draws from previous work to consider how best to optimise a location on a Sydney Metro line. It applies to the Precinct as was identified in the Cherrybrook Station Structure Plan 2013.

The draft Place Strategy includes the local centre, a 7.7 ha area of NSW Government-owned land north of the Metro station that is subject to separate State Significant Precinct (SSP) rezoning investigations led by Landcom. The strategy focuses mainly on the green village, the area surrounding the local centre and generally within 400 m of the Metro station as the focus for renewal. The remainder of the precinct will stay unchanged, with careful transitions at the edge of the green village.

Figure 1: The existing Cherrybrook Station Precinct.
Credit: Hatch RobertsDay.



Purpose

Once finalised, the Cherrybrook Station Precinct Place Strategy will act as an overarching framework to guide development. It is effectively the result of reviewing, further analysis and updating the detail of the 2013 Structure Plan and also builds on the Hills Corridor Strategy 2015 (see Appendix A for a summary of previous planning). It will be integrated with the planning for the local centre, undertaken by Landcom through a State Significant Precinct (SSP) rezoning proposal.

Coordinated Planning Process

In terms of planning processes, the final Place Strategy will integrate with the SSP proposal while guiding coordinated planning for the entire Cherrybrook Station Precinct. This will align how we plan for new land uses, built form, infrastructure, urban design, landscape design, the open space network and transport network.

The SSP proposal will recommend the statutory planning controls to facilitate the new mixed-use centre around Cherrybrook Metro Station, with open and public spaces, community facilities, retail and commercial uses and new residential apartment buildings.



The North District Plan identifies Cherrybrook Station Precinct as an emerging destination for eateries and cafes offering unique neighbourhood qualities and cultural facilities, as well as an area with potential to provide additional capacity for housing supply.

Importantly, the Place Strategy also builds on the extensive consultation with the community in recent years. This feedback, summarised in Appendix B, has informed the draft Place Strategy in terms of traffic and transport planning, the need to locate development and higher density living closer to the Metro station, and the protection and enhancement of bushland within a burgeoning network of open space.

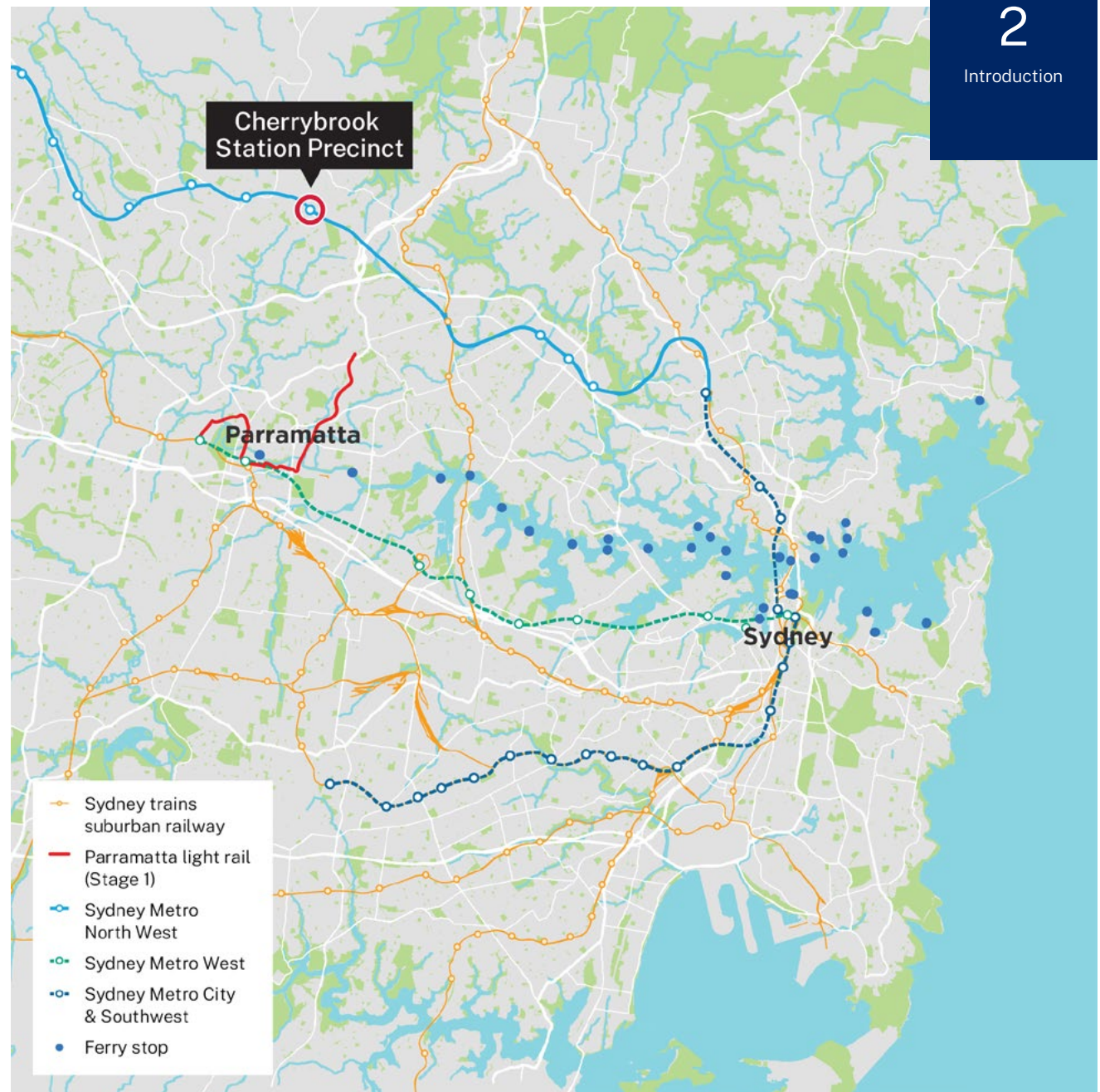
The Place Strategy will meet government objectives for Cherrybrook Station Precinct as highlighted in the Greater Sydney Region Plan, North District Plan and Central City District Plan. It has been developed with and will be implemented through close consultation with the community, Hornsby Shire Council, The Hills Shire Council, Transport for NSW and other State agencies.

The Place Strategy also responds to local planning objectives outlined in the Hornsby Local Strategic Planning Statement and the Hills Local Strategic Planning Statement (refer pages 61 & 62).

The Place Strategy builds on the principles, vision and framework of the 2013 Structure Plan by making recommendations on potential land use and built form controls. It does not in itself recommend changes to zoning or built form controls, but instead will guide the future rezonings, while also identifying site-specific development controls within the precinct.

It also considers the infrastructure requirements of the wider Cherrybrook Station Precinct and mechanisms to provide and fund this infrastructure.

Figure 2: Context map of Cherrybrook Station Precinct

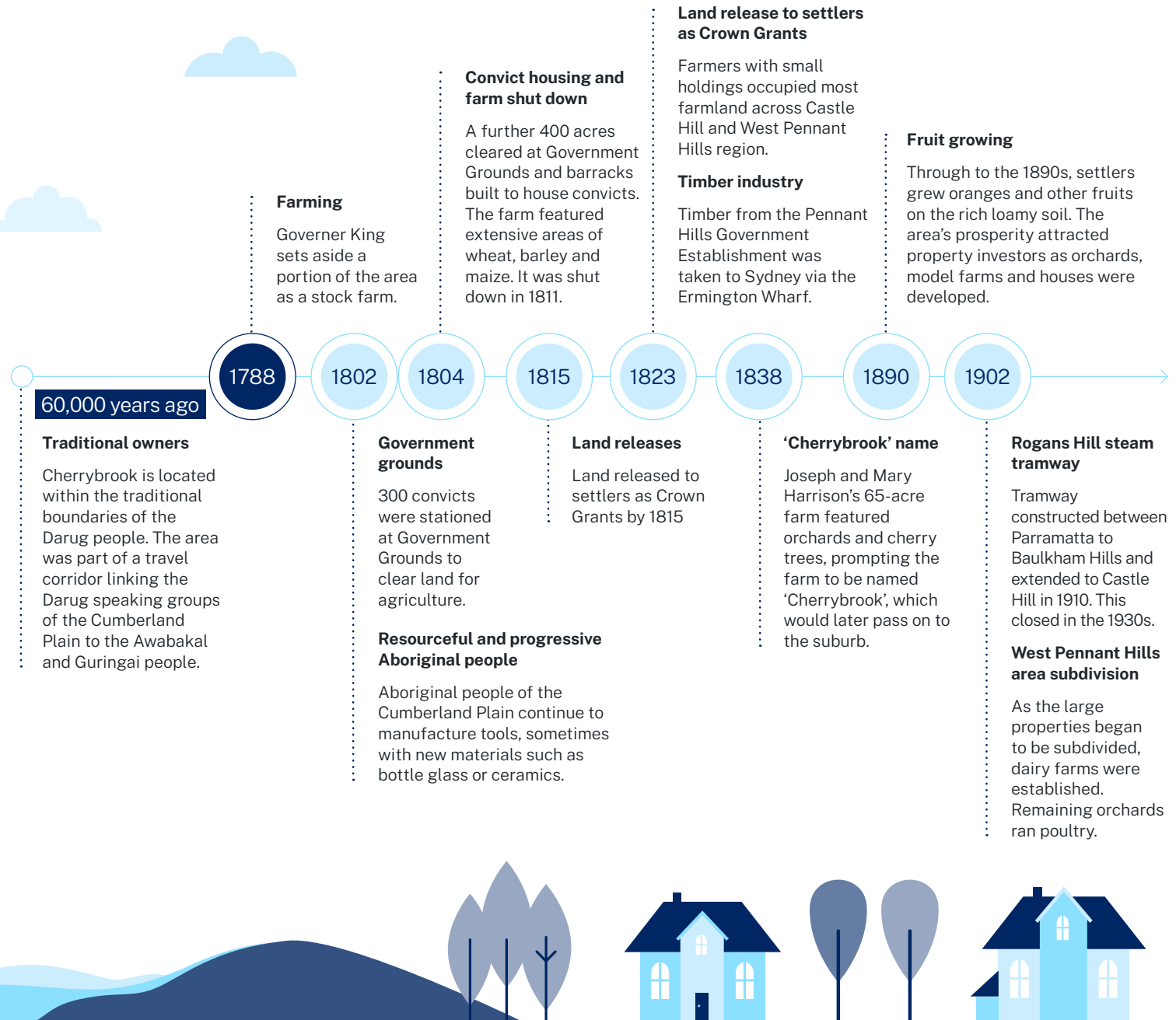


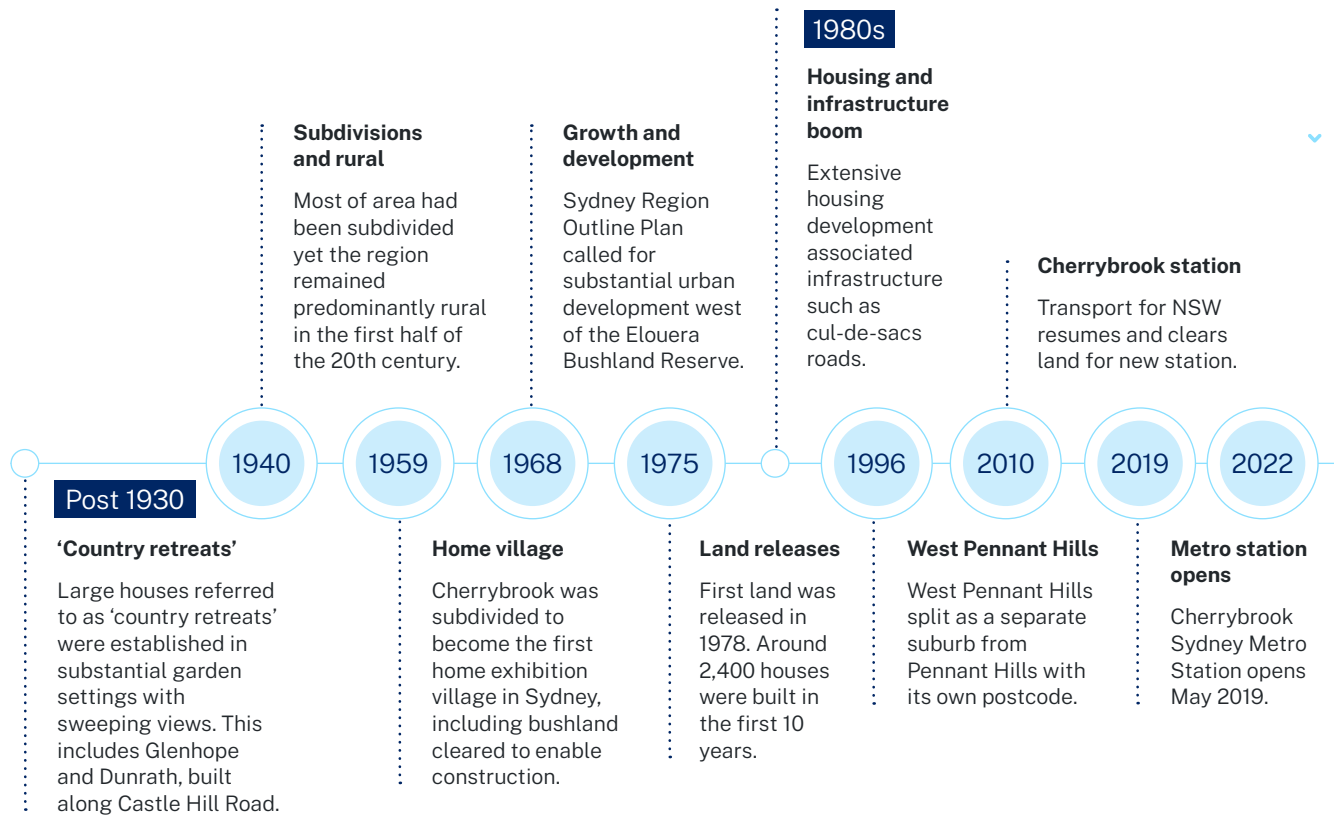
The precinct's history

The Cherrybrook and West Pennant Hills area is located within the traditional boundaries of the Darug people. This land and ridgeline travel route would have formed part of the travel corridor linking the Darug groups of the Cumberland Plain to the Awabakal and Guringai people. This area is thought to be specifically located within the traditional boundaries of the Bediagal and Darramurragal clans, although boundaries were fluid and associated research is incomplete (Artefact Heritage 2022).

European colonisation brought rapid change, with farming, timber industry and orchards established during the 1800s. In the early 1900s came subdivisions of larger landholdings for smaller farming operations as well as large country retreats, including Glenhope and Dunrath along Castle Hill Road.

The area was subdivided for lower density living from the late 1950s until the 1990s. More recently, since 2010, land was resumed for construction of Sydney Metro Northwest. Cherrybrook Station opened in 2019.





Today, Cherrybrook Station Precinct is an attractive low density residential community. Large houses set on generous residential lots are set amongst leafy streets and gardens and an undulating topography, making it a desirable area. In addition to the Metro station, the area offers specialised education and community uses, including Tangara School for Girls and Inala disability support and education services. Other than these uses, it is a predominantly a residential area.

Given this residential focus, streets are generally designed for private car use, limiting the ease with which pedestrians can move around the area. Streets don't easily connect up, with many terminating in cul-de-sacs. Other than a modest park at Robert Road, open space within the precinct close to the station is limited.

The former IBM Site at 55 Coonara Avenue, to the south-east of the precinct, has previously been rezoned for up to 600 new homes and around 9 ha of bushland that will be set aside to form part of the adjoining Cumberland State Forest.

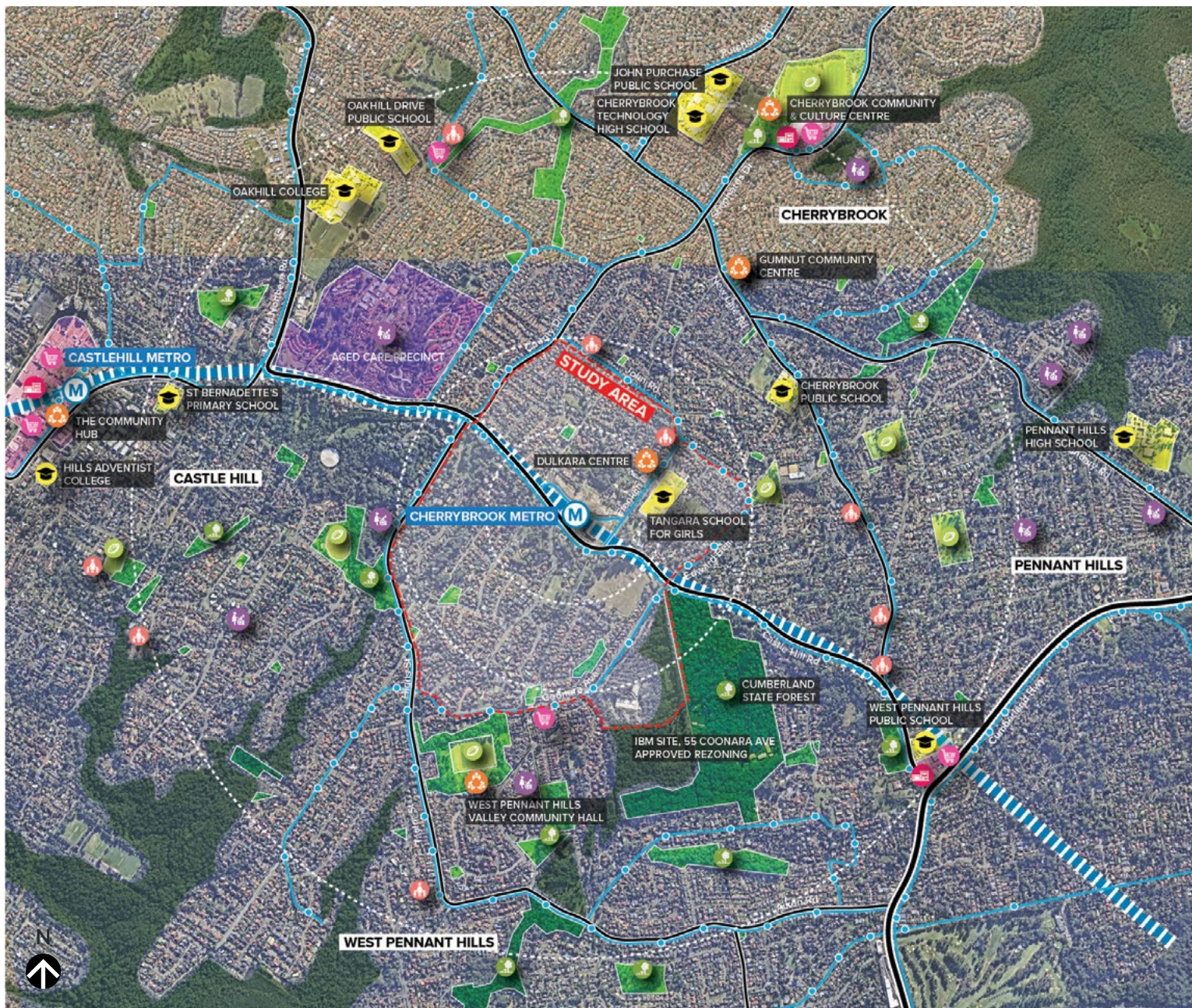


Figure 3: Surrounding Context.
Credit: Hatch RobertsDay.

Legend

- Precinct boundary
- Local centre
- Bushland
- Open space with regional significance
- Open space with local significance
- Sportsfield
- School
- Aged care
- M Metro
- B Bus
- Major road
- P Parks
- S Sportsfield
- M Supermarket
- R Local centre retail
- D Education
- C Child care
- CC Community centre
- AC Aged care

Context

2

Introduction



3

Vision: A green village by the station

Page

17

Overarching urban design principles

19

Future character

22

Structure plan

Artist's impression of transition from Green Village to existing low density dwellings
Credit: Hatch RobertsDay.

The place planning process has resulted in an updated vision for this part of Cherrybrook and West Pennant Hills as a green village. We've supported this vision with six big moves and urban design directions. The vision builds on our understanding an analysis of the precinct's character today and in the future.

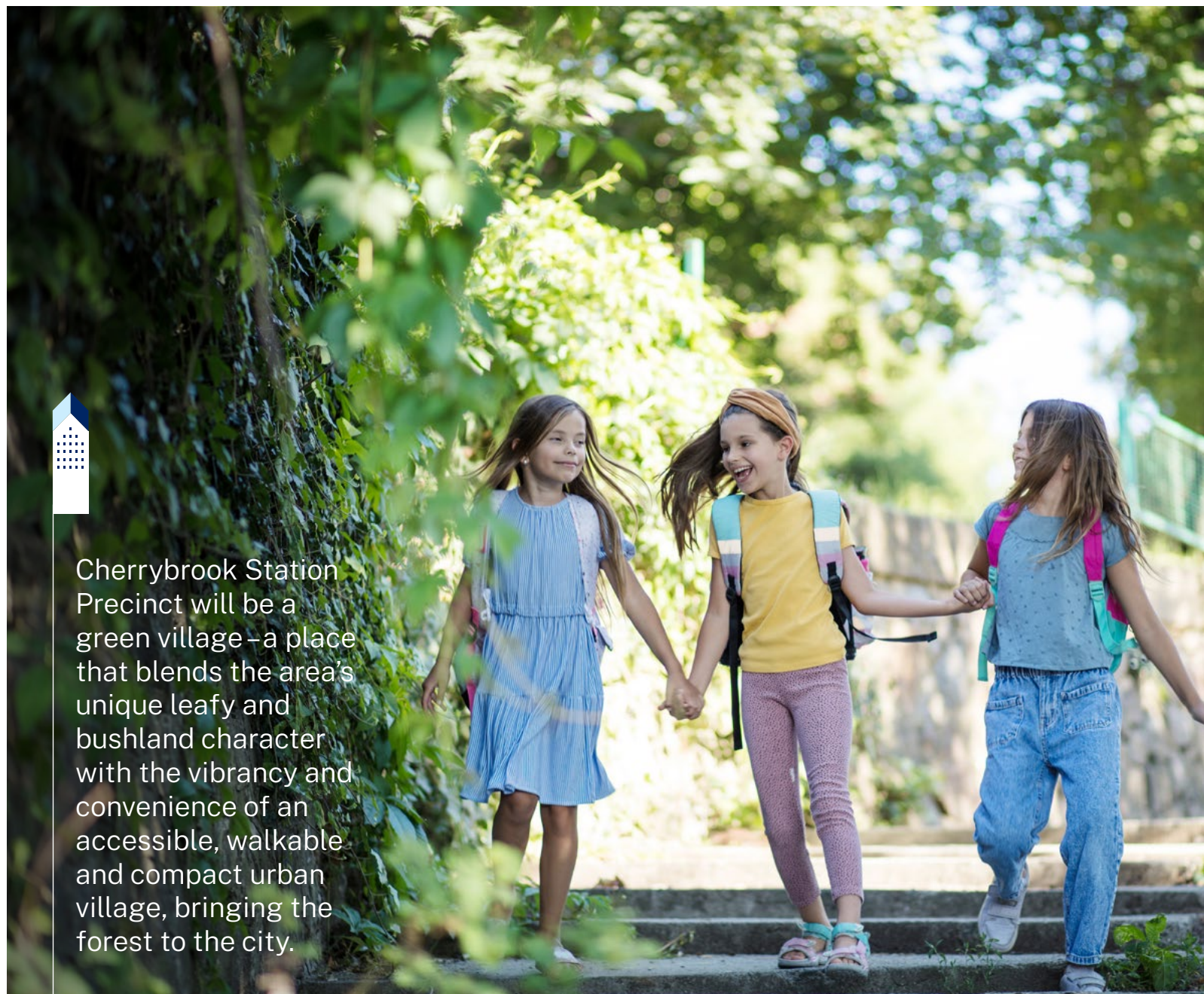
With a clear vision to work towards, we can shape the right residential and infrastructure development centres around the metro station and new local centre. The precinct will feature attractive connections and linked open spaces – 'parks and streets as places' to encourage exercise, play, visit the Blue Gum High Forest or socialise with family and friends.

Residents will look onto parks, green esplanades, indigenous trees and undulating and hilly landscapes. The green village will feature promenades, steps, pathways and streets that celebrate the parks and green tree canopies.

Image for illustrative purposes only

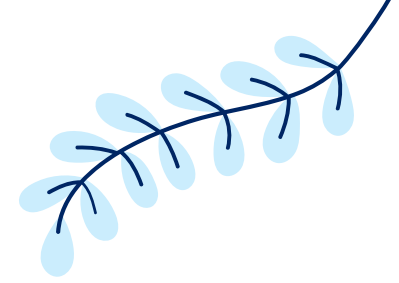


Cherrybrook Station Precinct will be a green village – a place that blends the area's unique leafy and bushland character with the vibrancy and convenience of an accessible, walkable and compact urban village, bringing the forest to the city.



Overarching urban design principles

These five overarching urban design principles will guide the planning of the Cherrybrook Station Precinct to evolve into a thriving green village.



Connecting with Country

Urban design will respect and highlight the cultural landscape and traditional values of the traditional land owners who inhabited the area by focusing on opportunities to restore the health and connection with Country. Representation of this cultural landscape will be strengthened and restored with the retention of remnant trees and plant communities and new plantings. Natural watercourses will also be restored and reinterpreted where practical.

The guidance and knowledge of local Aboriginal groups will inform further stages of planning and design such as interpretation of ridgeline travel routes (Castle Hill Road) and artefact sites and naming opportunities such as new parks.



An accessible centre

Provide community facilities, open space and public areas, local retail and outdoor dining adjacent to the Metro station and interchange. Access for residents to the local centre and station will be improved through a connected network of walking and cycling paths.

Cherrybrook Station Precinct will have a vibrant local centre like Peel St in Tamworth.





Drawn to nature

Enhance the precinct's landscape character and green infrastructure, with a richer tree canopy, shrubs, groundcover and lawns.

These plantings will build resilience to natural hazards and help bring attention to the precinct's natural systems.

Image for illustrative purposes only



Parks as places

The precinct will be designed with a range of attractive, accessible and safe green open spaces. Each will be distinct and designed for their purpose, with interesting things to see and do.

Image for illustrative purposes only



Green corridors

The movement network will prioritise people walking, cycling and use of public transport.

Attractive, green and comfortable streets and connections will encourage people to walk around the precinct, improving their wellbeing and quality of life.

Image for illustrative purposes only



Future character

The urban design directions inform the concept of the precinct's future character – how the character will look and feel in the future. Here, we consider the character of the green village and the Cherrybrook Station Centre.



Figure 4: Future character areas.
Credit: Hatch RobertsDay.

Legend

- Precinct boundary
- Potential growth area boundary
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item
- Cherrybrook Station Centre (SSP)
- Green Village (potential growth area)
- No change: existing low density residential area
- 400m radius / 4-5 min walk

Green village

Today the area features different building, landscape and topographic characteristics on the land north and south of Castle Hill Road. The green village will largely retain these characteristics and be enhanced by generous landscaped setbacks, new linkages and parks, and mid-rise apartments buildings that transition to the existing low density residential areas.

The green village will be an urban village integrated with green infrastructure featuring a mature tree canopy, shaded areas, new lower-level garden plantings and water sensitive urban design initiatives to better integrate into downstream watercourses. Streets will be places for people, easy to walk or cycle to the station, local centre or new open space. New buildings will be nestled within the landscape, including the gently undulating land north of Castle Hill Road, and the steeper slopes to the south, capturing the views across the precinct.

Castle Hill Road will be a green boulevard forming the main entrance into the area, particularly to the station. Within these green interfaces, large mature trees will provide a leafy outlook. People will enjoy comfortable, attractive and safe connections to the station. Controls will encourage materials such as masonry, stone and timber using natural tones that complement the area.



Artist's impression of typical street within Green Village.
Credit: Hatch RobertsDay.



3

Vision:
A green village
by the station

Cherrybrook Station Centre

The Cherrybrook Station centre will be the community's focal point and heart of the green village, a lively station hub with plenty of local activity. Public spaces will be brought to life and buildings and businesses will front the streets to improve visibility and safety and encourage activity.

In addition to a comfortable central public square and adjacent open space, people will enjoy outdoor dining, places to sit and landmarks to meet with other people. Combined, the local centre's shops, plaza, parks, transport interchange and streets will bring a sense of safety, vitality and activity.



Cherrybrook Station centre will be a hub for local activity like nearby Rouse Hill Town Centre.

The planning of the centre, as part of the SSP rezoning process and subsequent development approval stages, will be guided by the following planning principles:

- a mixed-use local centre that supports the function of the station and the needs of the local community;
- a place that enables people to benefit from living or working near a key transport connection;
- a range of housing (including affordable housing) within easy access of the station, community infrastructure, open space and local shops;
- an urban form, scale, height and character that is compatible with and integrates with the existing leafy low density surrounding precinct;
- a high quality town square for civic activities, outdoor dining, local retail and passive recreation enclosed with active building frontages and an open frontage to Bradfield Parade and the station forecourt opposite;
- clear and legible pedestrian access from the station, the town square and community open space area to the new linkages to the west and east of the Blue Gum High Forest;
- maintain a generous unobstructed centralised view corridor between the centre of the station forecourt to the Blue Gum High Forest;
- an accessible and visible community open space area for family recreation and informal children's play in association with the pond area and ecological area;
- a centrally located multipurpose community facility, with visible frontages and very good accessibility from public areas.

Structure plan

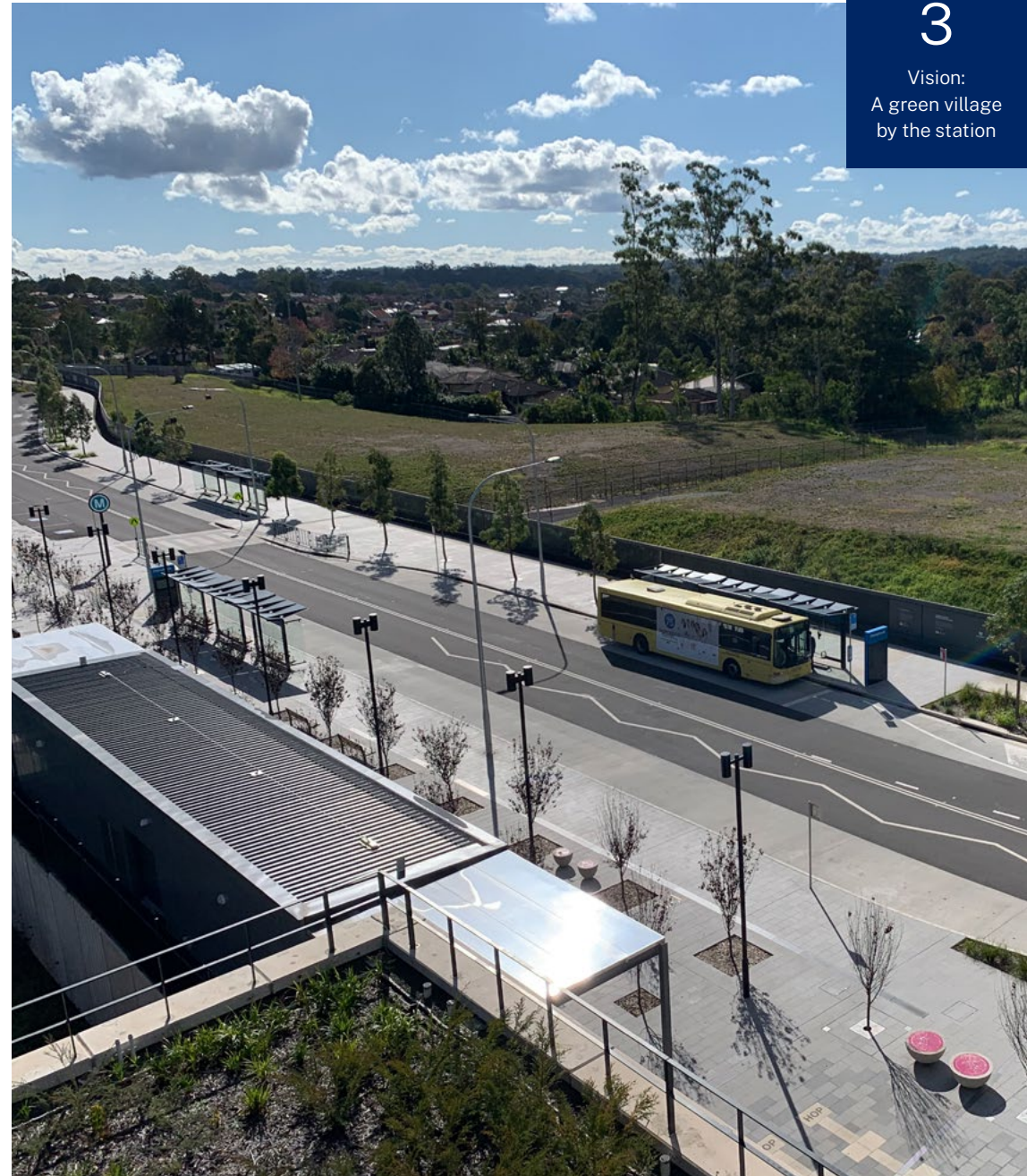
The review of the existing planning strategies, as well as a feasibility analysis and urban design study, has led to an updated structure plan. The feasibility analysis indicates townhouses and lower rise apartment development would not be feasible within the short to medium term, particularly where land ownership is fragmented. We have therefore focused on a consolidated area of mid-rise residential apartment development in the areas closest to the station – the green village – with land beyond this unlikely to change.

The area of the green village north of Castle Hill Road (in the Hornsby LGA) is generally within a 400 radius (4-5 minute walk) of the station, with the addition of the land immediately to the east and west. This generally aligns with land identified for medium density apartments under the 2013 Structure Plan.

The updated structure plan shows the extent of the green village south of Castle Hill Road (in the Hills LGA) identified for medium density apartments, to the area within a 400 m radius of the station.

Due to the steeper topography south of Castle Hill Road and leading up to the signalised pedestrian crossings, the 400 m radius generally represents a slightly longer walk to the station than for land north of Castle Hill Road. Therefore the land to the east and west of the green village, south of Castle Hill Road, is identified as land that in the longer term (approx. in 10 years time) could be reviewed and considered by The Hills Shire Council for low rise medium density residential development such as terraces and semi-detached housing.

The updated structure plan also importantly identifies additional green infrastructure including open space, additional streets, canopy cover and pedestrian connections to support the proposed population as further detailed in this strategy.



3

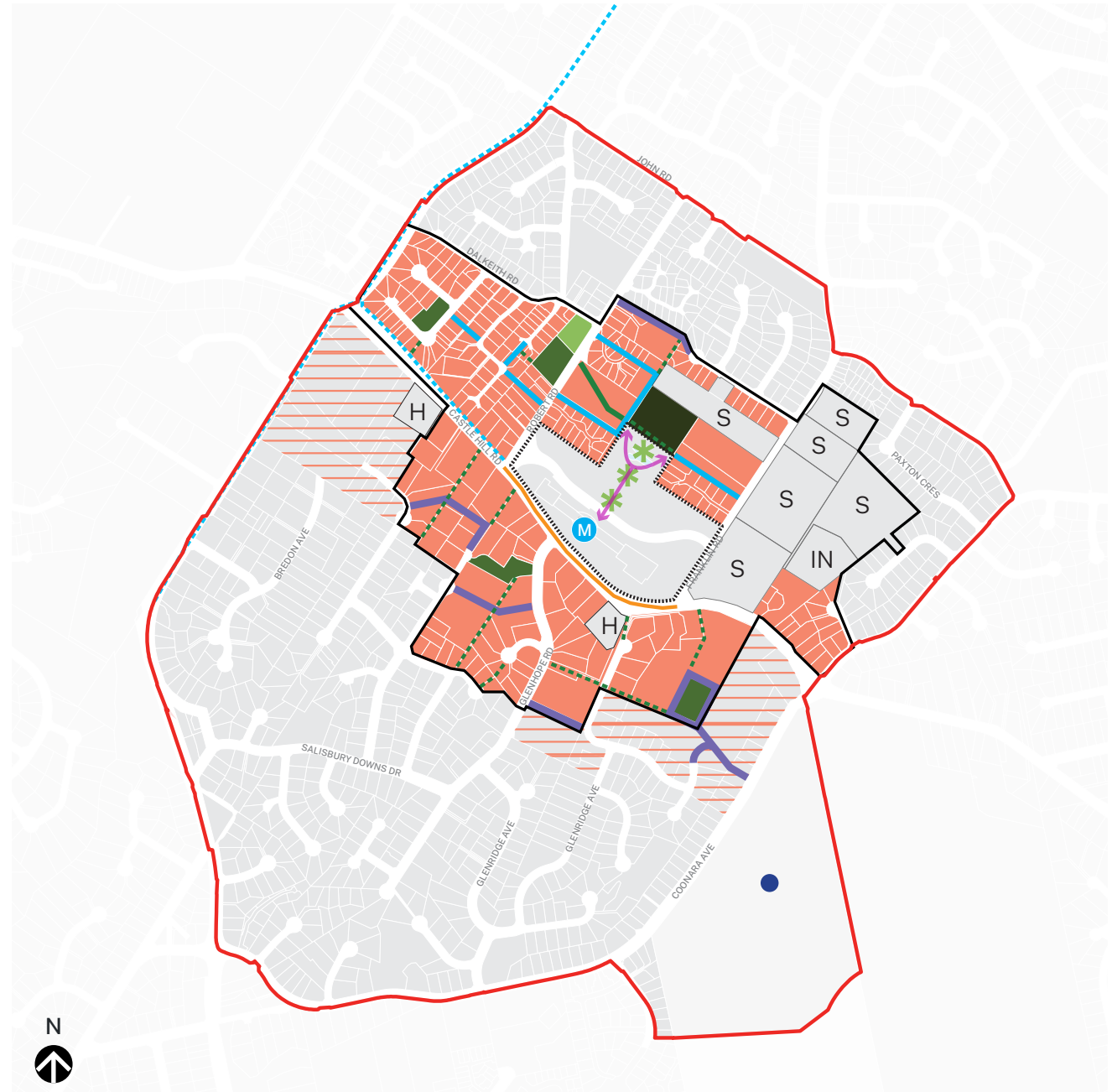
Vision:
A green village
by the station

Proposed Structure Plan

Figure 5: Proposed Structure Plan.
Credit: Hatch RobertsDay.

Legend

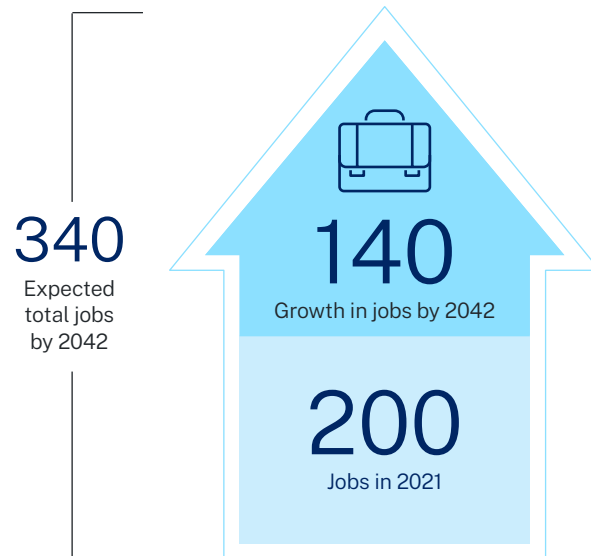
- Precinct boundary
- Potential growth area boundary
- ⋯ Cherrybrook Station Centre (SSP)
- No change: existing low density residential area
- Potential growth area: medium density residential
- Further investigation area: -in the long term (approx.10 years) Council may review and consider suitability for low rise medium density or medium density residential
- Blue Gum High Forest
- Existing open space
- Recently rezoned IBM site (Coonara Ave)
- ✱ Proposed town centre open space (SSP)
- Proposed open space
- Proposed street connection
- Proposed shared st/mews connection
- Proposed green link
- - - Proposed cycle/pedestrian link
- - - Existing cycle/pedestrian link
- ➔ Proposed conceptual access link across SSP site
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item
- M Cherrybrook Metro Station
- Ridge-view corridors



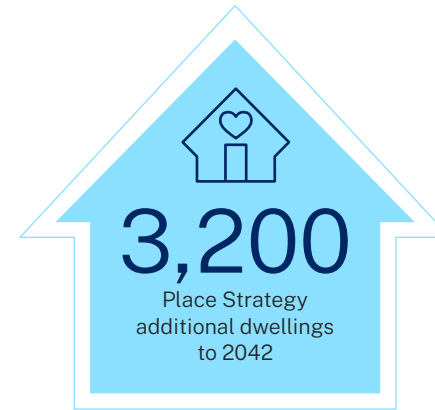
This revised structure plan allows for gradual growth across the precinct's potential growth area over the next 20 years. We are planning for 3,200 new homes by 2042 – however, the annual rate of growth will vary and be subject to a variety of factors such as market fluctuations and demand.

The growth rate of the green village will also be influenced by the development timing of the Cherrybrook Station Centre (SSP), which potentially provide 390 dwellings and approximately 3,200 sqm of commercial space – enough for around 140 jobs. We expect that these potential dwellings, commercial and retail uses in the centre (SSP site) would be developed over the next 3 to 6 years.

Projected precinct jobs growth

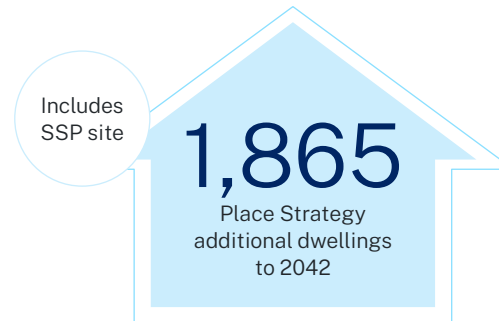


Projected place strategy precinct dwelling growth



Total

284	2,916
Existing dwellings to be replaced by 2042	Expected total dwelling growth by 2042



Hornsby LGA

224	1,641
Existing dwellings to be replaced by 2042	Expected total dwelling growth by 2042



The Hills LGA

60	1,275
Existing dwellings to be replaced by 2042	Expected total dwelling growth by 2042

4

Big moves

Page

26

Big move 1:
A vibrant centre and
community hub

27

Big move 2:
A medium-rise
green village

29

Big move 3:
A rich landscape
character

31

Big move 4:
Easy access to
open space

35

Big move 5:
Pedestrian and
cycling connections

37

Big move 6:
Caring for the Blue
Gum High Forest
and watercourses

Artist's impression of Castle Hill
and Glenhope Road intersection.
Credit: Hatch RobertsDay.

A vibrant centre and community hub

The new mixed use local centre anchored around Cherrybrook Metro Station will be a central accessible meeting place with community facilities and retail and commercial uses surrounding a vibrant new public square and local family park.

A mix of local shops, restaurants and community facilities at ground level and mid-rise apartment buildings above and nearby overlooking high quality community open space areas will contribute to a busy, active area, while also enhancing active transport public safety to the station.



Artist's impression of Castle Hill and Glenhope Road intersection.
Credit: Hatch RobertsDay.

Actions

- Focus the design of the mixed-use centre on a public square opposite the station, that is activated by shop fronts, restaurants, cafes and a community facility, and provide a centralised view corridor across the open space to the blue gum high forest backdrop.
- Use the local centre planning principles to guide the planning and design of the mixed use local centre through the SSP rezoning process and the following development approval stages.
- As the SSP proposal is developed, ensure it integrates with the Place Strategy to ensure alignment with the planning for the whole precinct.
- Continue to collaborate with Landcom and Sydney metro as they progress the SSP proposal and prepare for the development approval stages.

Guiding principles/policies

- Mixed-use neighbourhoods close to centres and public transport improve the opportunity for people to walk and cycle to schools, local shops and services (A Metropolis of Three Cities - Greater Sydney Commission).
- Well designed and maintained public spaces should be at the heart of any community. They are the foundation for public interaction and social integration, and provide the sense of place essential to engender civic pride (Lord Richard Rogers, Pritzker Architect and Chairman Urban Task Force - draft Better Places Government Architects NSW).
- Transit orientated development providing residents with direct access to high quality public transport and reduced need for private vehicle usage.
- A mid-rise built form of maximum 5 storeys to generally be consistent with the height of mature Blue Gum High Forest species.

A medium-rise green village

The green village will allow for compact and walkable medium-rise development up to 5 storeys near the station and surrounding the mixed use centre, ensuring the character of the wider area can be largely maintained while ensuring sensitive transitions between the green village and the surrounding existing low density suburban area.



Actions

- Locate the green village generally within 400 metres of the station to create an accessible place to live (refer Figure 4).
- Improve walkability pedestrian and cycle access through additional linkages and shared streets (refer Figure 6).
- Establish landscaped setbacks of 7 m to most streets and 10 m setbacks on Castle Hill Road.
- Use extensive street tree planting and landscaping within building setbacks to enhance the visual outlook and screen views to new development.
- Existing and proposed roads to generally be used to transition and create separation between the Green Village and the surrounding existing low density area.
- The 3 storey terrace character with upper storeys further set back, combined with the landscape setbacks will assist the sensitive transition from the surrounding 1 to 2 storey housing.
- Apply a maximum building height of 5 storeys and 1.4:1 floor space ratio to create an attractive built form and landscape character.

Guiding principles/policies

- Housing supply must be coordinated with local infrastructure to create liveable, walkable neighbourhoods with direct, safe and universally designed pedestrian and cycling connections to shops, services and public transport (North District Plan, Greater Sydney Commission).
- Growth to be generally located within 400 metres and 4-5 minutes of the station to create a compact walkable urban village.
- A mid-rise built form height and density that facilitates an attractive, leafy and livable place, and with a density that is financially feasible.
- Ensuring sensitive transitions to the surrounding existing low density suburb.
- Promote pedestrian and cycle access and active transport through unblocking cul-de-sacs and adding critical roads and pedestrian linkages.
- Increase the proportion of homes in urban areas within 10 minutes walk of quality green, open and public space by 10% by 2023 (Premiers Priorities).

Movement network – new roads and linkages

4

Big moves

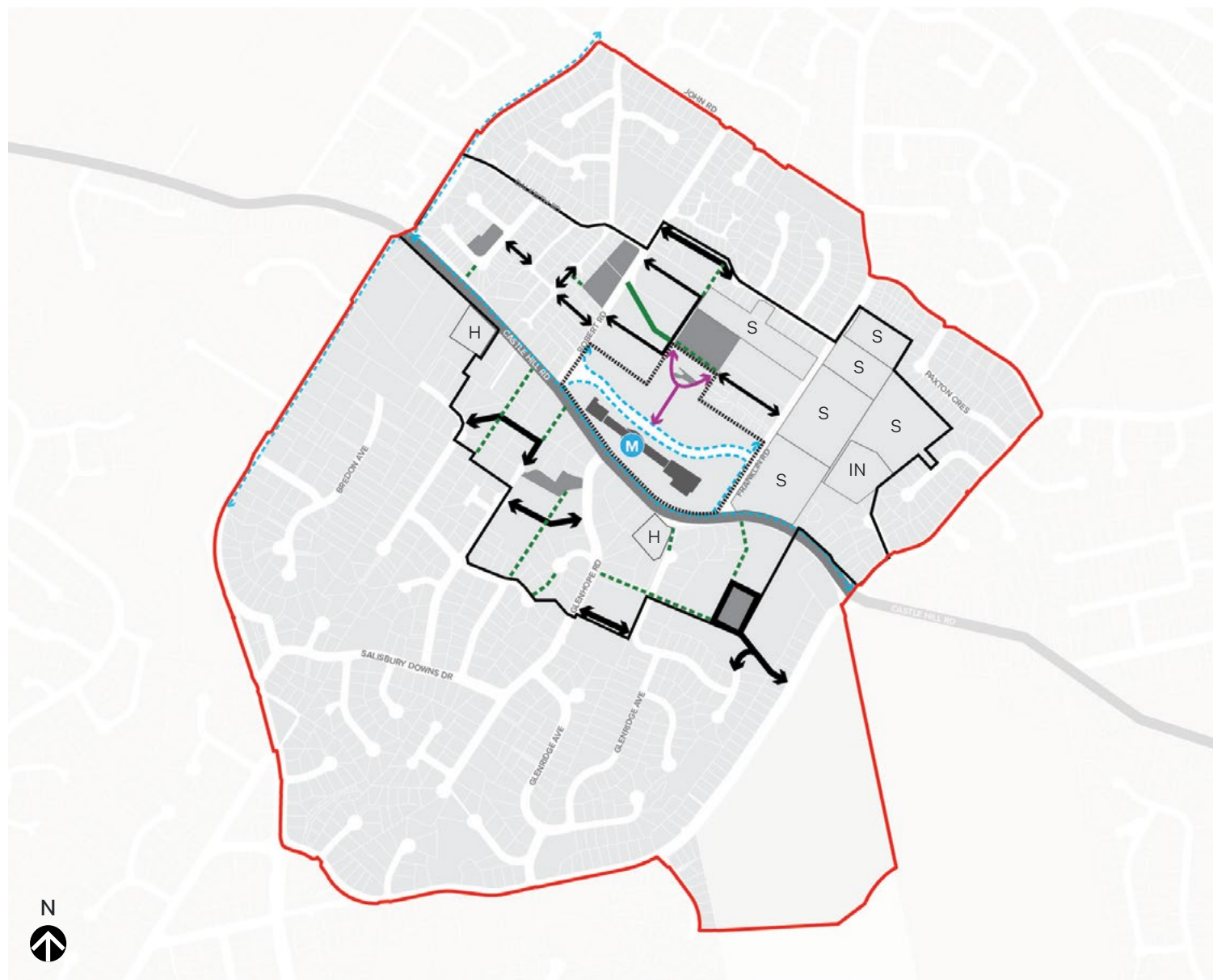


Figure 6: Movement network – new roads and linkages. Credit: Hatch RobertsDay.

Legend

- Precinct boundary
- Potential growth area boundary
- Cherrybrook Station Centre (SSP)
- ← Proposed new street connection
- ↔ Proposed new shared st/Mews connection
- Proposed green link
- - - Proposed cycle/pedestrian link
- Existing regional cycle/pedestrian link
- ➔ Proposed conceptual access link across SSP site
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item

A rich landscape character

Tree planting, landscaping and generous building setbacks will contribute to retaining and enhancing the precincts green, leafy landscape character.

We will maintain and improve levels of tree canopy of native and exotic trees across the green village and mixed use centre to provide shade and shelter, while also providing environmental benefits, such as improved air quality, a way to absorb carbon and rainfall, a cooler local environment, and a place for wildlife.

Actions

- At a minimum, the precinct's existing 26% tree canopy cover will be maintained, with the aim to increase canopy cover across the green village and mixed-use centre to contribute to the Greater Sydney target of 40% canopy cover.
- Prioritise and consider opportunities to deliver additional tree canopy in the public domain, especially in new streets. For any new streets, aim to achieve a minimum 50% canopy cover.
- Consider including recommended tree canopy cover targets in site-specific development controls plans.
- Ensure future planning proposals demonstrate they can achieve the recommended canopy cover targets.
- A site coverage control will ensure that adequate space is provided for private open space and deep soil landscaping to increase vegetation and reduce built form impact.



Artist's impression of proposed Marian Place Park
Credit: Hatch RobertsDay.

Guiding principles/policies

- Enhance the precinct's existing 'leafy character' through preserving and planting indigenous and exotic tree species and generous landscape setbacks.
- Increase the tree canopy and green cover across Greater Sydney by planting one million trees by 2022 (Premiers Priority).
- Draft Greener Places Design Guide sets an indicative canopy target of 25% for medium and high density residential areas.
- Greater Sydney canopy target is 40%.
- The Hornsby Council's Draft Urban Forest Strategy recommends canopy targets of 33% in private land and 50% along the road network.

Existing tree canopy

4

Big moves



Figure 7: Existing tree canopy cover. Credit: Ecological Australia 2018.

Easy access to open space

New residents will enjoy the health and lifestyle benefits of living within easy walking distance of high quality open space.

The proposed open space network including 3 new local parks, an enlarged local park and preservation of an area of Blue Gum High Forest, in addition the new open space in the mixed use centre, is a significant positive improvement in terms of access to open space. The existing open space network only enables 8% of people to be living within 200 m and 2-3 minute accessibility of open space. The open space improvements will significantly increase this to 72% of people living within 200 m and also enable 93% of residents to be within 250 m (as illustrated in Figure 10).

Further detail on the open space proposed to support the precinct is provided on page 54.

Proposed Mariam Place Park.
Credit: Hatch RobertsDay.



Actions

- Create 2.37 ha of new local open space (see Figure 8), including three new local parks over 3,000sqm in size, an expansion of the Robert Road Park to a total size of 6,743 sqm and a 8,930 sqm area of Blue Gum High Forest to the north of the station.
- Ensure the open space network has a high level of pedestrian and cycling access from across the green village and to the open space in the local centre.

Guiding principles/policies

- Medium density residential areas to be within 200 m of open space (North District Plan, Greater Sydney Commission).
- Minimum 3,000 sqm size local open space for medium and high density areas (Draft Greener Places Design Guide, Government Architect NSW).
- Promote access to quality open spaces, including green space and recreational facilities (Healthy Built Environment Checklist, NSW Ministry of Health).

Proposed open space

4

Big moves



Figure 8: Proposed open space network.
Credit: Hatch RobertsDay.

Legend

- Precinct boundary
- Potential growth area boundary
- Cherrybrook Station Centre (SSP)
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item
- Proposed public open space
- Existing accessible open spaces
- Blue Gum High Forest
- ✱ Proposed town centre open space (SSP)

Existing open space



The distribution of recreation spaces within the Cherrybrook Precinct Study Area **requires additional open space to be provided to improve accessibility to public open space, as based on the District Plan performance indicator.**

- Legend**
- Precinct boundary
 - Cherrybrook Station Centre (SSP)
 - Deficiencies in open space distribution
 - Recently rezoned IBM site (Coonara Ave)

Proposed open space



The distribution of the proposed public open spaces **significantly improves the equitable distribution and accessibility of open space** from current conditions and the Structure Plan recommendations within the Potential Growth Area Boundary.

- Legend**
- Precinct boundary
 - Potential growth area boundary
 - Cherrybrook Station Centre (SSP)
 - Deficiencies in open space distribution
 - Proposed open space
 - Proposed town centre open space (SSP)

Figure 9: Open space distribution. Source: RobertsDay 2021

Existing proximity to open space



8%

within 200m walking distance
of open space

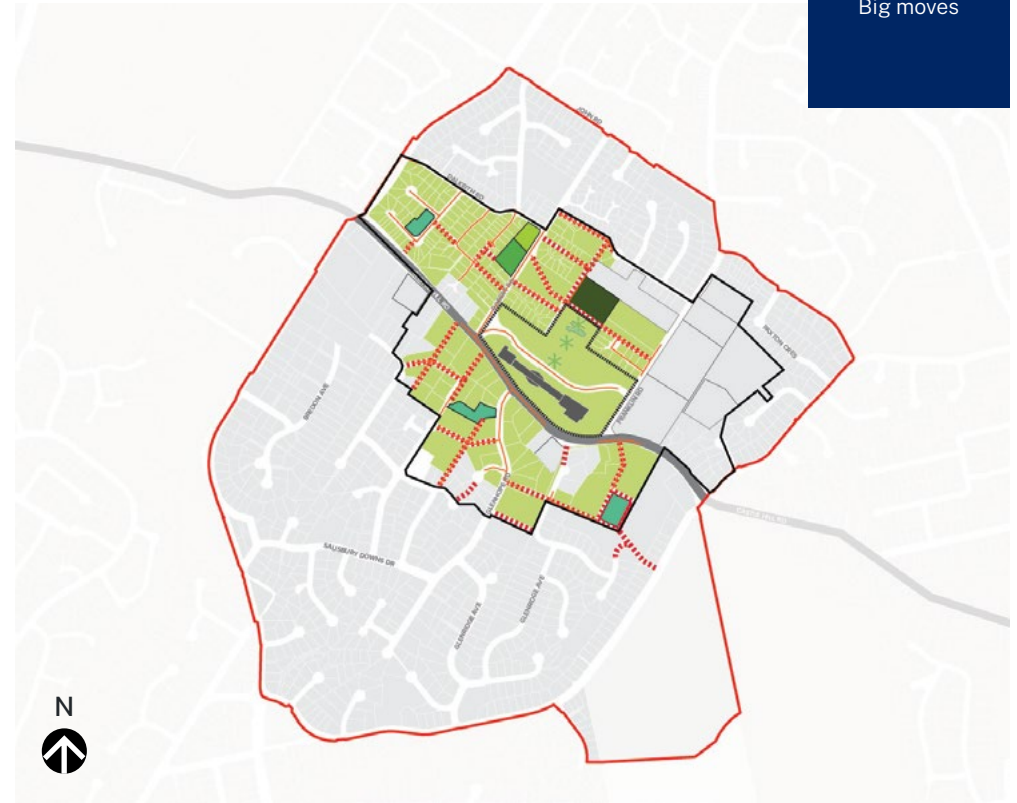
12%

within 250m walking distance

Legend

- Precinct boundary
- Potential growth area boundary
- ⋯ Cherrybrook Station Centre (SSP)
- Lots with access to public open space
- 200m walking distance

Proposed proximity to open space



72%

within 200m walking distance
of open space

93%

within 250m walking distance

Legend

- Precinct boundary
- Potential growth area boundary
- ⋯ Cherrybrook Station Centre (SSP)
- Lots with access to public open space
- 200m walking distance
- - - Proposed connections
- Proposed open space
- ★ Proposed town centre open space (SSP)

Figure 10: Accessibility to open space. Credit: Hatch RobertsDay.

*Accessibility calculation applies to land within the Potential Growth Area boundary only.

Pedestrian and cycling connections

With numerous streets terminating in cul-de-sacs, additional connections will make it easier for people to get to destinations such as the station, local centre and open space by walking or cycling. This will improve active transport, support healthier lifestyles and reduce reliance of private vehicles for short trips across the green village.

The local network improvements will mean that 52% of the green village will be within a 400 m or a 4-5 minute walk of the station, up from 29% from the existing situation (as illustrated in Figure 11).



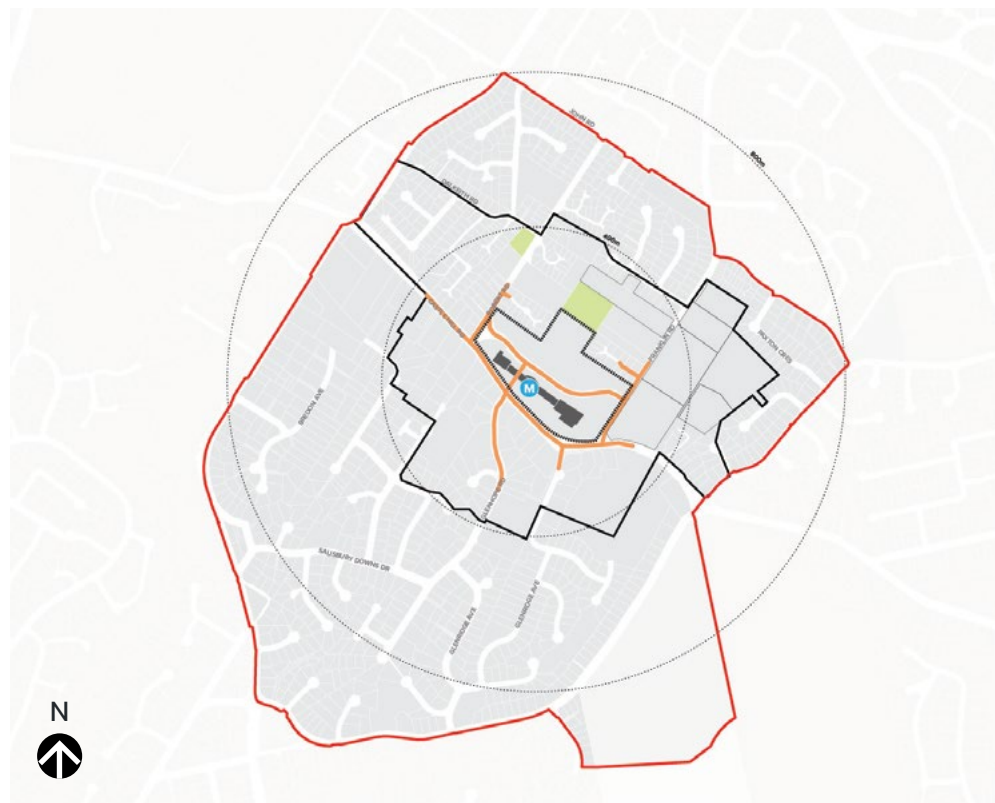
Actions

- Develop new streets and pedestrian/cycling links and open up cul-de-sacs to focus on improving access to the station and local centre, as indicated in Figures 6 and 11.
- Implement the new network as part of future development by the dedication of new linkages and streets to the relevant council (subject to agreement) and/or retaining pedestrian/cycle links under private ownership with public access arrangements.

Guiding principles/policies

- Increase walkable trips from 10% to 18% of all total trips (Greater Sydney Commission)
- Future Transport 2056 emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the whole customer journey.
- In Australia, 60% of adults and 70% of children and adolescents do not get enough exercise to obtain health benefits. Safe, accessible and connected movement networks encourage physical activity through walking and cycling. (Heart Foundation Healthy Active By Design)

Existing



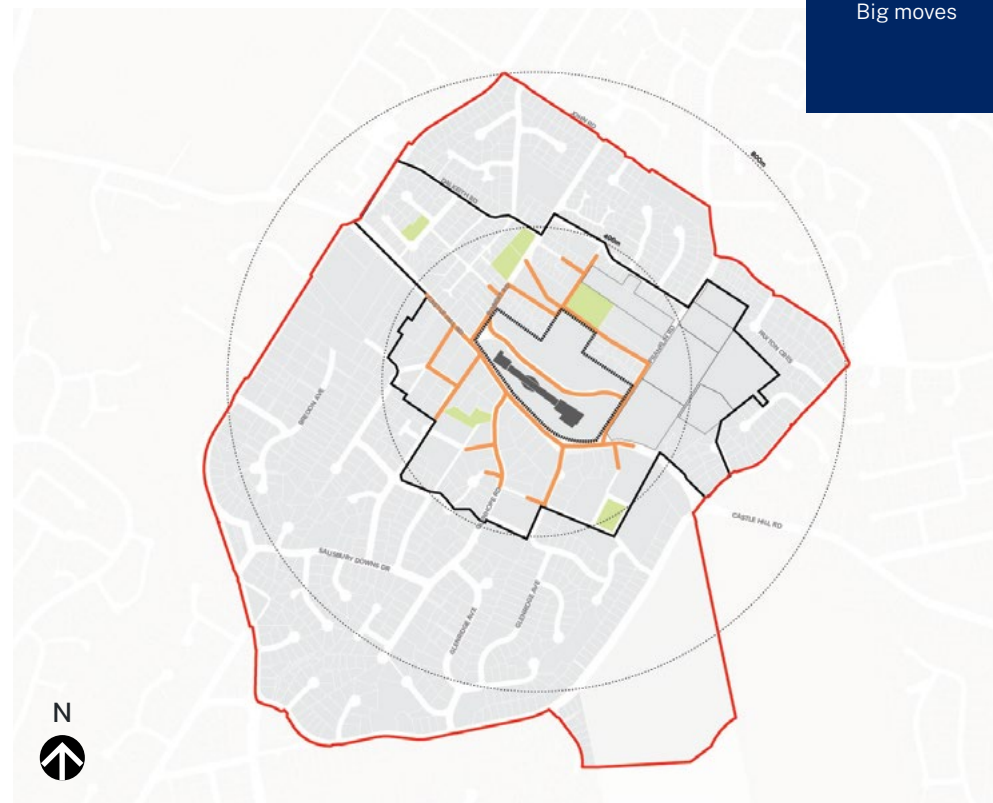
29%

**Site area is within
400m walking
distance / 5 mins
from the station**

Legend

- Precinct boundary
- Potential growth area boundary
- Cherrybrook Station Centre (SSP)
- 400m linear walking distance

Proposed



52%

**Potential Growth Area
is within 400m walking
distance / 5 mins from
the station**

Legend

- Precinct boundary
- Potential growth area boundary
- Cherrybrook Station Centre (SSP)
- 400m linear walking distance

4

Big moves

Figure 11: Improved pedestrian network accessibility. Credit: Hatch RobertsDay.

Caring for the Blue Gum High Forest and watercourses

The endangered Blue Gum High Forest vegetation across the precinct and to the north of the station is a key component of the precinct's natural character and particularly as a backdrop to the Cherrybrook Station mixed use centre. Preservation provides opportunity to add to the local open space network, protect biodiversity, reinforce place character and connection to country. Opportunities to restore and interpret other natural systems such as watercourses will also care for country improve water quality.



Actions

- Aim to retain and protect significant vegetation within development sites and proposed open space areas.
- Preserve the 8,930 sqm area of local remnant Blue Gum High Forest vegetation north of the station.
- Maximize the view of this forest from the station and the public square to leverage the natural character this provides.
- Improve waterway health and interpretation of natural systems through water sensitive urban design, including the green link and associated vegetated swale/overland flow path.

Guiding Principles/Policies

- An overarching focus to 'care for country' and improve 'connection to country' (draft Connecting with Country, Government Architects NSW).
- Biodiversity is protected, urban bushland and remnant vegetation is enhanced (Obj 27 North District Plan, Greater Sydney Commission)
- Preserve and highlight the local natural character of the area to improve the place outcomes for the green village/precinct growth area and the Cherrybrook Station mixed use centre.
- Improve the natural connection to the nearby Cumberland State Forest by preserving areas of Blue Gum High Forest.



The Blue Gum High Forest, to north of the metro station and mixed-use centre site, to be preserved.

5

Achieving the vision

This section recommends the potential zoning and planning controls for the green village area of the precinct, to be considered by the Council's in the future. Relevant zoning and controls for the local centre will be determined through the SSP rezoning process.

Page

40

Potential
planning controls

44

Built form and
setback controls

46

Movement network
and typologies

54

Open space
network

59

Landscape
controls

60

Implementation

Potential planning controls

5

Achieving
the vision

Land use

The recommended general land use type for the green village is 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.

Legend

- Precinct boundary
- Potential growth area boundary
- Cherrybrook Station Centre (SSP)
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item
- Medium density residential
- Public recreation

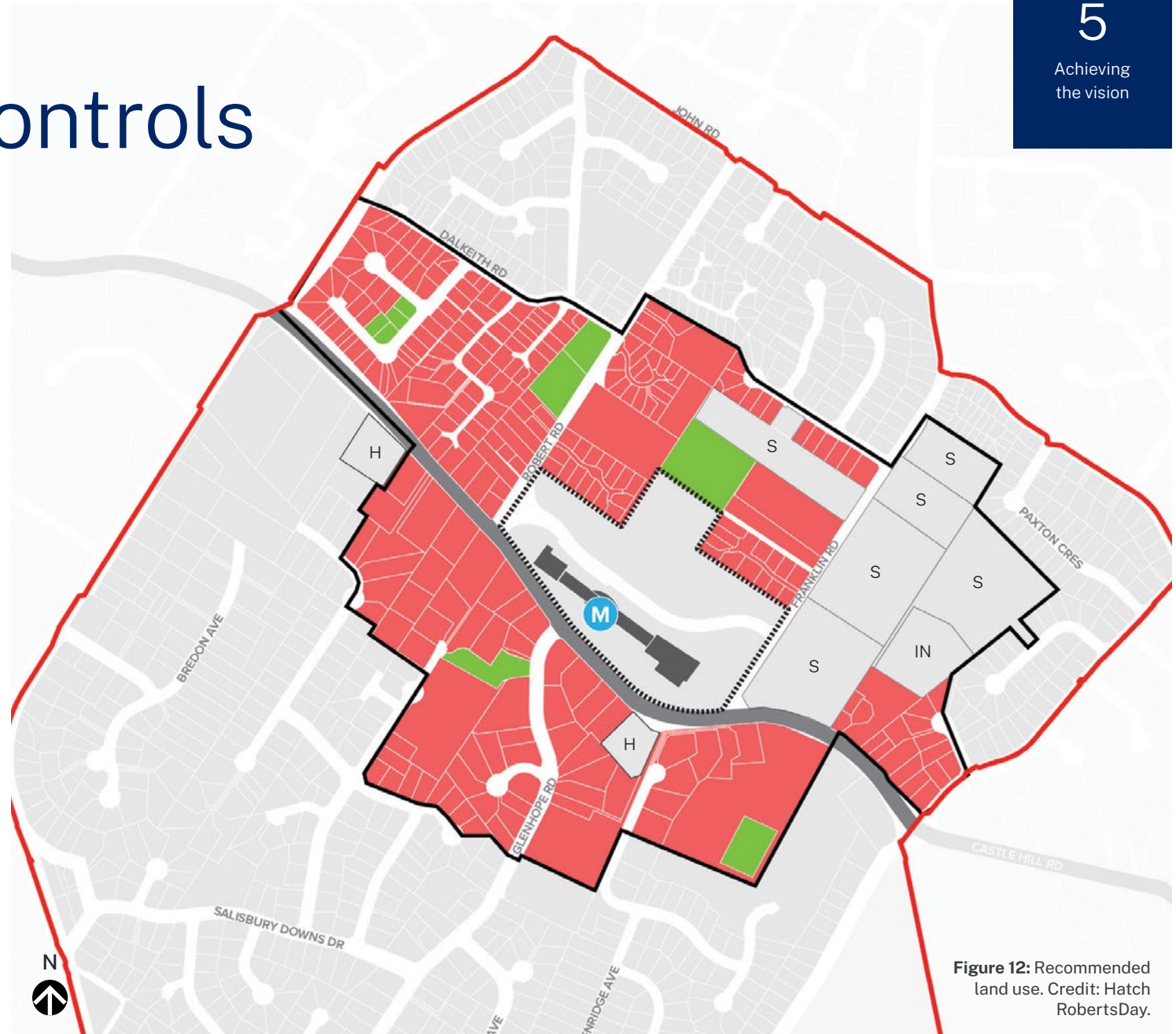


Figure 12: Recommended land use. Credit: Hatch RobertsDay.

Building height

In terms of height and density, we recommend a maximum height of five storeys for the green village, which critically is no greater than the mature height of mature Blue Gum High Forest species. Noting the eventual height control in metres will be determined with regard for site conditions (for example, the steeper land south of Castle Hill Road may influence the relationship between storeys and height in metres).

Legend

- Precinct boundary
- Potential growth area boundary
- Cherrybrook Station Centre (SSP)
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item
- 5 storeys

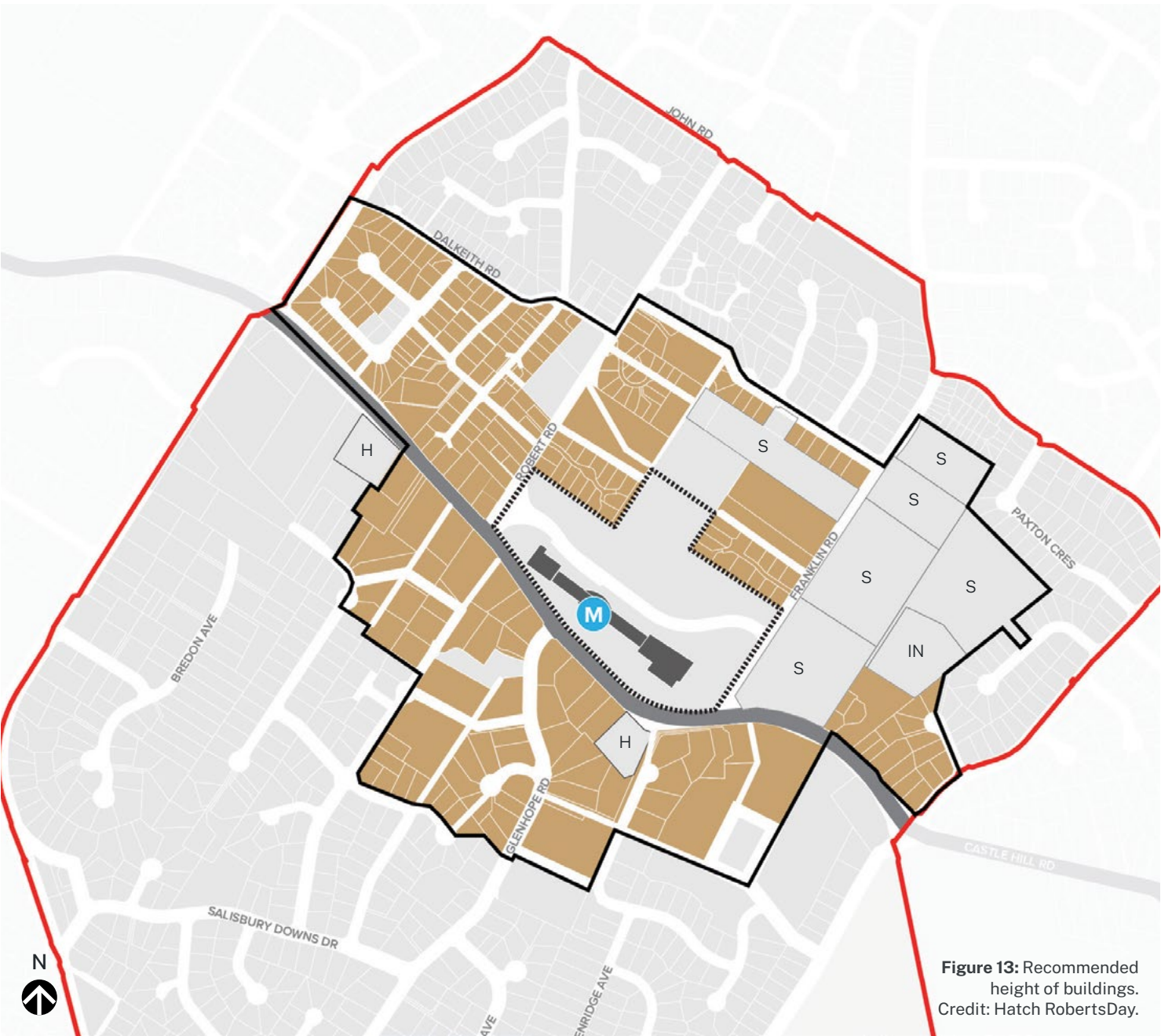


Figure 13: Recommended height of buildings.
Credit: Hatch RobertsDay.

Floor space ratio

We recommend a floor space ratio of 1.4:1 for the green village as a suitable density to achieve heights of up to 5 storeys, while maintaining and enhancing the area's character through generous building setbacks, deep soil zones and landscaped areas.

Legend

- Precinct boundary
- Potential growth area boundary
- Cherrybrook Station Centre (SSP)
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item
- 1.4:1



Figure 14: Recommended floor space ratio.
Credit: Hatch RobertsDay.

Minimum lot size

Minimum lot sizes are proposed to ensure that future development sites can accommodate the recommended intensity of development whilst ensuring that local character and amenity can be maintained and improved. In most areas of the amalgamation of a number of existing lots will be required to achieve the minimum lot size.

Legend

- Precinct boundary
- Potential growth area boundary
- Cherrybrook Station Centre (SSP)
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item
- 2,000 sqm
- 4,000 sqm

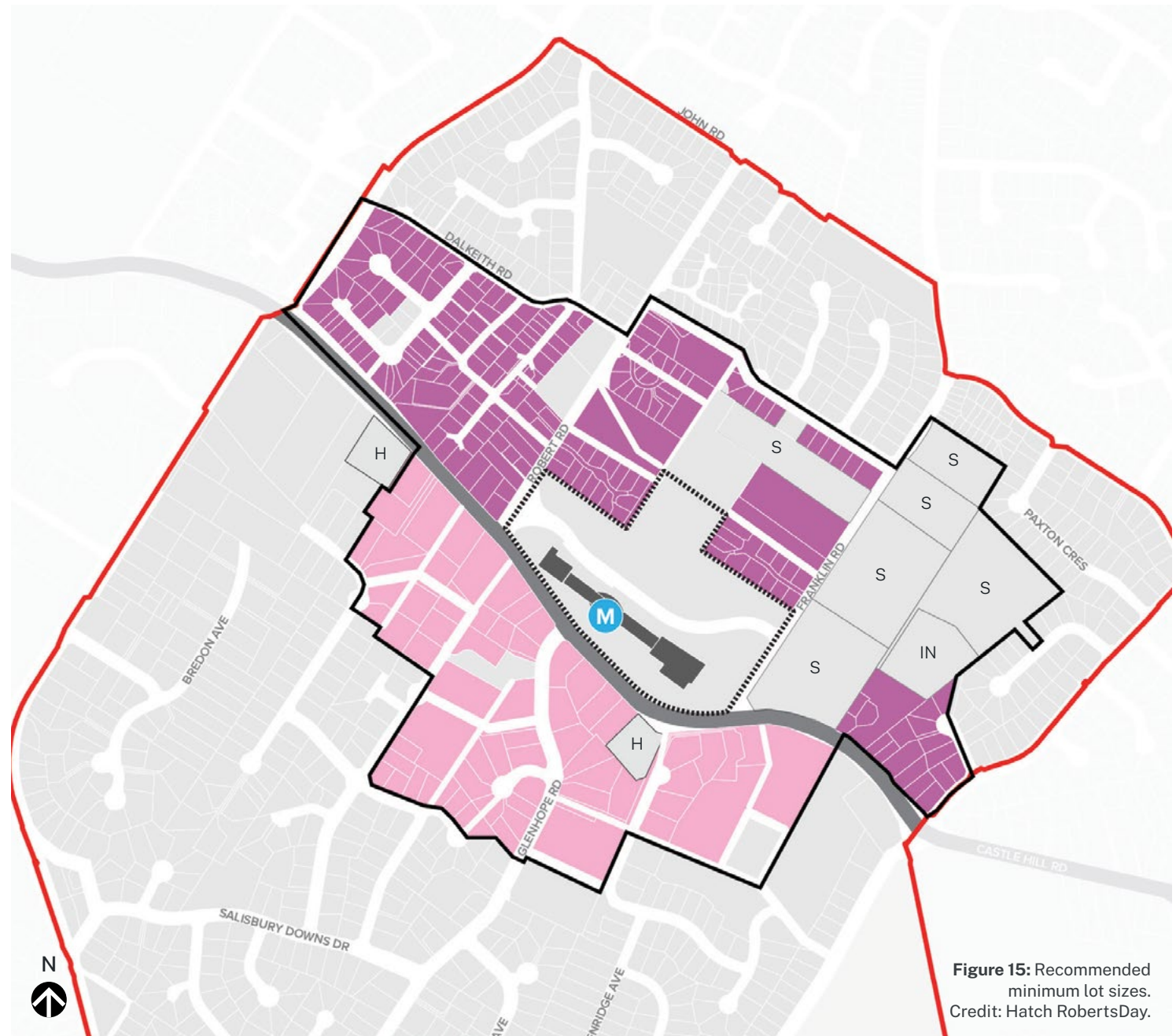


Figure 15: Recommended minimum lot sizes.
Credit: Hatch RobertsDay.

Built form and setback controls

5

Achieving
the vision

Street wall height

We recommend future local environmental plan amendments are complemented by site specific development control plans to implement the intent of the controls described in this section.

A street wall height of three storeys is recommended across the precinct with the upper two levels setback behind the street wall. This will provide for a human scale at the street level as well as ensure sensitive built form transitions to the surrounding low density residential area. This is with the exception of development fronting Castle Hill Road where a five storey street wall is recommended given the larger landscaped setback proposed in this location.

Legend

- Precinct boundary
- Potential growth area boundary
- - - - Cherrybrook Station Centre (SSP)
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item
- 3 storey street wall
- 5 storey street wall

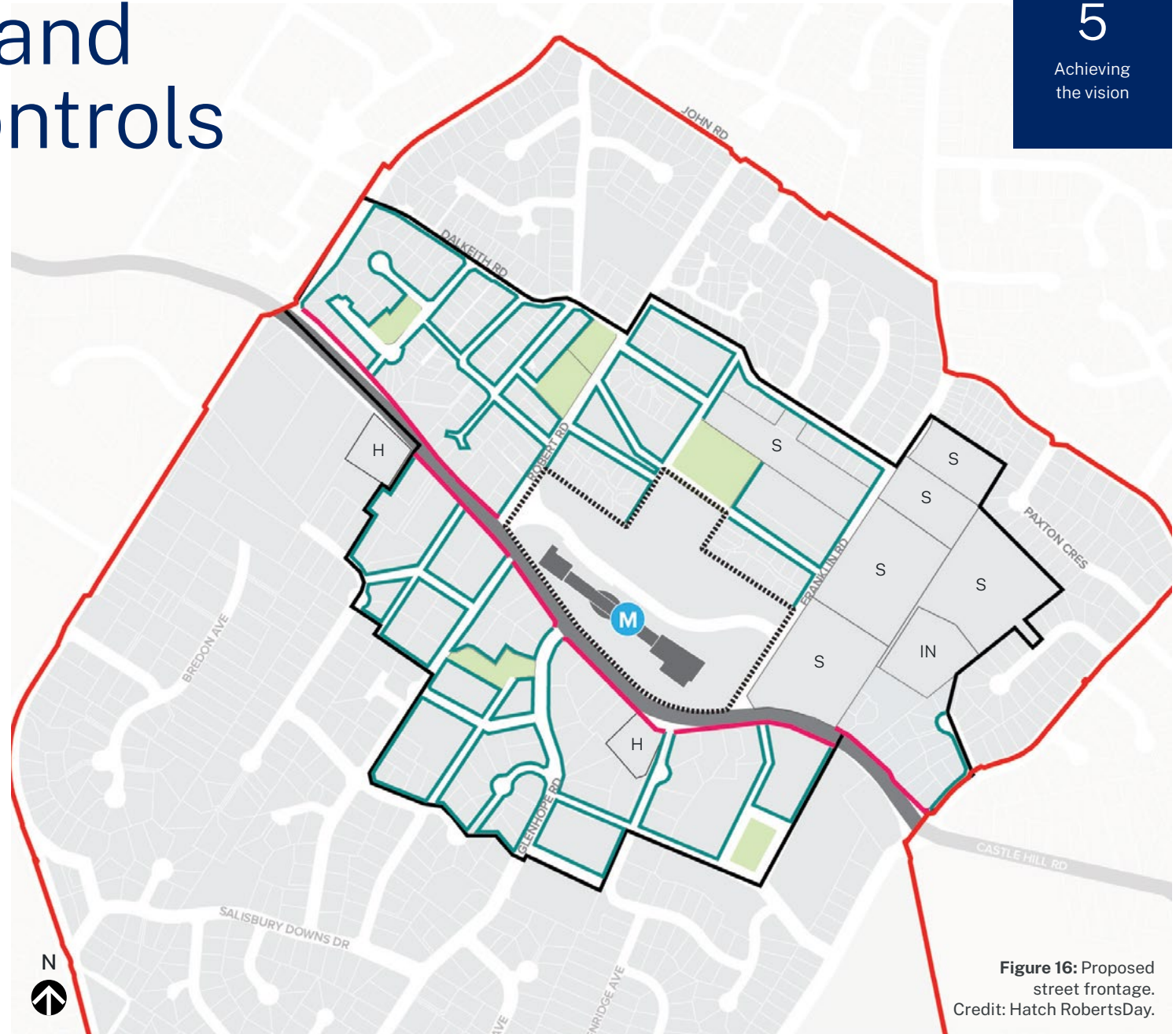


Figure 16: Proposed street frontage.
Credit: Hatch RobertsDay.

Building setbacks

Recommended street setbacks and upper level setbacks establish the alignment of buildings along the street frontage. Together with building heights and road reserves, street setbacks define the proportion and scale of the street and contribute to the character of the public domain. The recommended front setbacks have been identified to provide appropriate outcomes for the designated function and to provide for extensive landscaping within a deep soil zone. Upper level setbacks will lessen the visual impact of taller development to create a unified, human-scale streetscape experience.

Side and rear setbacks will be guided by the separation distances in the Apartment Design Guide. For development at the interface of the Potential Growth Area Boundary and the wider precinct, side setbacks are to be increased by an additional 3 m.

Legend

- Precinct boundary
- Potential growth area boundary
- - - - Cherrybrook Station Centre (SSP)
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item
- Cul-de-sac/shared st -4m setback
- Active link -6m setback
- Typical primary & secondary street -7m setback
- Castle Hill road -10m setback
- Upper level -3m setback

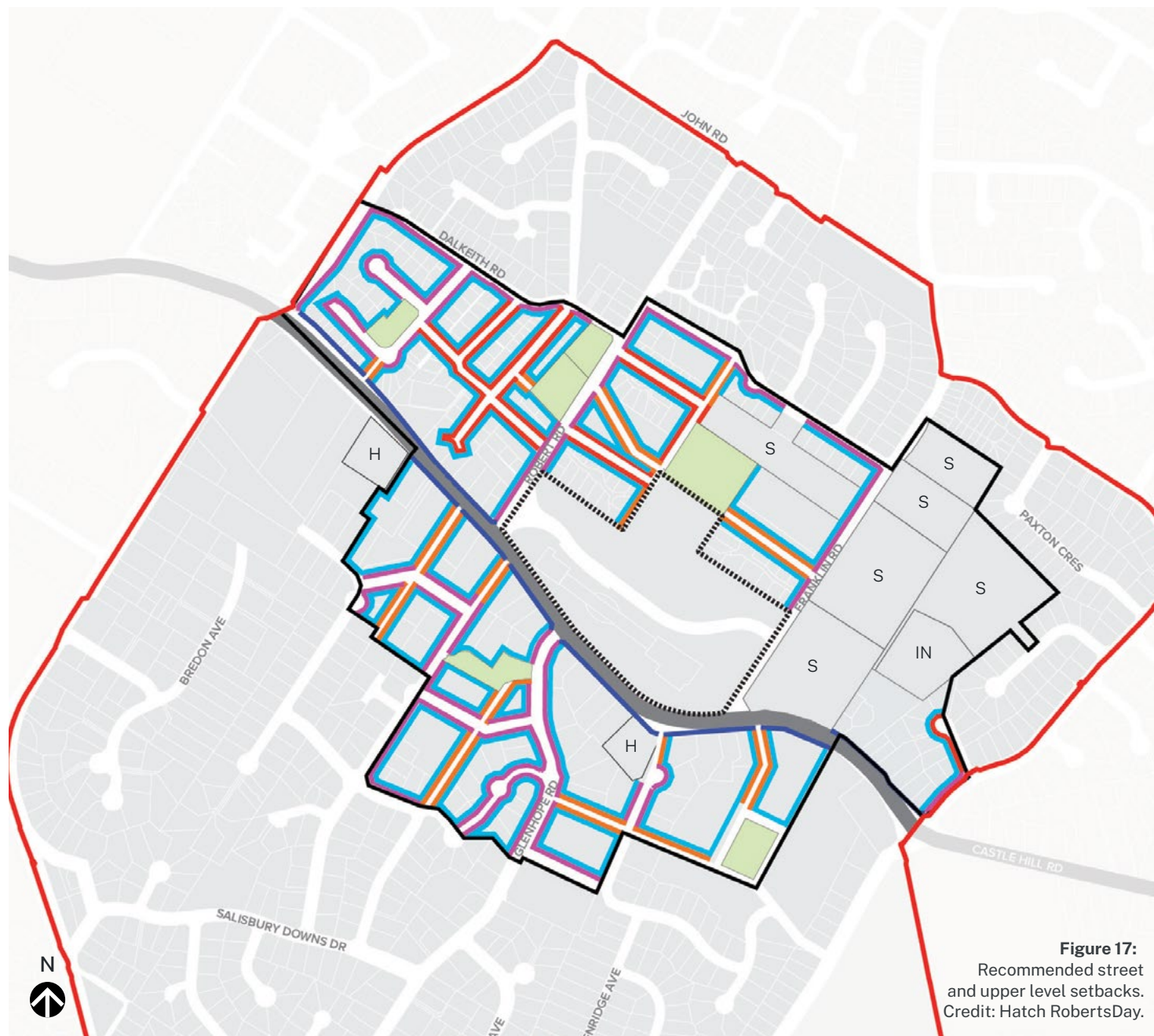


Figure 17:
Recommended street
and upper level setbacks.
Credit: Hatch RobertsDay.

Movement network and typologies

5

Achieving the vision

Movement network – road hierarchy

To support improvements to the street network, we recommend the following improvements to mobility and particularly to improve pedestrian and cycle access around the precinct, as illustrated in the movement network diagram and in the cross sections from figures 19 to 25.

Legend

- Precinct boundary
- Potential growth area boundary
- ⋯ Cherrybrook Station Centre (SSP)
- RMS 'Busy road' - Castle Hill Road
- Primary streets - typical street
- Secondary streets - existing street reserve
- Shared street / mews & cul-de-sac
- Green link - active link
- Through-site links - active links
- ➔ Proposed conceptual access link across SSP site
- IN Infrastructure (existing)
- S School / Institutional (existing)
- H Heritage item

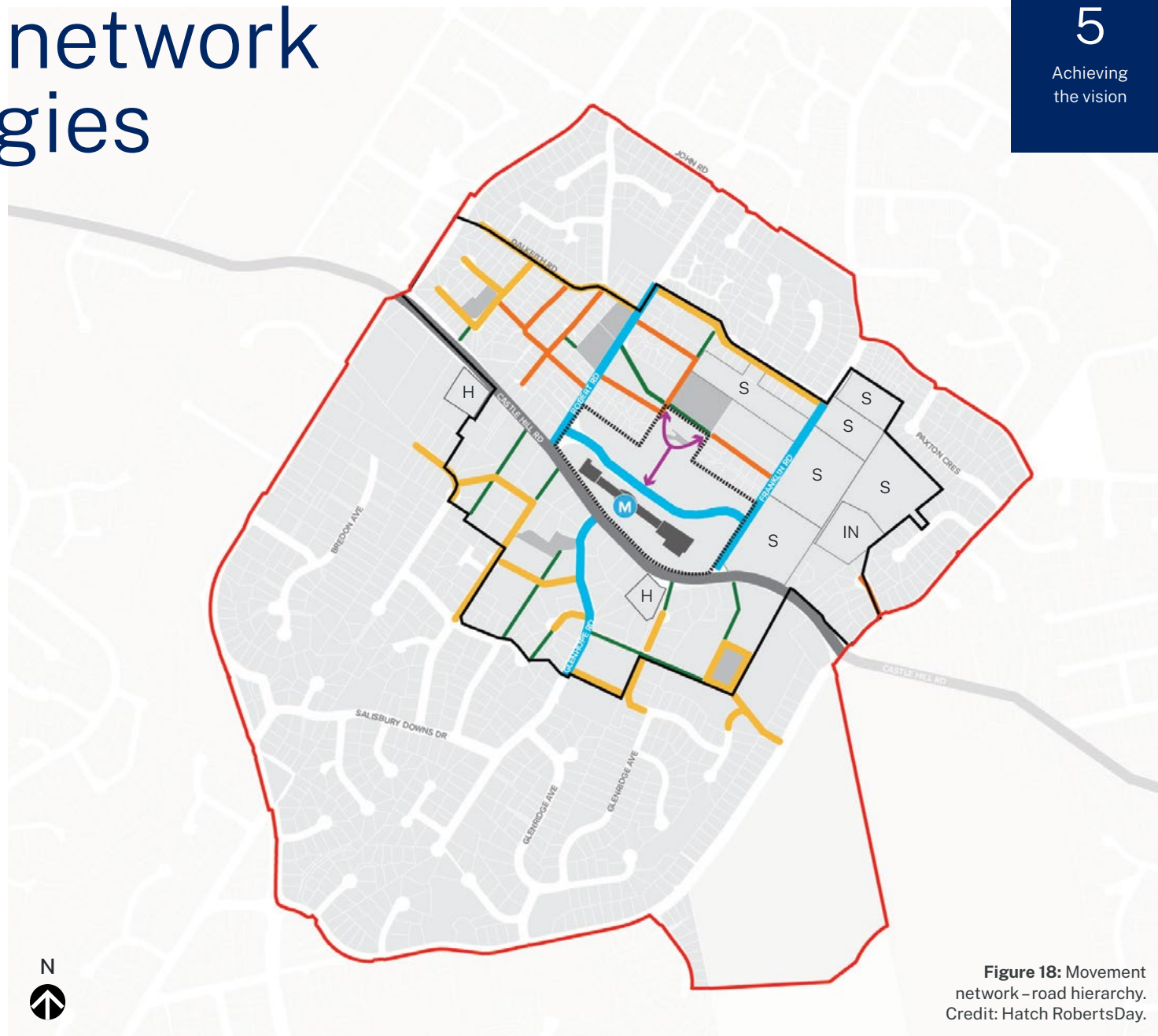


Figure 18: Movement network – road hierarchy. Credit: Hatch RobertsDay.

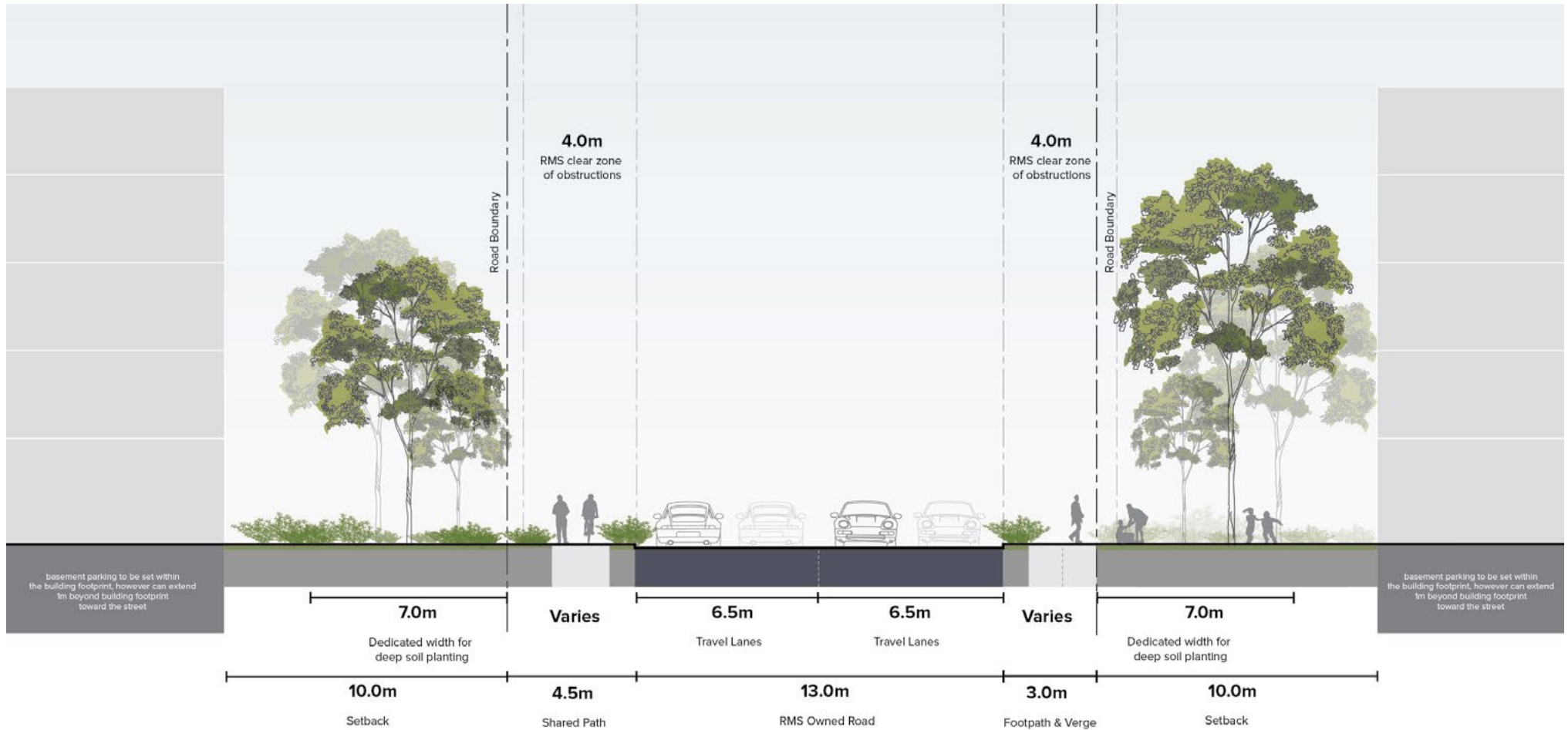


Figure 19: Busy road indicative street section - Castle Hill Road. Credit: Hatch RobertsDay.

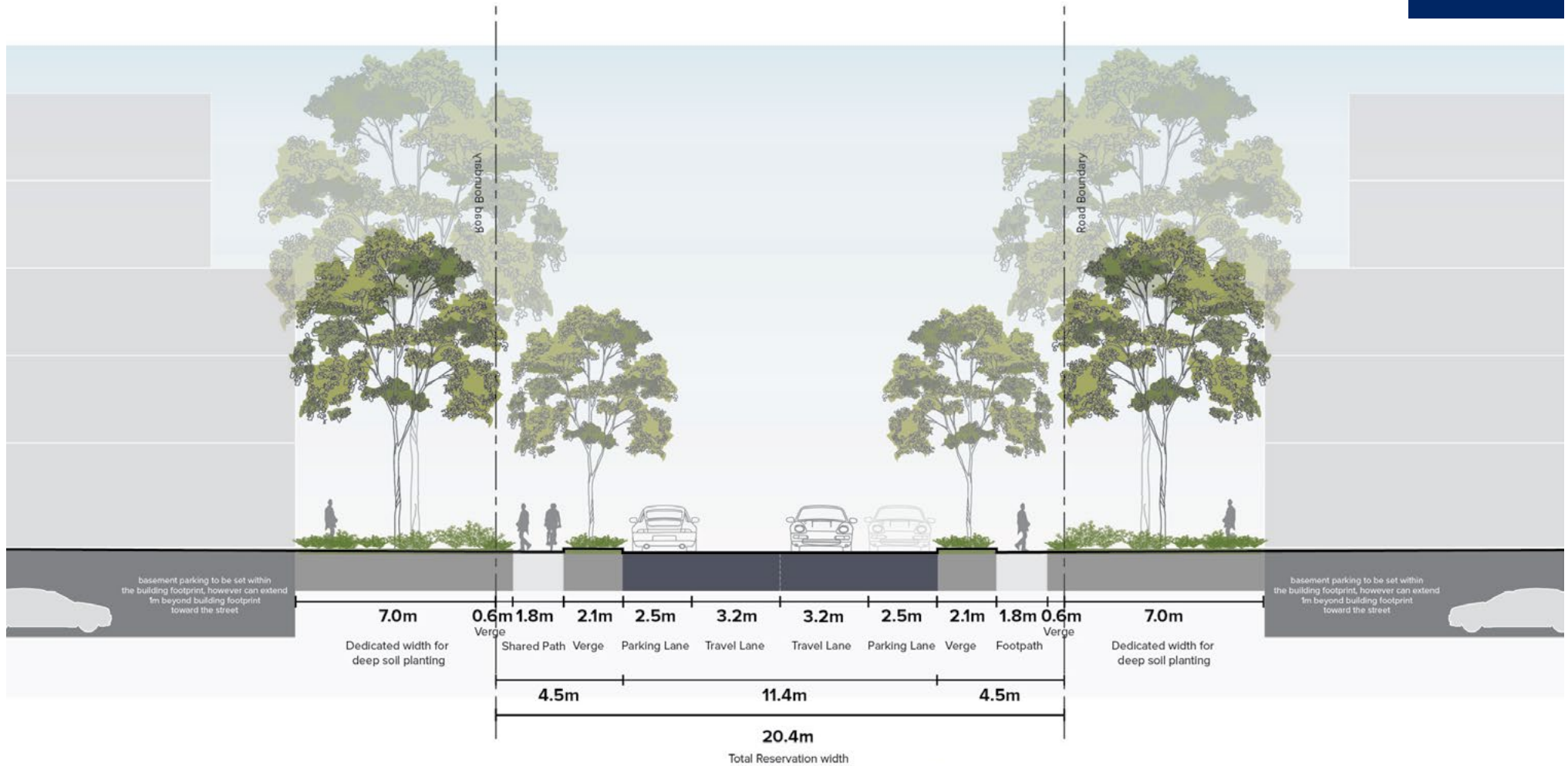


Figure 20: Typical primary street –indicative street section. Credit: Hatch RobertsDay.



Figure 21: Typical secondary street – indicative street section. Credit: Hatch RobertsDay.

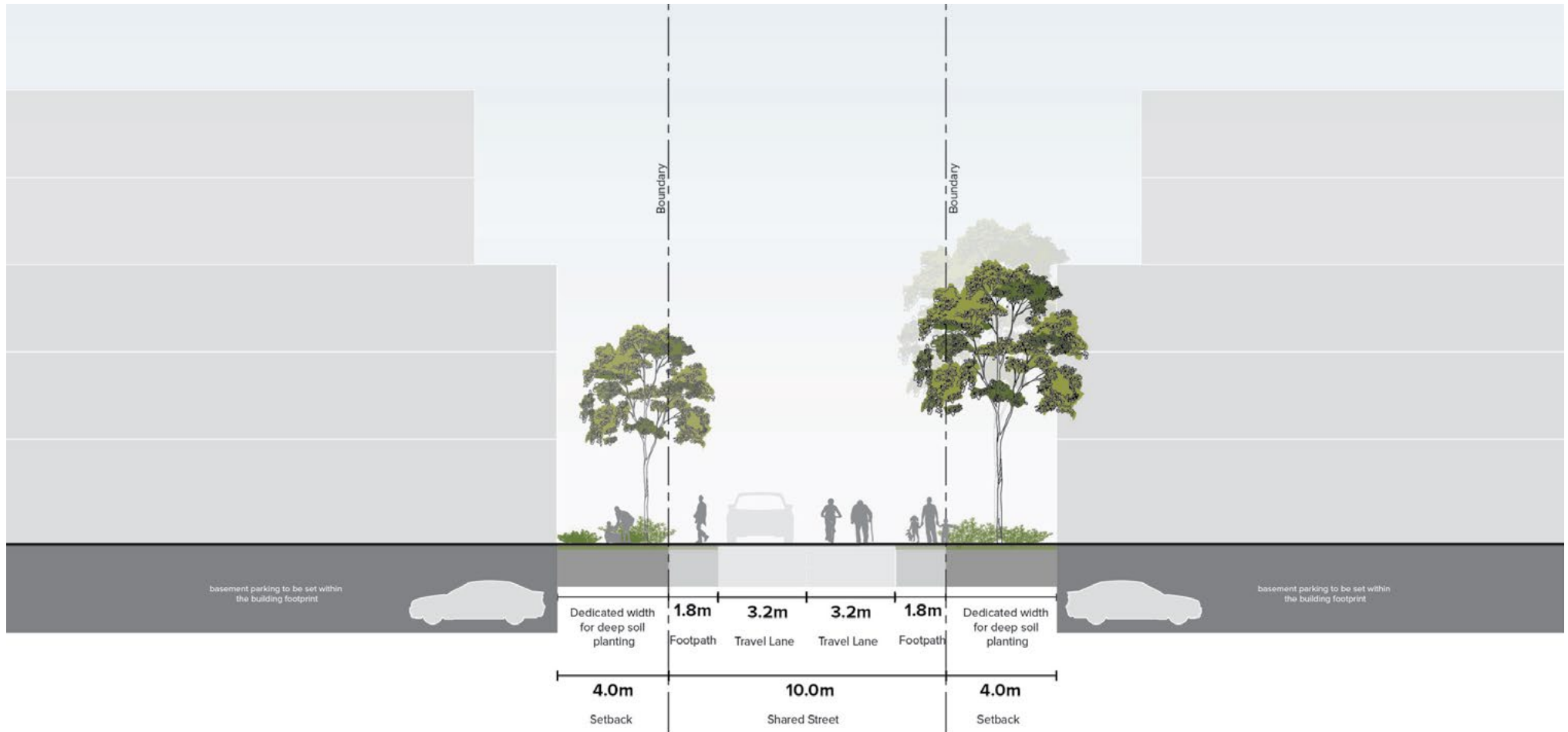


Figure 22: Typical shared street/mews – indicative street section. Credit: Hatch RobertsDay.

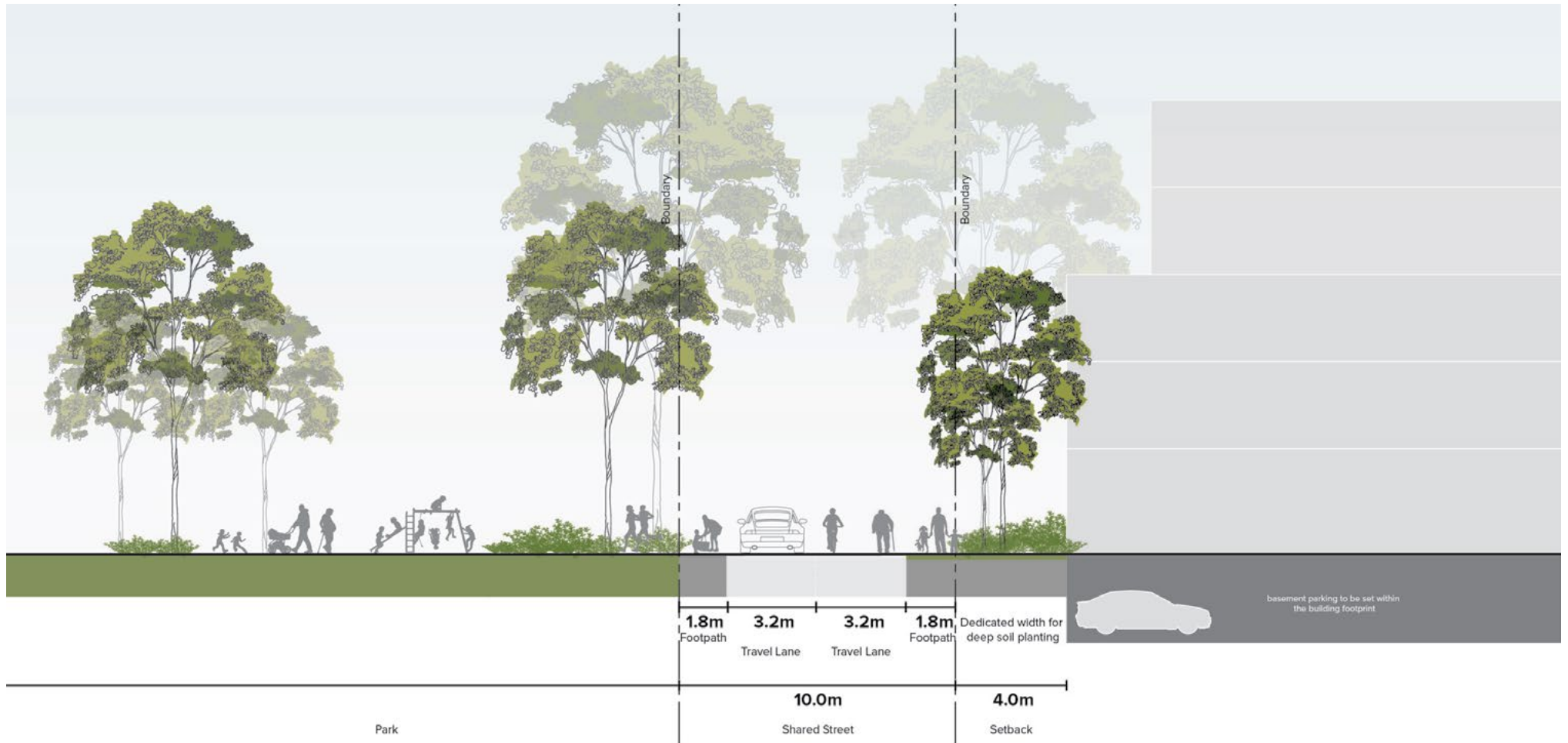


Figure 23: Typical shared street/mews with park interface – indicative street section. Credit: Hatch RobertsDay.

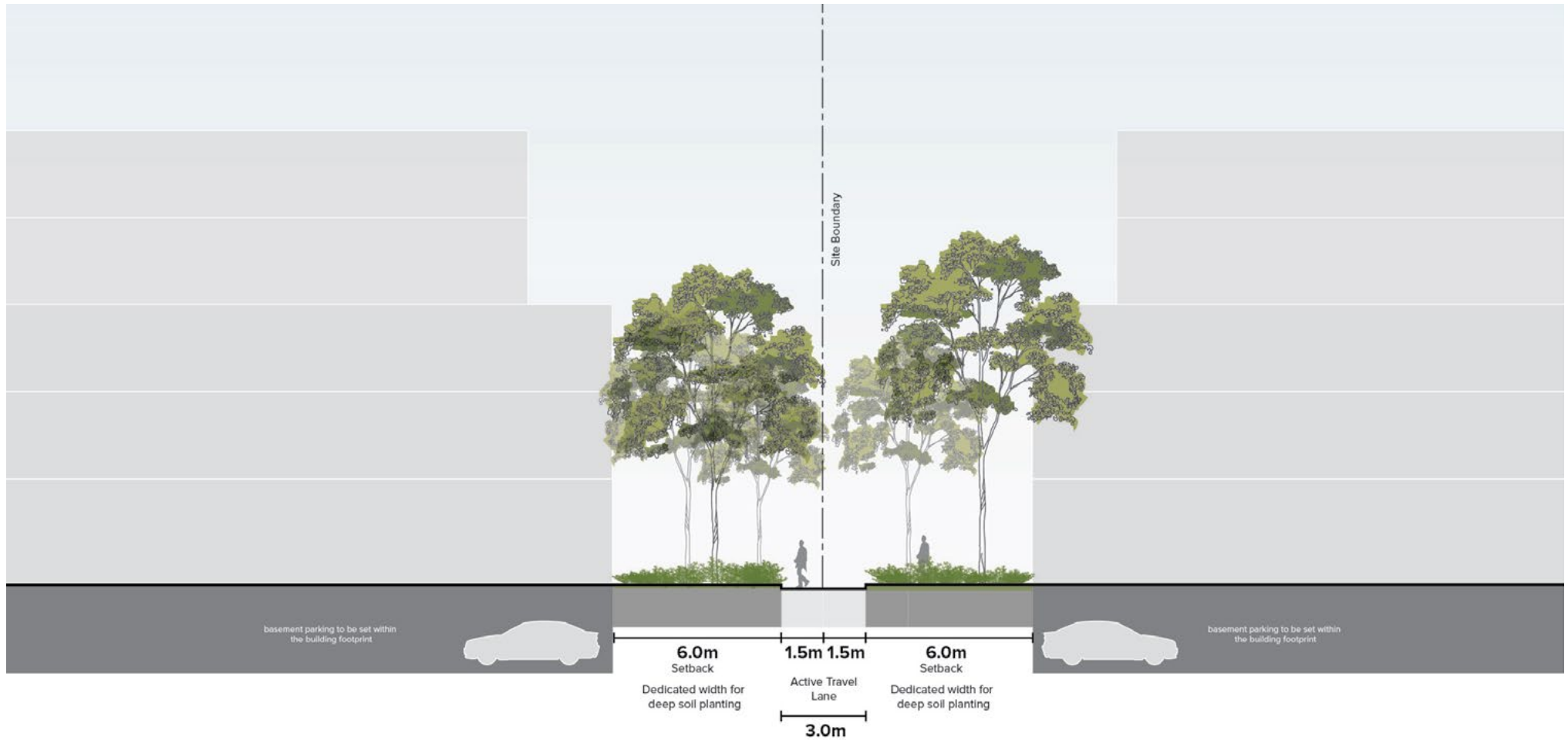


Figure 24: Typical through site link - Pedestrian/cycle link –indicative section. Credit: Hatch RobertsDay.

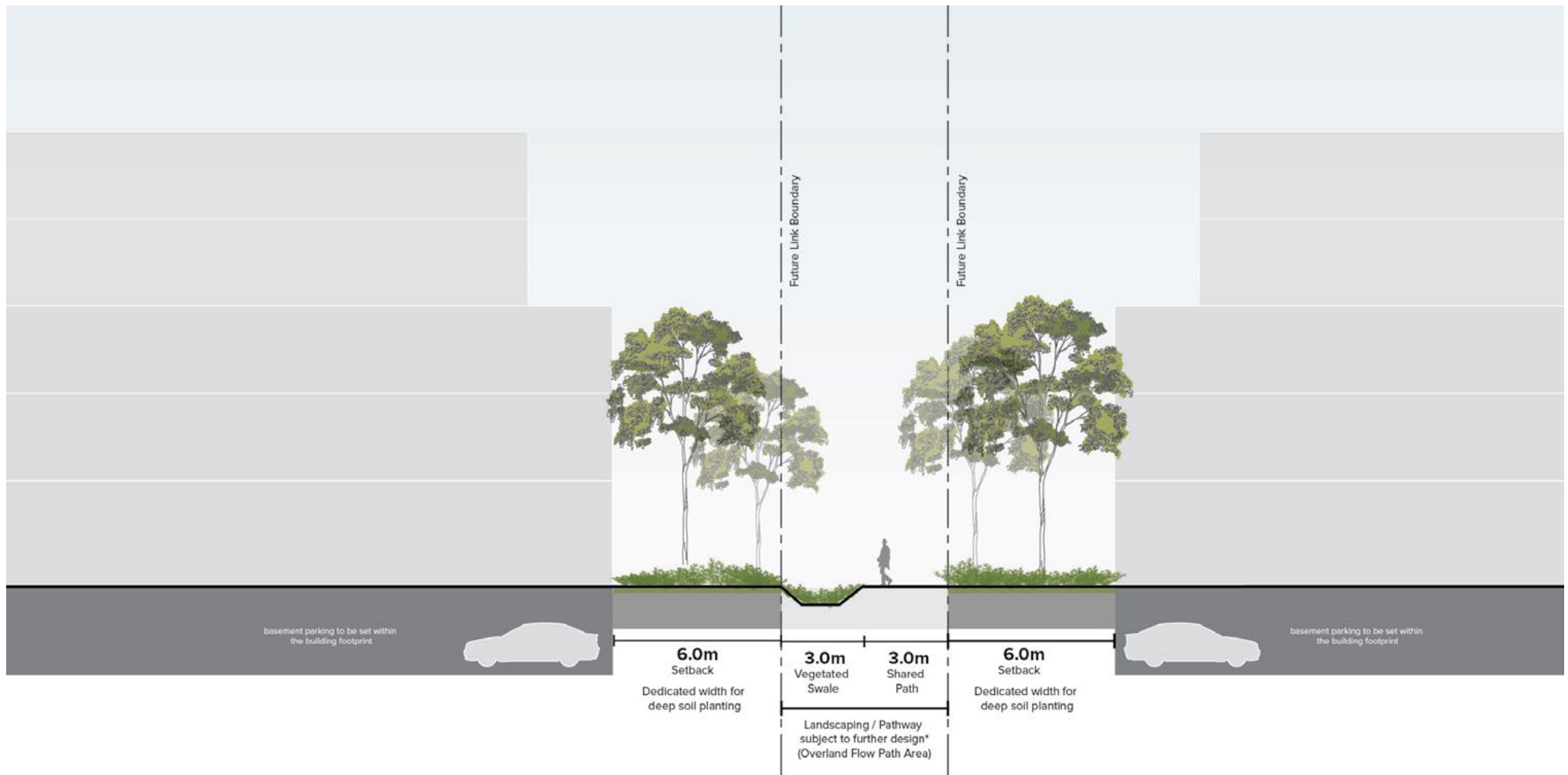


Figure 25: Green link corridor 16-24 Roberts Road – Indicate section. Credit: Hatch RobertsDay.

Open space network

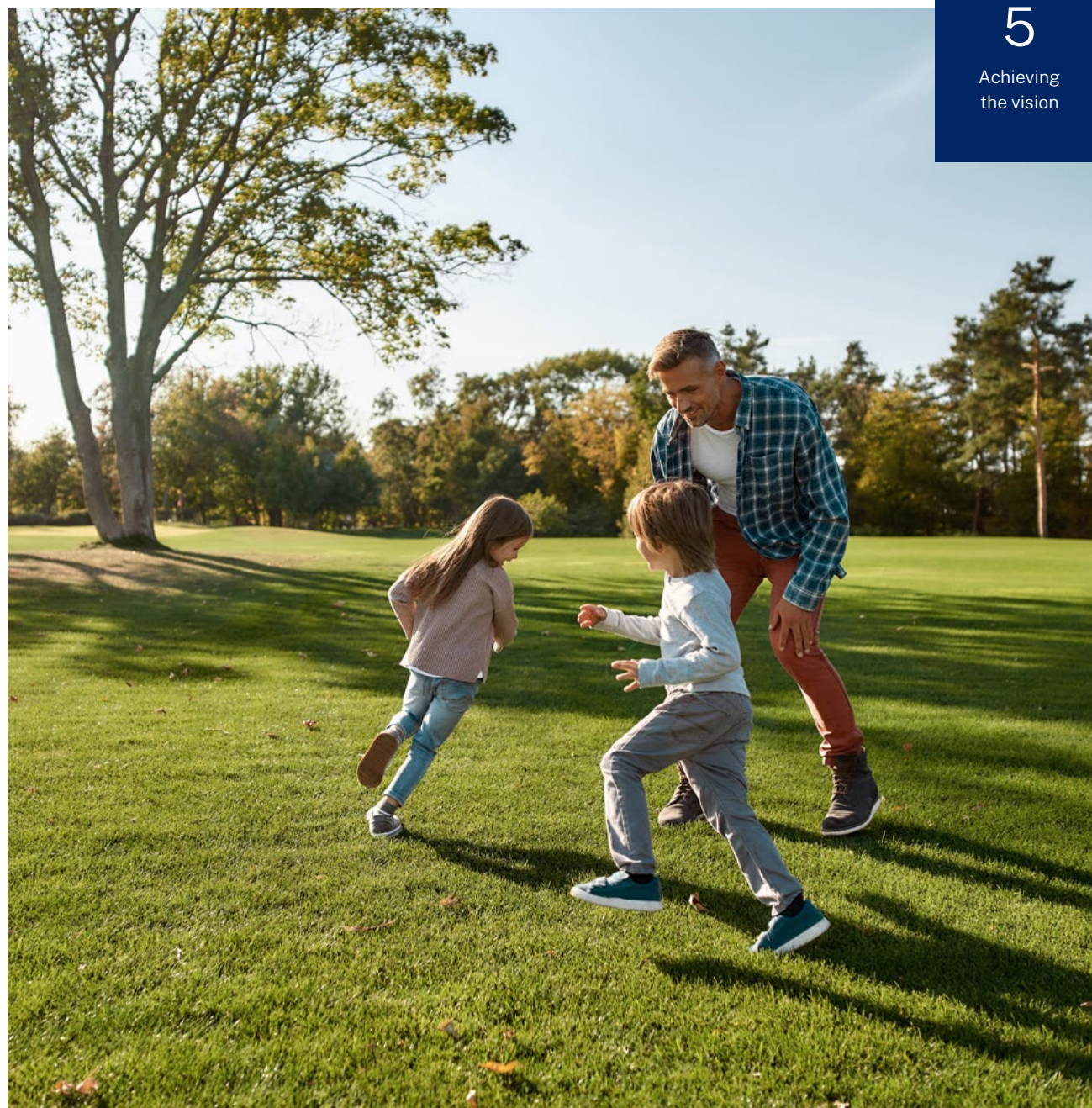
We have reviewed the current open space network proposed in the 2013 Structure Plan. We began with an analysis of current open space provision, in which Roberts Road Park (2,743 sqm) is the only local park. Several open spaces outside the precinct are typically beyond a 200 m walk of the potential growth area.

We then considered the performance indicators for high density areas in the draft Greener Places Design Guide: that homes should be located within 200 m, or a 2 or 3 minute walk, of open space, and that local parks should be at least 3,000 sqm.

From this work, the recommended 2.3 ha of new open space in the precinct includes:

- three proposed new local parks to increase opportunities for informal recreation and play
- expanding the existing Robert Road Park to significantly increase the recreational capacity
- potential new open space within the area of Blue Gum High Forest north of the station, with opportunities for limited public access and low impact walkways to protect the important ecological value of this land
- a new public square and open space in the local centre (provided through the SSP rezoning process).

Image for illustrative purposes only



5

Achieving
the vision

Proposed open space network

Public square and green community space

This central meeting place in the planned local centre will be a true local place where people can linger or meet others. Activity and connections to other destinations will feed off the central plaza, with intuitive wayfinding and links to local green esplanades and links. People can access the plaza on foot, by bike, or by public transport. It will be brought to life with daily activity and activations during the day and night.

There will be opportunities for outdoor dining, public furniture and new plantings, and plenty of activity at ground level to help people feel safe. natural tones that complement the area.

Cherrybrook Station Precinct will have a central meeting place in the planned local centre similar to City Walk in Blacktown.



The pond

An oasis in the local centre will combine water and green qualities in the heart of the precinct. Birds, wildlife and people gather along its edges, enjoying pockets of vegetation, sunny sitting spots and framed views across a healthy wetland ecosystem. The backdrop of the mature Blue Gum High Forest will blur the lines between city and nature, creating a true forest within a city.

Calling on integrated water sensitive urban design elements, the pond will combine leafy, low-level vegetation and water elements, creating a natural ecosystem of plants native to the local area. The pond will feature playful elements, boardwalks, wayfinding and other paths, and places for people to relax.

Image for illustrative purposes only



Robert Road Park extension

Already a place for play and gathering, Robert Road Park is today 2,743 sqm, an additional area of around 4,042 sqm will include more uses and play spaces for different age groups, incorporating soft and hard elements, additional landscaping and places to sit. There will be limited fences, with the park integrating with the streetscape and clear signage to encourage use.

Seating will showcase the park's natural character, with timber used as a key material to pay homage to timber-cutting as industry in the area.

Image for illustrative
purposes only



Blue Gum High Forest

The 8,930 sqm Blue Gum High Forest will function as a local microforest as well as an important biodiversity link with other nearby bushland, particularly being an endangered community. It will extend from the pond and form a vegetated backdrop to the heart of the local centre. Being a sizable area of remnant vegetation species, this will provide an important and visible 'connection with country'.

This is a critical habitat for native wildlife and a variety of native plant species. Low impact walking trails will protect its ecological values, and people will navigate their local forest through wayfinding.



Mariam Place Park

A new 3,000 sqm local park within a residential area will feature soft and hard landscaping, setting the scene for an intimate, safe and comfortable local place for families. Surrounded by low speed, local streets and active interfaces with adjoining housing, this sunny park will be bordered by low-scale trees for shading, and a vegetation acting as fencing from the street. Amenities will include seating, bubblers, wayfinding and landscaping.

Image for illustrative
purposes only



Carioca Green Hill Park

This informal 3,883 sqm local park will feature smaller landscape elements interspersed by mature stands of preserved blue gum high forest that reflect the park's hillside topography and natural character. The natural and informal break-up of spaces will allow for a diversity of uses, whether a resting place in the sun, or a shaded area near play elements.

Pathways, seating and play elements will be interspersed with retained vegetation in a sunny area.

Image for illustrative
purposes only



South East Greens Park

South East Greens Park, at 3,000 sqm, will offer open space for walking, socialising and play. A mix of vegetated areas will integrate low level vegetation and native trees with cleared areas for various activities. Good visibility and sight lines from park's surrounds, coupled with passive surveillance from adjoining street and apartments, will provide a safe and attractive place. The park will be well lit, with walkways and comfortable places to seek shade.

Image for illustrative
purposes only



Green Link

This 6 m wide green and active connector will feature a vegetated predominately dry swale/watercourse that accommodates occasional overland flow that naturally occurs through this site. A well-lit active travel pathway will feature seating, signage and public art and a green setback will act as a buffer to adjacent housing. The green link will form a key connector to and from the station.

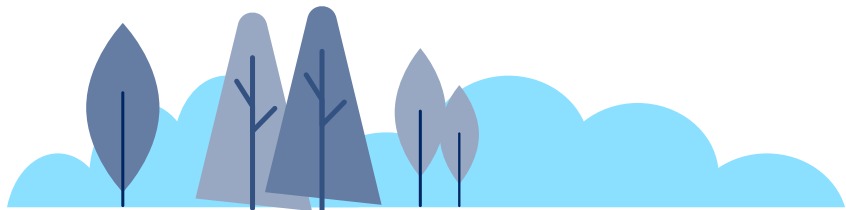
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purposes only



Landscape controls

Our recommended landscape are:

- design private spaces that are visible but inaccessible to the public such as front setbacks or communal open spaces to integrate with the broader public domain and open space network
- configure and design the public domain to prioritise walking and cycling, and promote active and passive recreation
- employ landscape screening measures adjoining solid fencing/walls to mitigate visual impacts
- all trees, on public and private land, are important and should be protected where possible.
- ensure landscape design highlights architectural features, defines entry points, indicates direction, and frames and filters views from and into the site
- ensure landscape design complements built form and minimises the scale, mass and bulk of development
- incorporate locally indigenous trees, shrubs and ground cover
- development supports trees that grow to a height of at least 10 m consistent with the existing character
- plant trees that could reach 10 m at maturity at 10 m spacing along the street, and at 3 to 8 m spacing for trees smaller than 10 m.
- select and locate vegetation and trees to provide shade in summer and sun in winter to building façades and public and private open space
- dedicate at least 25% of a development site to communal open space, with at least 50% sun for a minimum of two hours in midwinter
- ensure communal open space area is on ground level wherever possible, except for sites on Castle Hill Road where 50% of communal open space is permitted on rooftops
- dedicate at least 15% of a development site to deep soil landscaping



Implementation

5

Achieving
the vision

Feasibility

Development feasibility modelling and assessment has been undertaken by Hill PDA Consulting to assist and guide the planning approach proposed in the draft Place Strategy. This assessment has provided recommendations as to the level of density and building typologies that is feasible to enable re-development to occur within the precinct.

This assessment takes into account the cost of acquiring and consolidating existing low density properties that typically include a large detached dwelling and considering the full planning and development costs and sale prices of the new development, across both Council areas.

The recommended minimum density for development, for the potential growth area, is 1.4:1 floor space ratio (FSR) which will enable medium rise apartment development. The study tested alternative development typologies such as town houses with an associated lower FSR. However, this was not viable within the precinct based on typical lot consolidations, although this form and

associated density may be viable on large single lots.

A further update by Hill PDA was undertaken to consider the impact of the recent surge in housing property values. Whilst house prices had significantly increased since the first assessment, apartment prices had remained relatively flat. This change in the cost differential between these two housing types has impacted the current development feasibility.

However, property markets fluctuate over time and the differential between housing and apartments is likely to change. For instance house prices have recently slowed whilst with pre-covid migration levels likely to return, demand for units may increase.

Affordable Housing

In addition to increasing the diversity of housing type and size, a minimum affordable housing provision of 5% across the green village/potential growth area is recommended. This is consistent with the Greater Sydney Commission target range of between 5-10% for all new housing in urban renewal areas.

Connecting with Country

The natural landscape of the precinct reflects the cultural values and land use activities of the traditional owners of the land, being in a general sense the Darug and Awabakal people who used the ridgeline travel route and more specifically the land was inhabited by the local Bediagal and Darramurragal clans.

The Place Strategy as outlined, provides an opportunity from a planning perspective to 'care for country' through preserving remnant vegetation such as the Blue Gum High Forest and natural systems such as watercourses. The implementation of the Place Strategy establishes the opportunity through the ongoing planning, design and implementation stages for the traditional owners of the land to be involved and provide valuable input.

It is noted that the SSP rezoning proposal for the government land site, recommends the involvement of traditional land owners through initiatives associated with the foreshadowed development

application/s for the mixed-use centre, specifically being through the preparation of the Heritage Interpretation Strategy (for the SSP site).

The recommendations for the implementation of the Place Strategy and the Green Village, include:

- Investigate opportunities to include representation and/or ongoing input from the traditional owners of the land in the governance structure for the implementation of the place strategy.
- Investigate opportunities for naming new open space and new linkages/streets etc and for the interpretation and wayfinding for ridgeline travel route and artefact sites involving representation and/or input from the traditional owners of the land or knowledge holders.
- Investigate opportunities for the design of open space and public art involving representation and/or input from the traditional owners of the land or knowledge holders.

Design Excellence

Design excellence is important in ensuring the highest standard of architectural, urban and landscape design, and therefore is encouraged to assist deliver well designed residential flat buildings (RFBs) within the precinct.

The Hornsby Local Environmental Plan 2013 design excellence provision applies to all RFBs, so would apply to the envisaged development within the Hornsby LGA section of the precinct green village/growth area.

The Hills Local Environmental Plan 2019 design excellence provision applies only to buildings with a height over 25 metres so would not currently apply to the precinct green village/growth area.

Both Councils have a design excellence panel in place to support these provisions in achieving their design excellence objectives.

Local Planning

Hornsby Shire Council

The Hornsby Local Strategic Planning Statement (March 2020) lists the key planning priorities for the Hornsby local government area. The key priorities relevant to the Cherrybrook Precinct are:

- Expanding our tree canopy cover and protecting mature trees to enhance the environmental qualities and character of the bushland shire
- Protecting the character of our low density neighbourhoods
- Responding to climate change with an active strategy to reduce carbon emissions and manage energy, waste and water efficiently
- Improving the quality of architectural design of new development
- Enhancing, protecting, conserving and promoting our natural, built and cultural heritage
- Supporting sustainable economic growth based on the Shire's built and natural assets, infrastructure and locational advantages
- Building our resilience to natural hazards, including bushfire risk, flooding and storms
- Promoting the '30-minute City' by improving the walkability, connectivity and accessibility of our centres and neighbourhoods



The Hills Shire Council

The Hills Shire Local Planning Statement (2019) outlines 23 planning priorities for the Hills local government area across 5 different themes: Economy, Shaping Growth, Infrastructure, Environment and Proactive Leadership. The planning priorities relevant to the Cherrybrook Station Precinct include:

Shaping growth

- Plan for new housing to support Greater Sydney's growing population
- Plan for new housing in the right locations
- Plan for a diversity of housing
- Renew and create great places
- Provide social infrastructure and retail services to meet residents' needs

Infrastructure

- Plan for convenient, connected and accessible public transport
- Influence travel behaviour to promote sustainable choices
- Expand and improve the active transport network
- Plan for a safe and efficient regional road network
- Provide new and upgraded passive and active open spaces

Environment

- Protect areas of high environmental value and significance
- Increase urban tree canopy cover
- Manage natural resources and waste responsibly
- Prepare residents for environmental and urban risks and hazards

The Place Strategy is consistent and supportive of these planning priorities from both Hornsby Shire Council and The Hills Shire Council. This is reflected in the 'big moves', 'achieving the vision' and 'infrastructure' sections of the Strategy. The further detailed planning and implementation stages (such as rezoning and development control plan preparation) for the Cherrybrook Station Precinct will provide both Councils with the opportunity to further refine and embed where appropriate, the specific strategies, actions and targets for the precinct, required to deliver these priorities.



6

Infrastructure and services

A full infrastructure schedule is included at Appendix C.

Page

64

Traffic and transport

65

Education

65

Health

66

Open space

67

Community facilities

67

Utilities and servicing

68

Infrastructure funding

Traffic and transport

A traffic and transport planning study for the Cherrybrook station precinct, has been prepared by Bitzios Consulting. The study was managed by Transport for NSW in coordination with the Department of Planning & Environment and in consultation with both Councils.

The study scope included to validate the transport vision for the precinct, assess the impact of the planned growth, test proposed transport infrastructure upgrades and initiatives and inform infrastructure programs and funding. The study investigated all modes of transport in the study area and considered parking management and transport policy

initiatives generally in accordance with Movement and Place guidelines.

The study aligns with Future Transport 2056 by:

- promoting access to and within the precinct by active and public transport
- enabling roads to function in ways that support a strong local economy
- managing these different movement needs to enhance people's quality of life and the places they live.

This work recommends the necessary regional transport infrastructure upgrades and the required timing

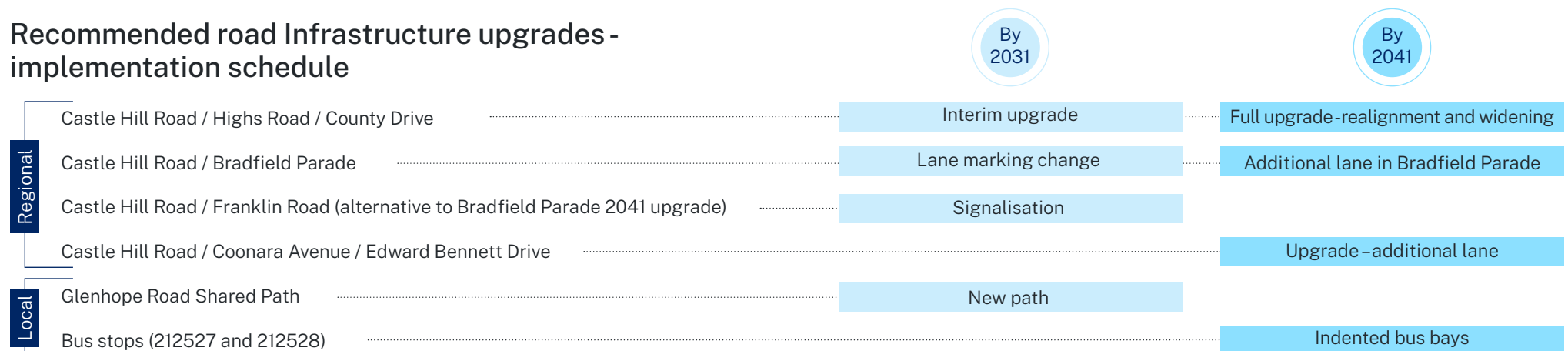
as summarised in Implementation schedule below. This will also assist when preparing or assessing the planning proposals for rezoning that implement the Place Strategy.

In addition to the road upgrades listed in the Implementation Schedule, the Bitzios study also recommends the following two intersection upgrades being: 1) Castle Hill Road / New Line Road (upgrade additional lane by 2041) and County Drive / New Line Road / Shephards Drive (upgrade additional lane by 2041). These two recommended upgrades are not included in the implementation schedule and precinct funding apportionment as

they are part of the separate Transport for NSW planning investigations to improve New Line Road between Castle Hill Road and Old Northern Road.

The new streets and pedestrian/cycle connections proposed in the Place Strategy and tested through this traffic study are expected to be delivered as individual sites are developed. Their provision would be considered at planning proposal stage and it is proposed this land will be dedicated to the Councils based on the transfer of FSR and may be addressed through a voluntary planning agreement between the relevant council and developer.

Recommended road Infrastructure upgrades - implementation schedule



Notes: 1. These are the recommended road infrastructure from the Traffic & Transport Study, with each project subject to further investigations and detailed design before final endorsement by TfNSW and where necessary by the Council/s. 2. Glenhope Road Shared Path and Bus Stops funding are 50% local and 50% regional.

Education

The Cherrybrook Station Precinct is located within range of several government schools, including:

- Cherrybrook Public School
- Oakhill Drive Public School
- West Pennant Hills Public School
- Cherrybrook Technology High School
- Pennant Hills High School.

SINSW advises that the growth stemming from the draft SSP can likely be absorbed by surrounding

schools. Notwithstanding this, the proposed growth of 3,200 additional dwellings over 20 years, together with current projections, indicates that there will be a requirement for at least an additional primary school, secondary school and support services infrastructure in the area surrounding both precincts. SINSW will commence optioneering in order to identify appropriate solutions to accommodate the projected enrolment demand. This will ensure that existing schools are fully utilised before new schools are considered.

The possible need for new school sites will also be subject to future population and housing forecasts issued by DPE within the NSW Common Planning Assumptions and the actual growth rates of development. As a result, SINSW requests ongoing consultation with DPE as detailed planning progresses for both precincts. This will ensure that public schools are supporting community needs and continue to be appropriately resourced to respond to changes to its student population.



Health

The Cherrybrook Station Precinct area is serviced by a number of public and private hospitals such as Hornsby Ku-ring-gai public hospital, Westmead public hospital (adult and childrens), Sydney Adventist Hospital, Norwest Private Hospital and also noting the planned Rouse Hill Hospital.

The SSP Social Infrastructure Study calculates, using the Growth Centres benchmarking based on the forecast precinct population growth of 7,360 persons (based on an occupancy of 2.3 persons per dwelling), this will necessitate 22 hospital beds. It is noted that NSW Health no longer use this benchmarking due to the complexities of quantifying the provision of hospital services.

NSW Health have advised they do not have a specific concern with the planned precinct growth of 3,200 dwellings over a 20 year timeframe and as their planning is generally based on the regional and metropolitan NSW government growth forecasts, which take into account proposed precinct growth and planned major rezonings across all of Sydney.

Open space

Accessible and good quality open space provides many benefits from physical and psychological health, social and community building to environmental and visual character benefits.

The open space network in this strategy includes a total of 23,700 sqm of new local open space enabling 93% of new dwellings to be within 200m of open space greater than 3,000m in size. In addition a generous amount of open space and public domain is proposed within the mixed-use centre, as part of the SSP rezoning proposal.

The open space network is supported by improved pedestrian and cycling access to increase connectivity and encourage physical activity and active transport. This provides the new population with good access to a variety of local open space facilities enabling passive and informal recreation, exercise stations and children's playgrounds in addition to facilities for community recreation and public events within the mixed use centre.

There is a variety of existing formal active sports and recreation facilities within 2 kilometres of the

Cherrybrook Station Precinct as outlined by the Social Infrastructure Assessment (SIA) by Cred Consulting. However the Active Living Hornsby Strategy indicates that the sporting fields in Cherrybrook and West Pennant Hills are being used beyond capacity. The SIA refers to the benchmark of 1 playing field for every 4,000 people (in new high density areas) from the Hills Shire Recreation Strategy 2019.

With an additional population of 7,360 people in the precinct by 2041, this equates to the need for 2 new sporting fields to support the proposed population, ideally located within 2 kilometres of the precinct. Whilst the strategy highlights this need (Appendix C), and identifies funding options ('Infrastructure Funding' section), further investigation is required to identify a suitable site and commence the planning process.

Image for illustrative purposes only



Community facilities

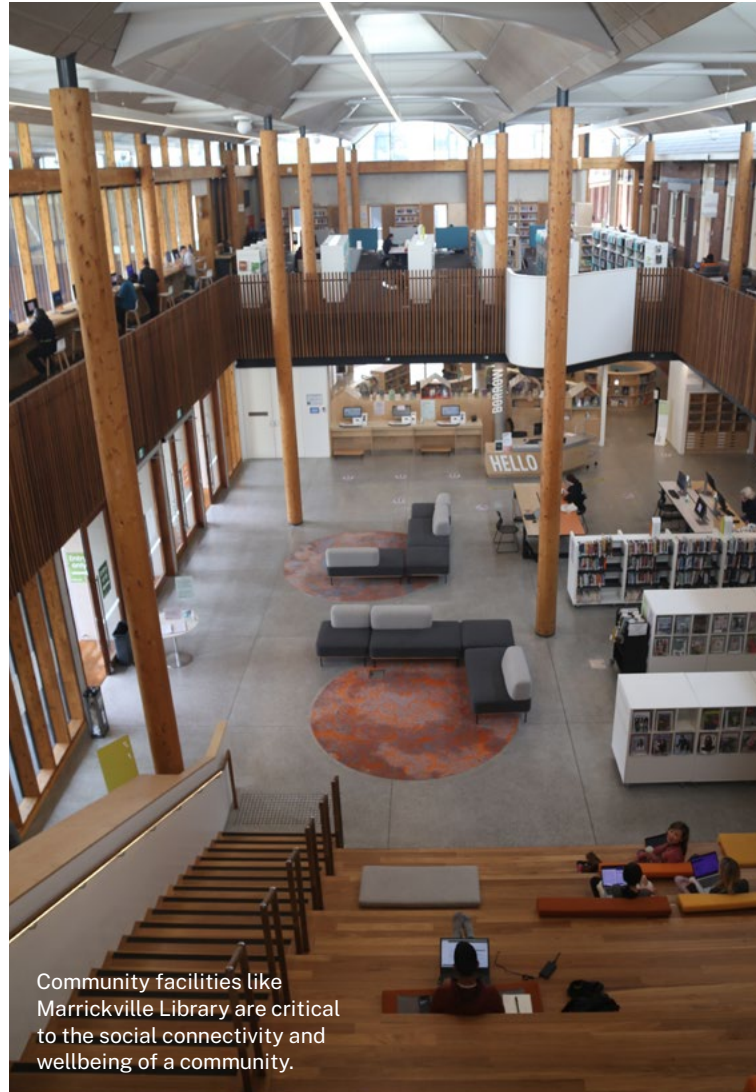


Community facilities and services are critical to the social connectivity and wellbeing of a community. The Social Infrastructure Needs Assessment (by Creed Consulting) prepared for the Cherrybrook Station SSP proposal, identifies a lack of existing community facilities within 1–3km of the Cherrybrook station and SSP site.

The assessment benchmarks that the Cherrybrook precinct requires a total of 1,098 sqm of community facility floorspace to meet the needs of the additional 7,360 population (based on the 3,200 additional dwellings with an estimated occupancy of 2.3 persons per dwelling). The benchmarking equates to 590sqm for multipurpose community centre and 508sqm for library facilities.

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 SSP proposal allows for a 1,300sqm combined facility within the heart of the Cherrybrook station mixed use centre, in a highly visible location beside the town square and community open space.

The Social Infrastructure Needs Assessment also identifies the need based on the total additional population for 154 long day care places and 245 out of school hours care (OSHC) places. With long day care spaces well serviced by the existing facilities in the vicinity and with the additional OHSF facilities required with the growth of local schools.



Community facilities like Marrickville Library are critical to the social connectivity and wellbeing of a community.



Utilities and servicing

Upgrades and extensions to utility infrastructure will be required, including water, sewer, telecommunications, gas and electricity. Utility servicing plans will need to be prepared to support future planning proposals.

Infrastructure funding

6

Infrastructure
and services

Infrastructure is funded through a variety of mechanisms, local and State infrastructure contributions including land dedication and works in kind, and public funds from local government and State government budgets. Planning for infrastructure is guided by the following principles:

- Infrastructure will maintain or improve quality of life and places for residents in and around the precinct.
- Provision is coordinated between the NSW Government and councils.
- Infrastructure is available at the right time and aligned with growth.

State and regional infrastructure contributions

The NSW Government uses Special Infrastructure Contributions (SICs) and Voluntary Planning Agreements (SPAs) to recover some of the cost of the infrastructure required to support new growth.

A new regional infrastructure contribution (RIC) framework is proposed to replace the special infrastructure contributions (SIC) framework. It will provide a simpler,

more strategic and consistent approach to funding state and regional infrastructure. The RIC is a standard broad-based charge applying to residential, industrial, commercial and retail development.

The anticipated RIC rates applicable to the Cherrybrook precinct are:

- \$10,000 per residential unit
- \$15 per m2 of new gross floor area for industrial development
- \$30 per m2 of new gross floor area for commercial or retail uses.

Similar to other infrastructure contributions frameworks, the RIC is proposed as a developer contribution supplementing infrastructure funding through other budget processes. Developers will still have the ability to negotiate the delivery infrastructure, in lieu of monetary contributions, through Infrastructure Delivery Agreements and State Planning Agreements.

The RIC framework includes a new approach to strategic planning and infrastructure planning. A RIC fund will be established and incorporated into new infrastructure planning, delivery and budgeting mechanisms. This will ensure state agencies align new infrastructure with potential

new growth. Eligible infrastructure identified for the Cherrybrook precinct will be delivered through this program and other state funding mechanisms, forming part of the prioritisation process for growth infrastructure in the Greater Sydney region.

Should the RIC framework not proceed, the Department will ensure that state contributions as required can be collected through Voluntary Planning Agreements with developers.

Local infrastructure contributions

Infrastructure such as the new local open space will be funded via the respective councils' infrastructure contributions plans. These will be updated to consider the orderly provision of infrastructure and access arrangements to support renewal.

Councils levy contributions as a condition of development consent to fund or upgrade the local infrastructure to support the increase in residents from proposed growth. The option of cross-boundary levying of local contributions for specific facilities that benefit both LGA's will be considered.



7

Next steps



Page

70

Post exhibition and
finalisation stages

70

Implementation of
planning controls

Post exhibition and finalisation stages

Following the public exhibition period, the submissions received relating to the draft Cherrybrook Station Precinct Place Strategy will be reviewed by the Department and the identified issues may necessitate amendments to the draft Strategy prior to finalisation and adoption.

Once the Place Strategy is adopted, it will be given statutory weight via a section 9.11 Ministerial Direction in the assessment of future planning proposals.



Implementation of planning controls

To implement the final Cherrybrook Station Precinct 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, the following 3 potential pathway options are proposed:

- **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.

Each pathway option will provide the opportunity for community feedback through the exhibition of the draft local environmental plans.

An implementation group will be established with the councils and state agencies to support these processes to allow development to occur over the next 20 years.

Appendix A: Strategic planning context

North District Plan

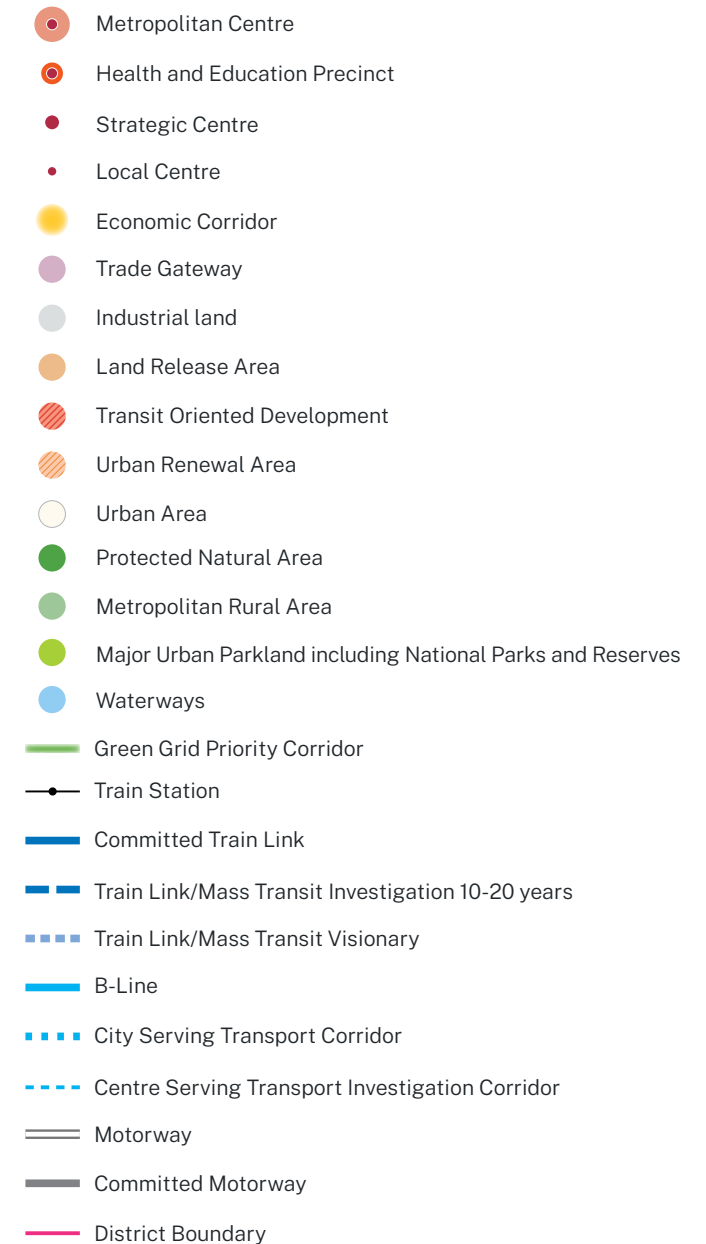
The North District Plan identifies the Cherrybrook Station Precinct as an emerging destination for eateries and cafes offering unique neighbourhood qualities and cultural facilities, as well as an area with potential to provide additional capacity for housing supply. As a dynamic place with a vibrant street life, and proximity to major transport networks including the Metro station, it is presented as an opportunity for renewal and activation.

While the Precinct's south is located in the Central City District, its future direction is established in the North District Plan.





Figure 26: Structure Plan for the North District.
Credit: Greater Sydney Commission.



Cherrybrook Station Structure Plan 2013

Cherrybrook Station Structure Plan 2013 was released as part of the North West Rail Link Corridor Strategy, which guides development of land around the eight Sydney Metro Northwest stations. The Strategy set out structure plans for each of the station precincts with recommendations to guide future rezonings and further investigations and strategies.

The 2013 Structure Plan draws on transit-oriented development principles for mixed use communities within walking distance of a transit node. This ensures that a range of residential, commercial, open space and public facilities are located in places where it is convenient and attractive for people to walk, cycle or use public transport for most trips.

The 2013 Structure Plan set out a vision for:



A potential
3.2K
new dwellings over
a 20 year period



A potential
50
new jobs over
a 20 year period



Opportunities to **increase residential densities** within walking distance of the station, including a variety of housing types.



Low to medium density housing north of Castle Hill Road, from two storey townhouses to six storey apartments, with higher density development closest to the station.



Medium density 3 to 6 storey apartments in the area adjoining the southern side of Castle Hill Road.



A **focal point** for the community around the station with a mix of neighbourhood shops and services.



New street connections and new open space including an expansion of Roberts Road Park and new open space around the Blue Gum High Forest vegetation to the north of the Metro station

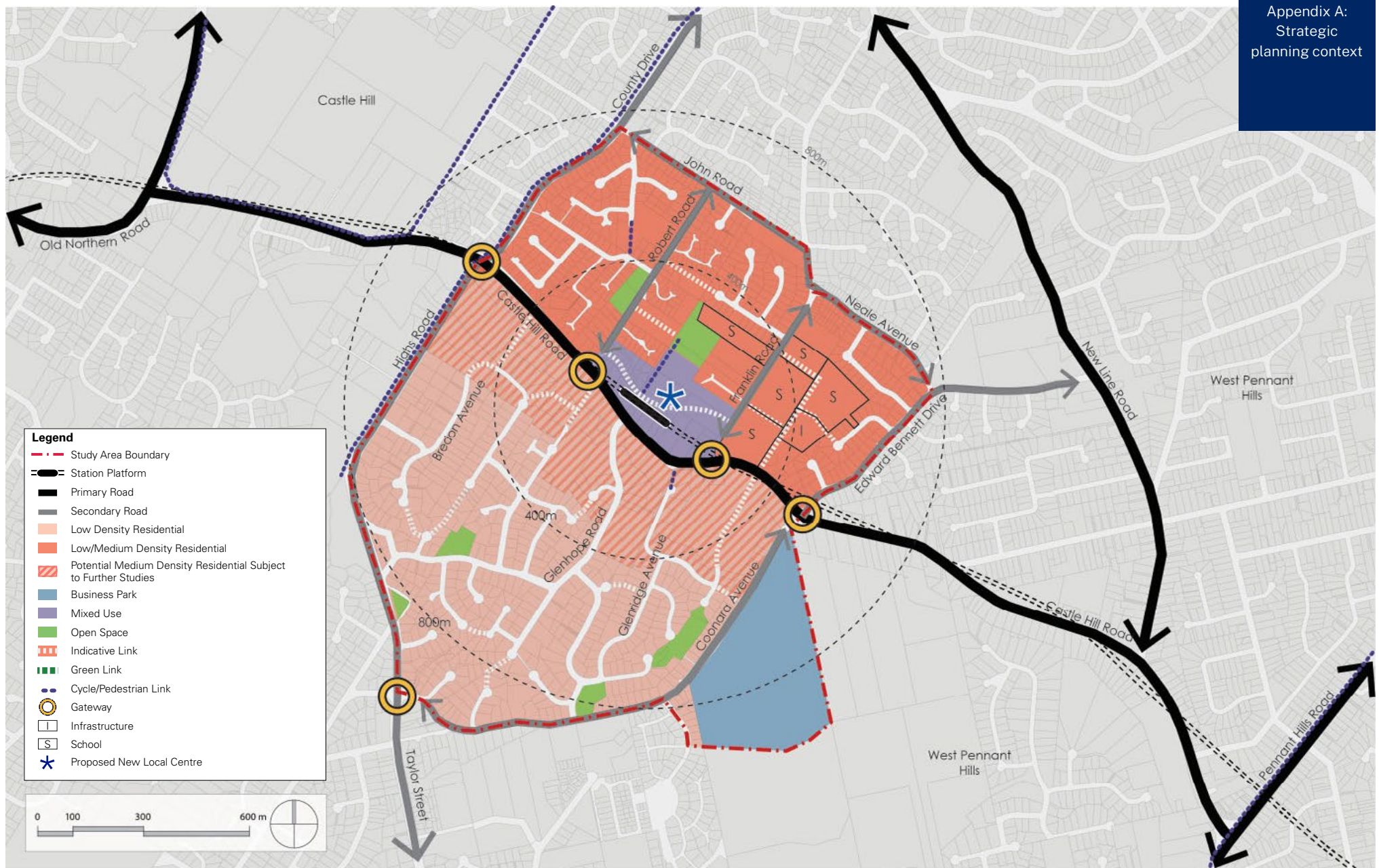


Figure 27: Cherrybrook Station Structure Plan 2013

Note: Area beyond identified Study Boundary has no change proposed.

Hills Corridor Strategy

The Hills Shire Council prepared the Hills Corridor Strategy in 2015 as a detailed response to the planned housing and employment growth for the station precincts within the LGA. It ensures this growth responds to Shire's values, and is supported by necessary infrastructure.

The Strategy's vision for the Cherrybrook Station Precinct is for low rise apartment development within a landscaped setting, with higher residential densities within walking distance of the station, mixed with neighbourhood shops and services. It establishes a density of 144 dwellings per hectare for land opposite the station (between 6 and 8 storeys) and 96 dwellings per hectare for areas further from the station, with building heights transitioning down from the station.

Land immediately south of Castle Hill Road is appropriate for 3 to 6 storey apartments subject to geotechnical, vegetation and traffic investigations required for planning proposals.

The strategy envisaged 1,600 new dwellings for the area of Cherrybrook Station Precinct within The Hills LGA.



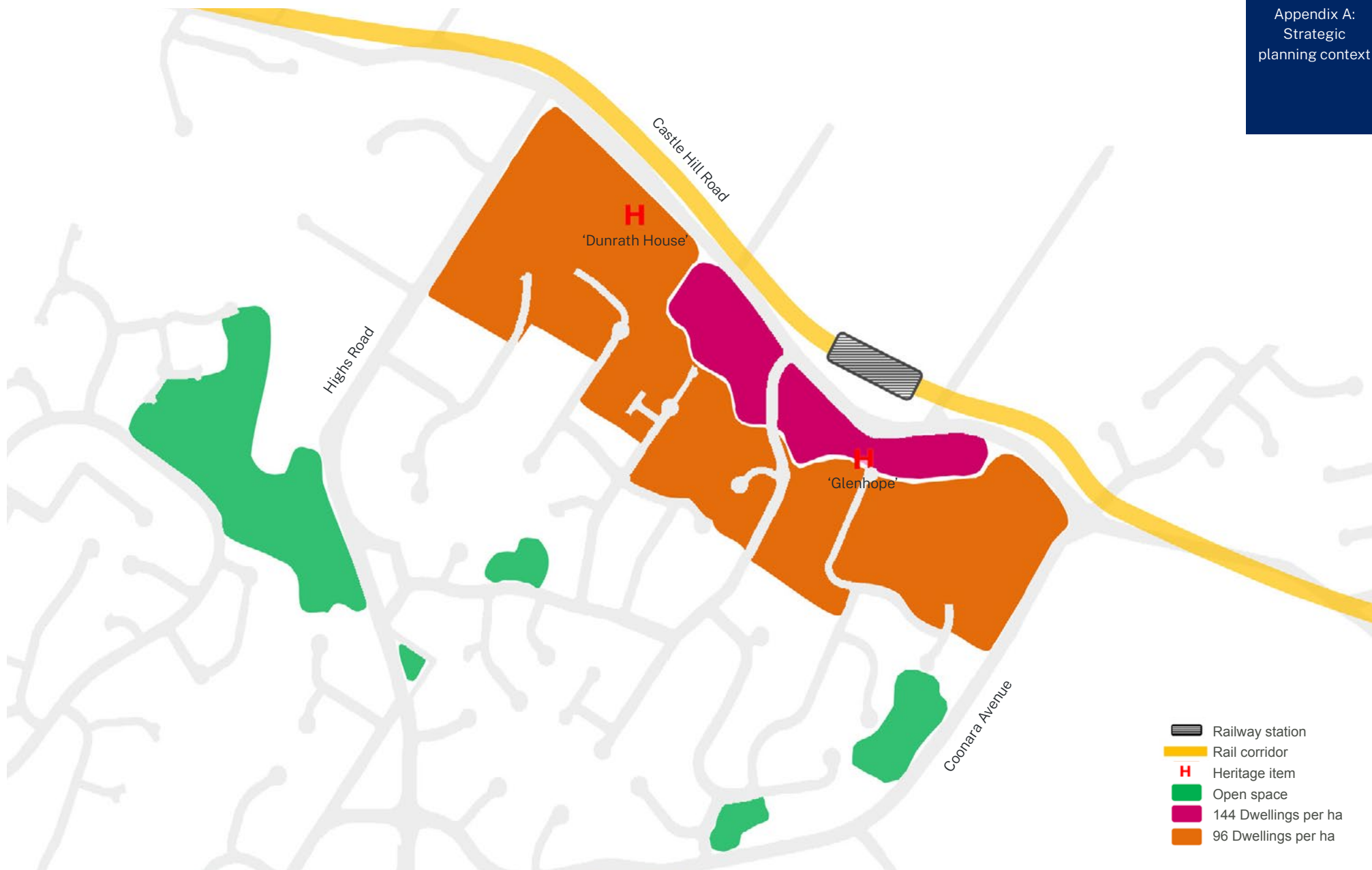


Figure 28: Cherrybrook Desired Outcomes (Hills Corridor strategy)

Appendix B: Community consultation



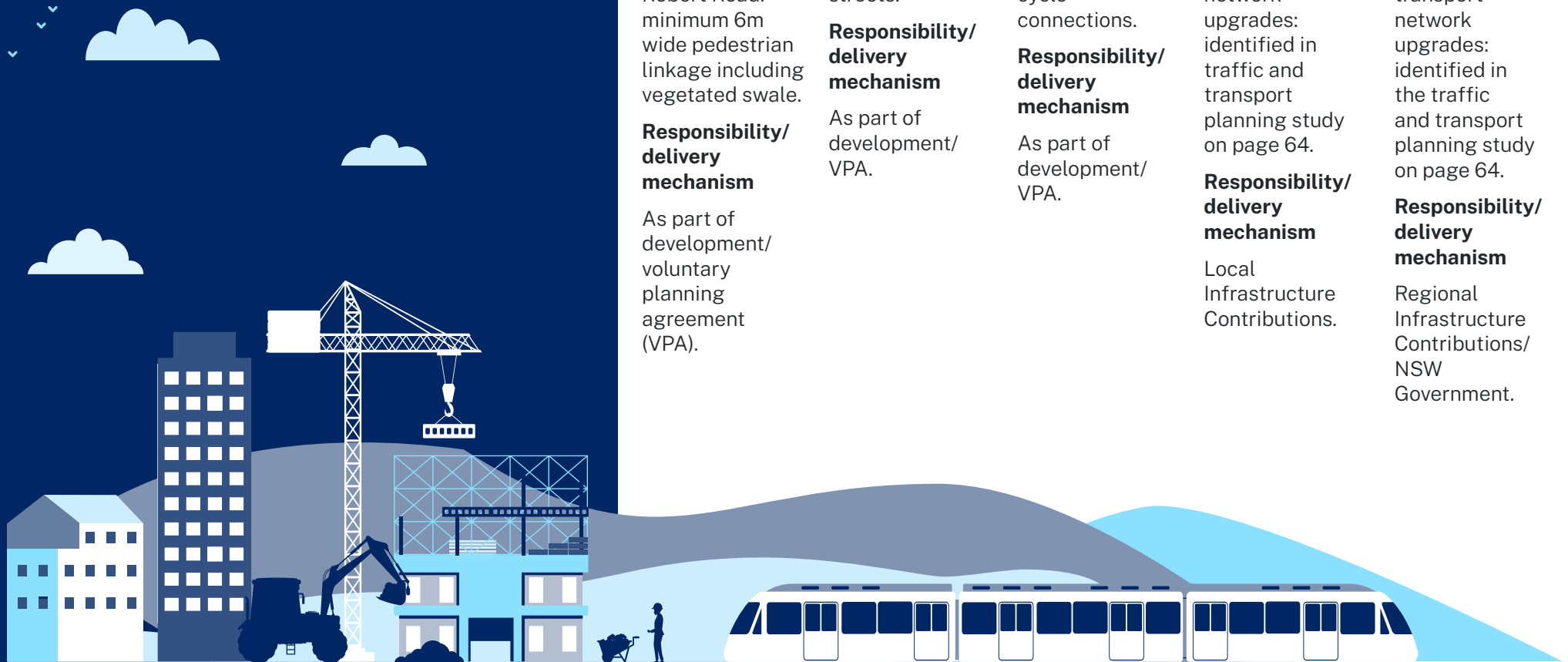
We consulted with the community when we developed the 2013 Structure Plan, and continued our communication during 2017, with a community drop in session and online/face-to-face surveys. We heard what people value about the area and what they would like to see improve over time. From this, we held two community workshops in November 2017, attended by 128 community members.

While participants generally supported the new station and recognise opportunities for transport improvements and new open space and facilities, people wanted to know more about how change will occur and offered suggestions for how this could be addressed.

What we heard	How we have responded
Traffic parking and transport	
Traffic congestion and parking impact	The traffic and transport planning study will assess the impact of planned growth and review necessary transport infrastructure and initiatives.
Impact on emergency vehicles access	Addressed through the traffic and transport planning study.
Potential for improved accessibility including shuttle buses, enhanced walkability and cycle access	New streets and pedestrian/cycle connections will improve access.
Need for more parking and kiss and ride spaces as well as bike share storage	Addressed through the planning of the local centre.
Density	
Concerns about impacts of high rise on character and visual aesthetic	The green village near the station will be the focus for development (no more than 5 storeys) with all other areas retained as low density housing. The built form and landscaping recommendations will enhance the area's character with generous built form setbacks and opportunities for new landscape and canopy planting.
Support for higher density housing closest to the station with non-residential uses at the ground floor	New housing will be located within easy walking distance of the station. Non-residential uses will largely be located within the local centre.

What we heard	How we have responded
Environment	
Potential impacts on habitats, fauna, air and water quality and/or pollution levels	Significant vegetation will be retained, including through proposed public ownership of an area of Blue Gum High Forest. Other environmental impacts will be assessed in subsequent Planning Proposals.
Support for more green open spaces including protected bushland, trees, green corridors, rooftop gardens and outdoor sporting spaces	A network of local open spaces includes new bushland open space, local open space as well as communal open space within individual developments.
Need for multipurpose open spaces to accommodate community events	Three new local parks as well as an expanded Roberts Road Park will accommodate new recreation functions. New open space will also be provided in the local centre.
Support for sustainable building design including renewable energy and green walls.	Future residential development will comply with BASIX. Other opportunities for sustainable design will be explored through future planning proposals.
Community facilities and places	
Need for parks that support a range of activities	New local open space will support a range of active and passive recreation activities.
Need for a multipurpose community facility/library	A multipurpose community facility/library will be planned for the local centre.
New shops, cafes and other services near the station	New shops, cafes and other services will be included in the new local centre
Impact on existing community facilities such as schools	Based on current modelling, planned growth can be accommodated within existing schools including through upgrades where required.
Other	
Concerns around safety and security	Crime Prevention Through Environmental Design principles have informed the Place Strategy and will be further incorporated in future planning proposals.
Impact on utility infrastructure such as water and sewer.	Planning proposals will need to demonstrate how utility infrastructure needs can be accommodated and any necessary upgrade works required to support future development.

Appendix C: Infrastructure schedule



Traffic and transport

T1

Green Link to Robert Road: minimum 6m wide pedestrian linkage including vegetated swale.

Responsibility/ delivery mechanism

As part of development/
voluntary
planning
agreement
(VPA).

T2

New local streets.

Responsibility/ delivery mechanism

As part of
development/
VPA.

T3

New pedestrian/
cycle
connections.

Responsibility/ delivery mechanism

As part of
development/
VPA.

TBC

Local transport
network
upgrades:
identified in
traffic and
transport
planning study
on page 64.

Responsibility/ delivery mechanism

Local
Infrastructure
Contributions.

TBC

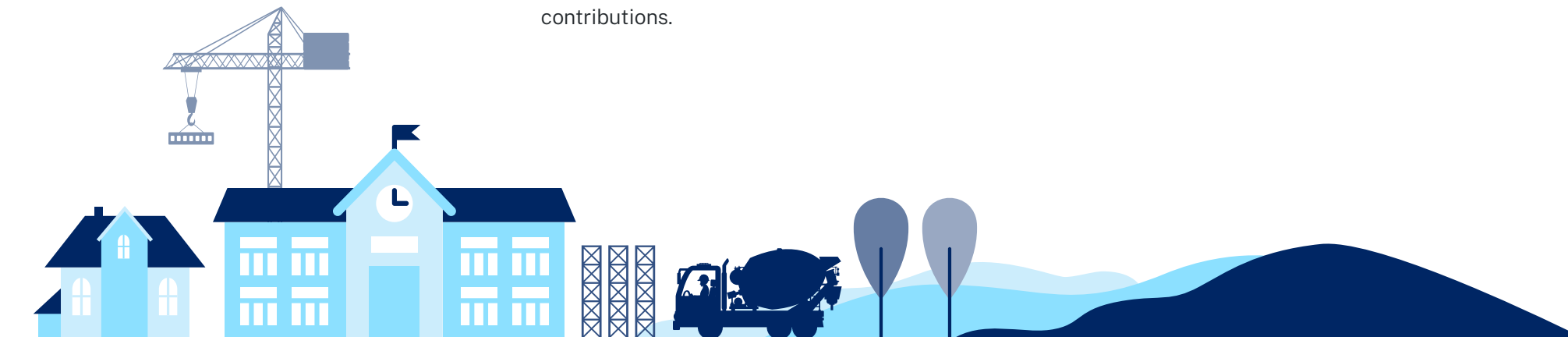
Regional
transport
network
upgrades:
identified in
the traffic
and transport
planning study
on page 64.

Responsibility/ delivery mechanism

Regional
Infrastructure
Contributions/
NSW
Government.

Community facilities	Schools	Open space and recreation						
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C1	S1	O1	O2	O3	O4	O45	O6	TBC
1,300 sqm multipurpose community hub and library.	Additional primary and high school places and school upgrades, where required.	Local Centre, town square and local open space: land allocation and embellishment works.	Blue Gum High Forest: 8,930 sqm of bushland open space, rehabilitation with limited public access paths.	Robert Road Park expansion: 4,000 sqm of additional open space and embellishment / upgrade works.	Mariam Place Park: 3,000 sqm local open space and embellishment works.	Carioca Green Hill Park: 3,883 sqm local open space and embellishment works.	South East Greens Park: 3,000 sqm local open space and embellishment works.	District open space: 1x double playing field within 2 km of the precinct.
Responsibility/delivery mechanism	Responsibility/delivery mechanism	Responsibility/delivery mechanism	Responsibility/delivery mechanism	Responsibility/delivery mechanism	Responsibility/delivery mechanism	Responsibility/delivery mechanism	Responsibility/delivery mechanism	Responsibility/delivery mechanism
Landcom/SSP.	NSW Government.	Landcom/SSP.	Local infrastructure contributions.	Local infrastructure contributions.	Local infrastructure contributions.	Local infrastructure contributions.	Local infrastructure contributions.	Regional infrastructure contributions.



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