

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 20 July 2024 10:25 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 20/07/2024 - 10:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

ANAND

Last name

SUNDARESAN

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission

As a long time Hornsby resident, rate-payer, citizen and voter of 14 years I object to this project which will only serve to increase the burden on the already severely under-resourced and under-capacity infrastructure and services those of us living in Hornsby have to bear. All this project does is to increase the number of people in the precinct with absolutely NO change to the school funding and gridlocked traffic conditions we face. You have not catered for the fact that with an additional 15,000

people at least staying in these 5000 dwellings that the number of cars using the roads in this area and the burden on the public schools in this area will multiply multi-fold. My daughter's public school and other in the the catchment area of this development have been forced to merge classes due to large numbers of kids and inadequate teachers to teach them. Your proposal has no funding or initiatives to cater for the increase in the school population. Additionally you have not catered for the increase in the traffic burden that this will bring with the huge increase of cars driving to driven in and out of a narrow area. It already takes 20 minutes to drive just a couple of blocks to the Westfield or even out to reach pacific highway or pennant hills road from East Hornsby . This will just make it undriveable- meaning we will not even be able to get our cars to the shopping centre to do our grocery shopping. Again no funding or thought about the need to widen roads, or build more parking spaces to alleviate all this. A new library or park does not solve these issues. The station commuter park is already crowded and one can never get a set there unless you go park at 5am ,. Again no proposal to expand that but instead you want to just build more apartment blocks in the area of the commuter car park.

Hornsby esp East Hornsby is already a medium to high density residential area-. You need to look at areas further south or north along the north shore train line for this development.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 20 July 2024 10:30 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 20/07/2024 - 10:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission

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people at least staying in these 5000 dwellings that the number of cars using the roads in this area and the burden on the public schools in this area will multiply multi-fold. My daughter's public school and other in the the catchment area of this development have been forced to merge classes due to large numbers of kids and inadequate teachers to teach them. Your proposal has no funding or initiatives to cater for the increase in the school population. Additionally you have not catered for the increase in the traffic burden that this will bring with the huge increase of cars driving to driven in and out of a narrow area. It already takes 20 minutes to drive just a couple of blocks to the Westfield or even out to reach pacific highway or pennant hills road from East Hornsby . This will just make it undriveable- meaning we will not even be able to get our cars to the shopping centre to do our grocery shopping. Again no funding or thought about the need to widen roads, or build more parking spaces to alleviate all this. A new library or park does not solve these issues. The station commuter park is already crowded and one can never get a set there unless you go park at 5am ,. Again no proposal to expand that but instead you want to just build more apartment blocks in the area of the commuter car park.

Hornsby esp East Hornsby is already a medium to high density residential area-. You need to look at areas further south or north along the north shore train line for this development.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 20 July 2024 5:36 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 20/07/2024 - 17:35

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby Heights

Please provide your view on the project

I object to it

Submission

We do not want thousands of people, units nor cars. We cannot drive on our roads now because of congestion. Schools are packed with unwanted migrants who have no respect.

This government has no idea what teachers are subjected to. Police have to cope with disgusting migrants.

We want migration stopped.

We do not want the Minns government building poor grade slums of the future. Hornsby already looks like slum city.

No one wants mor vehicles on our roads.

No one wants more migrants.

No one wants more units built.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 20 July 2024 6:02 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 20/07/2024 - 18:01

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Asim

Last name

Das

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby

Please provide your view on the project

I am just providing comments

Submission

This proposal needs to incorporate plans outlining how needs of residents of up to 5,000 additional dwellings will be met with respect to local schools, childcare, hospitals and council services.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 20 July 2024 8:53 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 20/07/2024 - 20:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Geoffrey

Last name

Cahill

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Normanhurst

Please provide your view on the project

I am just providing comments

Submission

Thank you for the consultation on the Hornsby TOD, including the face to face session at Hornsby RSL Club.

1. Density

The 40 storey building height appears to be significantly too high a density for the capacity of the area.

Issues of concern include road capacity, open space provision, public transport capacity, utility provisions such as sewer and water and general amenity.

2.. George Street

The proposed high density on both sides of George Street appears to be in conflict with the proposal to widen George Street. The density is likely to cause wind funneling and a significant loss of amenity in that corridor. There is also a conflict between the aims to create a tree lined street versus George Streets' role as a State Road providing a main road north-south link. Further, due to the proposed increase in residential movement, a speed limit of 50kph should be implemented (just yesterday I saw a young boy run out on to the road to chase his ball, and a car having to take an emergency swerve to avoid him; shortly after I saw a person cross the busy road at a location away from traffic lights and experience a near miss).

3. Heritage character

The TOD character assessment identifies the southern end of Peats Ferry Road as 'heritage character' yet the height limits and artist's impressions indicate high rise redevelopment. Additional DCP or other controls will be needed to ensure facades are protected and human-scale design is facilitated through setback it back the high rise development.

4. Community Centre carparking

It is noted that additional open space is proposed where the current library carpark is located. Whilst additional open space to support the increased residential density is supported, the 'pocket handkerchief' size will be far from adequate for the proposed significant population increase, and will be expensive to maintain. In addition, alternative carparking will need to be provided to support the proposed new Community Centre.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 20 July 2024 10:51 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 20/07/2024 - 22:50

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission

1. Hornsby is already full of people. The security level has been declining in recent years.

Your proposal will make this region more unsafe.

My personal believes got stolen several times. I reported these cases to the police. No results have

been released.

2. I don't think what our current Hornsby residents will benefit from this a lot.

3. I think you should focus on suburbs that are very underdeveloped. Hornsby is developed enough.

4. I also doubt if you have enough funding for such a big proposal. Half done projects are worse than doing nothing.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 21 July 2024 2:08 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: sub-plan.docx

Submitted on Sun, 21/07/2024 - 14:04

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Epping 2121

Please provide your view on the project

I object to it

Submission file

[sub-plan.docx](#) (6.26 KB)

Submission

I have already put my submission in some time ago. Nothing has changed for me to repeat myself.

It does not matter how many Council Master plans, State Government and Developer input/interference, this plan is obviously based on the United Nations fifteen minute digital cities (agenda 2030) where people are treated like rodents living in rat holes in the sky and living like sardines on the ground tracked and controlled by digital technology. Ask yourselves – who benefits financially from this plan?

The people deserve better than this. All families are entitled to a 1,000 square metre block of land for the healthy upbringing of their children with room for a garden and a pet. Australia is a big place – there is plenty of room if planned properly.

It would be more desirable for a Master plan to rebuild Australia. Watch the following video by MP Bob Katter to learn some truths on how Politicians and Bureaucrats have progressively destroyed Australia over fifty years, and it continues today with Blackout Bowen and has-been Keen who think they can produce Australia's energy using sea breezes and sunbeams.

<https:// Cairnsnews.org/2024/05/14/bob-katter-explains-how-keating-alp-lnp-destroyed-australian-manufacturing-with-free-trade/>

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 22 July 2024 1:17 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: hornsby-toc.pdf

Submitted on Mon, 22/07/2024 - 13:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I am just providing comments

Submission file

[hornsby-toc.pdf](#) (109.59 KB)

Submission

Attached.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 21 July 2024 6:29 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: hornsby-town-centre_nsw-government.docx

Submitted on Sun, 21/07/2024 - 18:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Penny

Last name

Becchio

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

HORNSBY

Please provide your view on the project

I support it

Submission file

[hornsby-town-centre_nsw-government.docx](#) (17.9 KB)

Submission

File submission uploaded

I agree to the above statement

Yes

HORNSBY TOWN CENTRE REDEVELOPMENT

Having attended the session held by the Department of Planning, Housing and infrastructure at Hornsby RSL on Saturday, 20th July I submit the following comments:

- The detail on display was predominantly the same detail proposed by Hornsby Council in their Hornsby Town Centre Draft Plan with an apparent increase in the height of some buildings and increased floor space, so I presume the purpose of this exercise is simply to have the affected areas re-zoned. I am under the impression that Council was reluctant to do this until property owners requested it. It is unclear at this stage that if the properties are re-zoned, will the owners be required to move ahead with development or if they will simply be able to sit on them and wait for capital growth (which is the case on the Hornsby West Side, Peats Ferry Road). It was apparent from the discussion that the focus is simply to have the re-zoning issue addressed with no urgency to move ahead with the actual work. **Can this be clarified?**
- The original plan made no provision for necessary infrastructure work which would be needed to accommodate this large amount of development. For example:
 1. Where would the children who would inhabit the large number of homes go to school? Is there any plan to reinstate the former Hornsby Central Primary School which is currently administered by TAFE but in fact, is not used to capacity?
 2. It is proposed that these buildings will house a new library, community space and Performing Arts Space. **Can more detail be supplied?**
 3. How much parking will be incorporated into the large tower buildings? While I understand the sentiment behind the push to eliminate cars from the precinct, there will be many instances where the public will need to park close to the community facility. Patrons coming from outlying areas, families with small children, the elderly and disabled, those attending night-time performances who will need to get home late at night. Not everyone will be able to ride a bike or walk. When viewing the original council plan, I was advised that there is no plan to incorporate parking under the green space on Burdett St. This is a missed opportunity.
 4. Street parking and road upgrades. – commuter parking is currently inadequate. Railway parking is usually full by 7am. Street parking around existing home units is full by 7.30am. While it is fine to say that people will take public transport, they often need to travel to places not adequately serviced by public transport and they require a second car which is parked on the street. Street parking around Hornsby is already at a premium and a big problem.
 5. Financial investment. How much will the NSW Government be contributing to this housing project? How much has the Federal Government offered for its mandatory housing project? Hornsby residents have already been faced with ongoing increases to Council Rates and still council claim they don't have enough funds.
 6. Due to the lack of any specific detail, I offer the following comments around the public spaces. Regarding the area set aside for a Community/Performance Space I would like to see the following:
 - Theatre space with a flexible seating configuration of between 400 – 600 with a purpose-built stage, legs, ample wing space, audio, lighting tracks, wi-fi. The ability to instal intelligent screens against the cyc.
 - Connectivity to allow sound and video to be piped to all areas of the facility as required.

- A theatrette suitable for small performances, lectures, presentations, to seat around 200 with audio, lighting, video and demountable staging.
 - Professional acoustic design to ensure good sound with minimal ambient noise.
 - A loading dock within close proximity to the stage area.
 - A storage area for scenery and props adjacent to the backstage area.
 - A utility room to house washing machine, dryer, ironing board.
 - A commercial kitchen capable of catering for large sit-down dinners.
 - A versatile and spacious foyer area which incorporates box office and refreshment/bar area.
 - Male and Female dressing rooms with a toilet and shower facility.
 - Lighting in the foyer area which affords the ability to hang and display art works.
 - A series of connected rooms which can be configured to allow for, green room space, dressing rooms for large groups, meeting rooms, dinners, workshops, art and craft exhibitions etc.
 - A hearing loop installed.
 - Single phase and 3-phase power.
 - Office space for dedicated Council staff.
 - Digital advertising on the outside and in the foyer.
7. Indoor-outdoor connectivity will enhance the facility and encourage outdoor entertainment and create a general vibrancy.
 8. Realistic hiring fees for groups and individuals located within Hornsby Shire can be offset by increased fees for visiting users and commercial operators.

I support the proposed redevelopment around Hornsby as I believe there is a need for more affordable housing for the younger generations as they transition to homeowners. It is important for family cohesion that families can live in areas familiar to them and where they have support structures, if they so desire.

I would like to see these projects fast-tracked.

Penny Becchio OAM

HORNSBY 2077

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 21 July 2024 7:38 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sun, 21/07/2024 - 19:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I support it

Submission

I support government upgrade plan.

I agree to the above statement

Yes

HORNSBY PRECINCT DEVELOPMENT PROPOSAL SUBMISSION

To whom it may concern,

I am just raising some concerns regarding the recent "Hornsby TOD rezoning proposal".

Obviously, there are various benefits in upgrading and modernising the existing Hornsby commercial areas. Some benefits include but are not limited to, more aged care housing, day care, schools and medical facilities. I am also in support of green space and the option of cycling, using a non-motorised scooter or walking to get to the train station. However, many of my neighbours and I also have various concerns.

Prior to building low to high rise density complexes, developers should be screened and building progress should be inspected at various stages. Please ensure that all new car parks, buildings and units are properly inspected, waterproofed and deemed structurally sound by licensed professions with Australian standard accredited qualifications. Residents in Hornsby do not want a Parramatta style "Imperial Towers" situation where buildings are unoccupied for years due to serious defects. For example, ensure that cladding is not flammable. Also ensure all strata corporations comply legislative obligations. For example, ensure child-locks are on all windows and no gas cylinders be bought into residential buildings.

There will be a diverse population moving into the area of different ethnicities, nationalities, religions, professions and origins. There must be enough facilities for new migrants of these various populations to access. There needs to be proper consultation and planning for enough daycare, schools, worship facilities, hospitals, medical facilities and aged facilities to service the area. Please be inclusive of various people to reduce Hornsby from becoming a mono ghetto-like suburb.

Consider the impact of increased anti-social behaviour in the new green space areas. (For example: the existing Willow Park where there is a lot of anti-social activity in the evenings. Another well-known example would be near the Maddison building. It was noted that residents were throwing things, ie: glass bottles from their balconies below onto patrons walking to the shops). Consider increasing facilities for mental health and domestic violence. More carparking and concierge security will be required. As increase of police presence is also questionable. Consider emergency entrances and exits of these new buildings especially the lifts are out of action and there is an emergency. Will it be easy for emergency services to enter and exit the buildings in a life threatening situation? How will the aged manage getting groceries into their units if the lifts are not working?

Driving and parking is a major concern especially since Hornsby is already congested as it is. One garage per unit may simply not be enough. Most families have more than one car and where will visitors be-able to park for these residential units? Currently street parking is at its capacity where roads are so narrow and claustrophobic to park. Street parking is mostly free. Since there will be more businesses and residential housing, will there be more parking meters and hourly street parking signs? This will no doubt impact neighbouring roads and laneways.

Highrise building windows must be carefully considered. Please ensure that the windows are not too tinted or too dark and reflective. As it creates a severe blinding, heatwave effect onto surrounding streets for pedestrians in summer. An example of this would be how pedestrians and residents have noticed that The Eclipse Building (The Deloitte Building) at 60 Station Street, Parramatta absorbs the suns heat. This radiates onto passing roads and pedestrians in summer making the warmth unbearable for many people and can lead to heat stroke.

Warm Regards,



Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 22 July 2024 4:57 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 22/07/2024 - 16:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

I object this plan. It is because the new building will make the living environment too crowded. The sunlight will cover by new buildings.

The facilities can not support the new plans.

E.g. schools, traffic.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 22 July 2024 6:32 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 22/07/2024 - 18:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

I do not approve of permitting heights of buildings on the east of Hunter Lane up to Linda street being increased as it will negatively impact the community's lifestyle.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 23 July 2024 7:25 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 23/07/2024 - 07:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Asquith, 2077

Please provide your view on the project

I object to it

Submission

I object to the plan as it does not include a train station upgrade, makes no mention of Hornsby TAFE or the impact it will have on businesses in Hornsby such as Studio ARTES, Vinnies, homeless support centre, Hornsby Odeon and many others. It does not make sense to redevelop the entirety of the old side of Hornsby in such a way. There is already transport congestion as it is. Hornsby shire has redeveloped large areas with new unit blocks that have been cheaply made and will degrade very

rapidly over the next 20 years. Is this what is intended to be built? There is great need for a new library as the current situation is far from ideal. I would propose redeveloping the current library site and Westfield areas but leaving the old side of Hornsby more intact. There needs to be some elements of the old retained or you will never get community approval in a conservative place like Hornsby. You could also look further out at other suburbs close to Hornsby like Waitara, Asquith and how redevelopment of the shops in those locations could spread the population out and give better facilities to the huge populations that have moved into those areas. Train stations would need to be upgraded first for anything to work well and better road pathways to ease congestion. There would also need to be another school built to service the growth in population or expansion of existing schools to ensure there was adequate space. It seems foolish to put so many people concentrated in one place in Hornsby. I also feel that the social housing section should be upped to truly meet real demand for social housing. 20-30% would be a more realistic amount and might actually assist to make some change for the vulnerable in the community.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 23 July 2024 8:11 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 23/07/2024 - 08:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2085

Please provide your view on the project

I object to it

Submission

I work at Hornsby Hospital and the demand already on this amazing hospital is outrageous and ridiculous as it is without thousands more residing there. Are you going to increase staff, services, and funding to Hornsby Hospital as well as that ridiculous amount of new housing? NSLHD is close to cutting costs as a directive from the CE in order to stay within the restraints of the budget! What you are planning is disgraceful and will result in catastrophic effects on the hospital system.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 23 July 2024 10:11 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 23/07/2024 - 10:11

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Yvette

Last name

Matthews

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I support it

Submission

Please leave us a little pocket of charm, where we can socialise and relax....

I have lived in Hornsby for 40 years and we are long overdue for improvements.

I realise we require more housing, infrastructure and transport for the growing population but it's not all about cramming more people into the area... of great importance is the need to retain and restore

our heritage items, the areas with 'soul'.

As you would know, currently the West side is a group of sad, messy looking shops. If you honour what is in your plan and give some 'love' with green spaces, restaurants, cafes, entertainment and wine bars it will be a fantastic draw card for people wanting to connect, form community, spend their leisure time AND money.

Hornsby has been a dead zone for far too long and I sincerely hope that the council will pay homage to this area and give it the treatment it truly deserves.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 23 July 2024 1:27 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: submission-tod-hornsby.pdf

Submitted on Tue, 23/07/2024 - 13:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Murray

Last name

Byrnes

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby

Please provide your view on the project

I am just providing comments

Submission file

[submission-tod-hornsby.pdf](#) (97.51 KB)

Submission

Hi,

Please see attached Submission

Thankyou

I agree to the above statement

Yes

Subject: Hornsby Transport Oriented Development Rezoning Proposal

Regarding your letter dated 12th July 2024, I wish to submit the following comments:

For a Master Plan of this scale to succeed, it must be viable for developers, property owners, and future visitors to Hornsby.

Parking remains the primary concern in Hornsby, as in many urban centres. The proposed plan intentionally restricts new parking and reduces existing spaces. It is understood that local Council and State Government planners believe that accommodating a car space for every unit would exacerbate traffic issues in Hornsby. Their expectation is that this will encourage greater use of public transport. However, public transport options in Hornsby are severely limited, particularly after 6:00 PM. Neglecting to provide adequate public parking or reducing parking in future developments is short-sighted and impractical.

Responsibility for traffic flow rests with Council and State Government, an area that has been neglected for too long. Instead of planning and constructing roads to facilitate easy access through the town, authorities have opted to reduce parking for visitors, shoppers, residents, and businesses in the hope that the issue will resolve itself. Unfortunately, public transport infrastructure in outlying areas of Hornsby lags behind by about 30 years, making the Council's parking strategy unworkable and impractical.

New developments between Linda Street and Bridge Road propose a new height limit of 16 meters with a 2:1 ratio of non-residential floor space. However, this approach has several significant flaws:

- There is an excessive allocation of commercial space despite Hornsby's high current vacancy rate.
- Existing commercial tenants, primarily automotive repair businesses, would face feasibility challenges with residential units above. It is unclear where these businesses would relocate.
- Considering the long-term viability of these plans over 50 to 60 years, the proposed four to five floors with two levels of commercial space may not suffice. It is suggested that eight floors with one level of commercial space would be more appropriate.
- There is a pressing need to increase parking provisions for residents and commercial tenants, not reduce, so that cars are not parked 24/7 in local streets. You are creating parking issues akin to the challenges faced in cities like New York.
- Hunter Street slopes up steeply to Bridge Road. The properties at the bottom of the hill should have higher height limits, as it is the buildings on the top of the hill that will overshadow those below.

Thank you for considering my feedback.

Murray Byrnes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 23 July 2024 1:52 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 23/07/2024 - 13:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I am just providing comments

Submission

Please make sure that all part of this project is built by quality trades people and will last. We don't want shoddy buildings that fall apart after a few years. Unfortunately a lot of these government projects attract people who want to make a quick buck, like what happened with the insulation project.

Thanks

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 23 July 2024 3:37 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 23/07/2024 - 15:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

HORNSBY

Please provide your view on the project

I object to it

Submission

Do not want the land to be sub divided, Hornsby will look bad

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 23 July 2024 3:55 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 23/07/2024 - 15:54

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

Hornsby

Please provide your view on the project

I am just providing comments

Submission

Road upgrade.

Corner of Edgeworth David Ave and Pacific Highway.

Proposed vacant land on the corner for 12 stories of business and residential.

This land should be set aside for widening and road upgrades for extra lanes particularly for traffic

turning left toward College Cres. The current 2 lanes would stay to turn right heading towards George Street and Peats Ferry Road.

The small and narrow Edgeworth David Ave has the annoyance of food transport, cement mixers and long trucks turning right at Westfields towards Waitara with very little room for error. This also is the same for reverse travel.

There certainly is a very

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 23 July 2024 7:03 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 23/07/2024 - 19:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Avoca

Please provide your view on the project

I am just providing comments

Submission

Will the Hornsby Markets held every Thursday in the mall continue unaffected?

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 24 July 2024 8:23 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 24/07/2024 - 08:23

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2079

Please provide your view on the project

I support it

Submission

I support the plan, as I am aware it is going to be important to curb rising housing crisis

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 24 July 2024 11:33 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 24/07/2024 - 11:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kaye

Last name

Mullard

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Wahroonga NSW 2076

Please provide your view on the project

I object to it

Submission

Hornsby has no street parking day and night, I have to park half way to the hospital to catch a train for all day parking. Low rise apartments with gardens are ok but high rise apartments no gardens only concrete and close to the footpath is ugly and overcrowding and it makes the suburb look like a concrete jungle. Roads are congested now. So many traffic lights. Used to like going to Hornsby but now I hate it. Hornsby is spoiled and ugly area already. Little green space east side. If more high rise

apartments are built, like most of my neighbours I am moving out of Sydney.. Even Wahroonga there is no parking or good transport, is now spoiled.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 24 July 2024 3:20 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 24/07/2024 - 15:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2079

Please provide your view on the project

I object to it

Submission

There is not enough infrastructure to support endless unit construction in the Hornsby area. Many local businesses in surrounding streets will be forced to close down to make way for developments that aren't supported by the community.

Trains, schools, roads, hospital and shopping precincts are already overcrowded, the area cannot support the growing population as it is, let alone adding extra residential addresses.

If you're going to plan expansion of the area ,then plan properly.

I live in an area where multiple unit dwellings have been erected over the last 5 years and sadly the happy community vibe of the area has long since disappeared.

There are plenty of outer lying areas that could be developed from the ground up great infrastructure to support a thriving community rather than packing people in on top of each other in an area that's already overcrowded. The

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 26 July 2024 6:56 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 26/07/2024 - 06:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Asquith 2077

Please provide your view on the project

I object to it

Submission

I am opposing to it because Hornsby is already crowded! Improve the traffic, create a co-ed school that is not private, create more parks for the kids. This suburb is already full of apartments and it's an eye sore! The roads are full of cars parked causing traffic. There are no more heritage homes.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 26 July 2024 12:30 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 26/07/2024 - 12:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Henry

Last name

Luo

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby

Please provide your view on the project

I object to it

Submission

Hornsby LGA is a shire council and a "city council". Building density and heights should be appropriate for a shire council.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 26 July 2024 8:38 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 26/07/2024 - 20:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Sima

Last name

Smith

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Asquith

Please provide your view on the project

I am just providing comments

Submission

my husband and I are not against development

We support moderate development but we strongly believe this development must be in conjunction with infrastructure

We already have many high rises that have been built for the past few years in Hornsby, Asquith, mt colah, mt kuringai but there have not been any infrastructure upgrades or improvements. We still

have got the same shopping centres ,no extra parking.. schools have not been expanded to cater for that many people have come to reside in that many blocks of units .
We already lack a good community centre , health care centre, a town hall or community hall
These facilities are very important for our communities and the area of Hornsby
Please don't overlook these important facilities which is badly needed in Hornsby area

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 26 July 2024 9:29 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 26/07/2024 - 21:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Joshua

Last name

Barclay

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Mount Colah 2079

Please provide your view on the project

I support it

Submission

I welcome the improvements, Hornsby is in the dark ages and needs to keep up with the rest of Sydney.

I reject affordable housing however, not my problem or issue of those who are in an unfortunate situation.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 27 July 2024 7:07 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 27/07/2024 - 19:06

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Anastasia

Last name

Duncan

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2081

Please provide your view on the project

I object to it

Submission

Hornsby and surrounding suburbs are already having parking issues due to high amount of apartment blocks being built along the pacific highway. We don't need more high rise apartments, we actually need more houses. Roads are packed with parked cars due to increase in apartments in the area. It's just silly to add more and create even bigger issues with parking and driving on side roads. Please no more apartments.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 27 July 2024 9:57 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 27/07/2024 - 21:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission

I run a business in Hunter street. There is no mention of any plans to help support existing business in Hunter Street and surrounds. Where are we all meant to just go and set up again. Maybe consider this before just ruining businesses already in the area and the effect it will have on them and their families in the future. There is already a big empty hole in the ground on George street. What's to say that won't happen to the rest of the area after you kick businesses out of the area. You may be adding

housing but it won't be affordable for many and you will be making things unaffordable for the hundreds or thousands of people that will be affected by businesses shutting down or relocating

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 29 July 2024 8:53 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 29/07/2024 - 08:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Brian

Last name

Kelso

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2079

Please provide your view on the project

I am just providing comments

Submission

1. New buildings need to have at least 1 parking space on site for every bedroom, as most streets are full of cars all day now.

2. When upgraded roads are done don't make it like the pacific highway at Asquith Boys High it is a mess and even worse for cyclists.. Also please make bus stops a pull off area there are too many

north of Hornsby causing traffic jams and smashes because buses just stop in traffic lane's.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 29 July 2024 11:16 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 29/07/2024 - 11:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

John

Last name

Inshaw

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Galston 2159

Please provide your view on the project

I object to it

Submission

I am writing on behalf of the Galston Area Residents Association Inc.

Thank you for the opportunity to comment on the Hornsby Transport Oriented Development (TOD) proposal.

I attended the Hornsby Transport Oriented Development Meeting in Hornsby last Saturday and would like to submit my following concerns regarding the TOD proposal.

It was stated that Sydney Water had the capacity to service the additional 5000 homes. I cannot believe that Sydney Water can state this when the existing sewerage infrastructure cannot cope with the existing sewerage load. During heavy rain events the existing treatment works cannot cope with the load and polluted waste water is released into the Berowra Creek catchment. There will have to be a massive upgrade of the sewerage treatment works to cope with the existing and extra load from the additional 5000 homes.

None of the documentation displayed last Saturday convinced me that there was sufficient green open space to support the additional 5000 households. Even the artist responsible for the artists impression couldn't create sufficient green space on the illustration to allay my fears. Clearly additional properties should be purchased in order to provide for this need. The public open space is necessary within the TOD designated areas.

I noticed a few of the buildings provided green roofs for passive recreations. Every multi-story building should be required to provide green open rooftop space for the use of all residents of the building concerned.

There must be no net loss of parking spaces for rail commuters. It is evident that the existing car parking site at Hornsby Railway is to be redeveloped for the TOD. No mention is made of retaining and preferably expanding commuter rail parking provisions. Presently commuter car parking is provided also in Westfields. This parking must be maintained and preferably expanded.

I presume that the Westfields Shopping Complex will be retained under the TOD towers. The maintenance of this shopping provision is essential to the community.

Government must mandate that where there is shop/top housing that the shops and or offices at street level must be maintained in perpetuity and not converted at a later date into home units.

Jersey Street with the new link to it from Parts Ferry Road must be able to accommodate a large increase in traffic from the additional homes created by TOD. Even though the homes are close to the transport hub experience shows that families also own cars and off street parking should be sufficient to accommodate these additional cars.

Thank for the opportunity to comment.

John Inshaw, [REDACTED] Galston 2159 NSW Ph [REDACTED]

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 29 July 2024 3:11 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 29/07/2024 - 15:11

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2000

Please provide your view on the project

I support it

Submission

While I support the proposal I would like to suggest

- * additional building height & density allowances
- * extending the area of the rezoning - it should extend to the full 800m radius around the station & should enable a minimum of 6-storey buildings for the area
- * Impacts on Heritage Conservation Areas should not influence the development of TOD plans &

neither should shading or built form impacts be considered for heritage items. Heritage items of course are likely to be excluded from the zoning changes & should be considered on a case by case basis

* As per the draft Guide to Transport Impact Assessment - there should be no parking minimum. There maybe be consideration given to parking maximums

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 29 July 2024 4:37 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 29/07/2024 - 16:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Daniel

Last name

Mendes

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Chatswood 2067

Please provide your view on the project

I support it

Submission

I completely support this proposal.

More housing around that area will be instrumental for bringing down the cost of housing in Sydney.

I would however like to see more affordable housing set aside in this proposal as well as housing

reserved for nurses, police, paramedics, firefighters and teachers.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 29 July 2024 6:24 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 29/07/2024 - 18:24

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Benjamin

Last name

Cullen

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Stanmore, 2048

Please provide your view on the project

I support it

Submission

I support the Hornsby Transit-Oriented Development (TOD) rezoning proposal. The comprehensive planning controls, design guidelines, and environmental studies make this a well-rounded proposal.

However, the proposal can be more ambitious:

Increase Housing Capacity: Set a higher housing target to better utilise space and address housing needs.

Expand 'Area of Change': Extend development to a full 800m radius around the station, allowing for at least 6-storey buildings..

Reevaluate Heritage Constraints: Balance heritage preservation with the need for new development.

Remove Parking Minimums: Eliminate parking minimums to reduce costs and encourage public transportation.

These enhancements will help the Hornsby TOD proposal better meet housing demands, promote sustainable growth, and set a high standard for TOD projects.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 29 July 2024 8:19 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 29/07/2024 - 20:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Naomi

Last name

Harper

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

I dont understand who is approving the major construction areas when they dont even live in the vicinity. You really need to evaluate all times of the day with just the roads coming in and out of the area. Peats Ferry Road and Edgeworth David are bottle necks most of the weekday periods and Saturday morning it can take 15mins to drive from the Tafe in the 40klm zone through to the Pacific Hwy over the railway bridge and access Westfield or move through to Waitara alone. Afternoons

Edgeworth David is packed and from Waitara Public School through to the Tafe on Peats Ferry Road can take 20minutes alone. More people and so called units that resemble boxes built around a small common "green area" is not sustainable for Hornsby and the wider suburbs.

Maybe the council needs to finish the so called environmental project down behind the tafe with the old quarry and re-evaluate the current population. Parking, transport and access to shops and health services is already at its capacity.

Again, the so called experts and planners dont live and work in the area and have little awareness or understanding of the day to day happenings, barriers and complexities at present in such a multi cultural land space. We dont need a twin of Chatswood thanks.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 29 July 2024 9:17 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 29/07/2024 - 21:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I am just providing comments

Submission

While initially concerned, the proposed plans have addressed maintaining the historical aspects of old Hornsby (along peats ferry Rd, the old store fronts), which is important to the history and culture of the community. Increasing parking spaces for the train line (already at capacity without the proposed residential dwellings), and improving and widening the roads (George st, a main thoroughfare when travelling from north of Hornsby).

The height of the proposed apartments seems excessive, the existing apartment blocks should be the height limit. Not the proposed 30 odd stories. This isn't Parramatta, or Sydney. Part of Hornsby's charm is its bush/town charm. Installing high rise buildings that block natural light, increase light pollution and generally just swallow the skyline opposes the feel and charm of the suburb.

Regardless of introduced green space. Current buildings are concealed by existing greenery, which will not be possible with the excessive 30 storey buildings proposed..

However what the plans have failed to highlight is improving educational facilities to accomodate the proposed increase in dwellings.

A survey was recently completed in the community about a co-Ed high school, but that was before the announcement of a huge increase in the Hornsby population.

If at least half the proposed 5000 dwellings have children, you're looking at minimum 2500 children that need to be filtered into local primary and high schools.

Having grown up and attended Castle Hill High school, and having that suburb recently go through the sudden increase of high rise developments and lack of educational expansion, the main high school has now doubled in size with demountables substituting classrooms (over 50). This is not fair on children, educators, or the future success of the area.

Planning needs to account for introducing more schooling space, for both primary and high school students to accomodate the expansion of population. Not just expect the current schools to take the influx and expect the students to fit into larger classes that teachers are already struggling to effectively maintain and educate.

This is not a commentary on the education system or classroom management, but a logical observation on numbers. Where are the extra children supposed to go?

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 30 July 2024 9:30 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: re-hornsby-tod-submission.pdf

Submitted on Tue, 30/07/2024 - 09:24

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission file

[re-hornsby-tod-submission.pdf](#) (739.33 KB)

Submission

YES to expand the 'area of change' should extend to a full 800m radius around the station, enabling a minimum of 6-storey development for that whole area.

NO to the duplication of the dual occupancy policy to this TOD proposal

NO to any development impact to the west side heritage conservation area

YES to only concentrate the development within the town centre only

YES to more infrastructure funding to Hornsby

I agree to the above statement

Yes

Re: Hornsby TOD rezoning proposal

From: Local resident in Hornsby

1. In Relation to Recent 2024 July Duplex Housing Policy Change

From 1 July 2024, dual occupancies and semi-detached homes will be allowed in all R2 low-density residential zones across NSW (Housing SEPP: State Environmental Planning Policy (Housing) 2021). This is a State-led policy, and it is a policy that was implanted only after all these proposals displayed studies were commissioned.

The SEPP states that the provision does not apply to land that is in a Transport Oriented Development Area as defined in the Housing SEPP. We require clarification on the definition of the TOD area, and if it aligns with the proposed scope of work area within the Hornsby TOD rezoning proposal.

When the new blanket minimum lot size rule of 450 sqm is applied with current zone permissibility, plus the fact that most of the Hornsby lot contains area sometimes two to three times more than the minimum lot size, it means that there can be lots more dual occupancies being built and the projected population increase will be much more than the studied extra 5000 households. Hornsby has been disproportionately affected by this policy compared to Crows Nest and Homebush and other TOD area because the lot size to free up from dual occupancies are more than the other TOD area. This means that the Hornsby area is generating more housing outputs than studied. It is preferred that Hornsby area is exempted from the duplex policy because we prefer the development to be in the centre around good public transport. Hornsby has met its housing development target and there is creating more duplexes on top of the towncentre development proposal will only make the local infrastructure more congested.

My argument above is supported by the report from Hornsby Council official submission to the Parliament Enquiry on 25 March 2024:

The dual occupancy reforms would have widespread impacts for Hornsby Shire. The report notes that of the Shire's approximately 35,700 R2 Low Density Residential zoned lots, between 27,000 and 34,000 would meet the lot size and frontage requirements for dual occupancy development. Of the 19,000 lots within potential Station and town centre precincts, approximately 15,000 meet non-refusal requirements for Manor house development and 14,200 meet non-refusal requirements for Multi dwelling houses. Notwithstanding that actual take up may be lower, the unplanned nature of the

increases raises substantial questions for how a dispersed population will be serviced and accommodated in the short, medium and long term.

As Hornsby is working to the TOD proposal with extra 5000 households to be built, the extra enabling of duplex being built in Hornsby area will add to unplanned burden of the local infrastructures and damages the local heritage conservation area characteristics of the Hornsby West side. The Hornsby Council shall keep banning building duplex in all areas because the projected increase in population would be more than the assessed in the report provided. The reports exhibited from the TOD Rezoning were produced on the previous years where duplex was not allowed in Hornsby Shire Council. If the TOD proposal is passed, it should be considered as sufficient discharge to Hornsby Council's obligations to provide more housing targets and there should be no exempted Duplex development to further erode the bushland, heritage, characteristic of the Hornsby Council.

The Hornsby Council Towncentre Masterplan was created to concentrate the development on the centre of the town only (reference: www.hornsby.nsw.gov.au/__data/assets/pdf_file/0011/267995/Submission-TOD-Parliamentary-Inquiry.pdf), to avoid over development on other heritage conservation areas of Hornsby. We require NSW government to work with and listen to council and be very careful when expanding the development area into other areas as it damages the heritage and bushland nature of the living.

2. Infrastructure Delivery Plan

As the council and local residents are considering the increased density over the area based on the proposal, it is important for the NSW Government to contribute to the infrastructure for the growing community needs, not just relying on the council and levies from developers.

Section 4 of the report briefly covers the funding mechanism and provides a generic description of the revenues for funding contributions. Despite the report correctly noted that the majority of transport link funding responsibilities comes from the council (except Sherbrook Rd and Edgeworth David Ave are Regional Roads, and all TCS signal changes are the responsibilities for TfNSW), the proposal has been lacking commitment and clarity on how will the \$520m will be allocated to the Hornsby TOD rezoning/development.

The title of the document is called 'Infrastructure Delivery Plan', however most of the information in the document is covering 'transport infrastructure'. There are all sorts of infrastructure missed being mentioning here, such as 'health infrastructure' and 'education infrastructure' and 'recreation infrastructure'. It's frustrating to see that there has been no mentioning of how the Hornsby local schools (public high schools and

primary schools) will receive additional fundings based on the forward projection of many more populations flowing into the area. These are all NSW Government's responsibilities that are missing in the discussion in here.

Section 4.2 sets out the 'Current local infrastructure contributions framework', outlining how Hornsby Council contributes the funding framework through the Hornsby Shire 7.11 Development Contributions Plan 2020-2030. Seriously, we voted 'yes' for the Hornsby Council Town Centre Masterplan but we will vote 'no' in the NSW Government's so-call TOD Rezoning, because the State Government is trying to brand the infrastructure works on its own work without giving detailed funding commitments.

There have been previous examples on how NSW Government contribute to the local community infrastructure. For example, during the construction Rozelle Interchange, the NSW Government (through a majority stakeholder for WestConnex) spent millions if not billions of dollars on improving the local cycleway link, building a new parkland and creating multiple sport fields and amenities, as ministerial planning approval conditions. In this TOD planning proposal, we do not expect such large-scale investment similar to the one in Rozelle, but at least please ensure that there has been clear and firm commitment on funding the critical infrastructure. Only until then we will start to vote 'yes' for the Hornsby TOD Rezoning proposal.

3. Transport Plan

Parking

I understand this is council's responsibility but given the NSW Government uses council's commissioned WSP Transport Plan instead of producing its own report, I have to mention it here. This is a common approach for other high-density areas within Sydney, such as the Burwood Council and the Inner West Council.

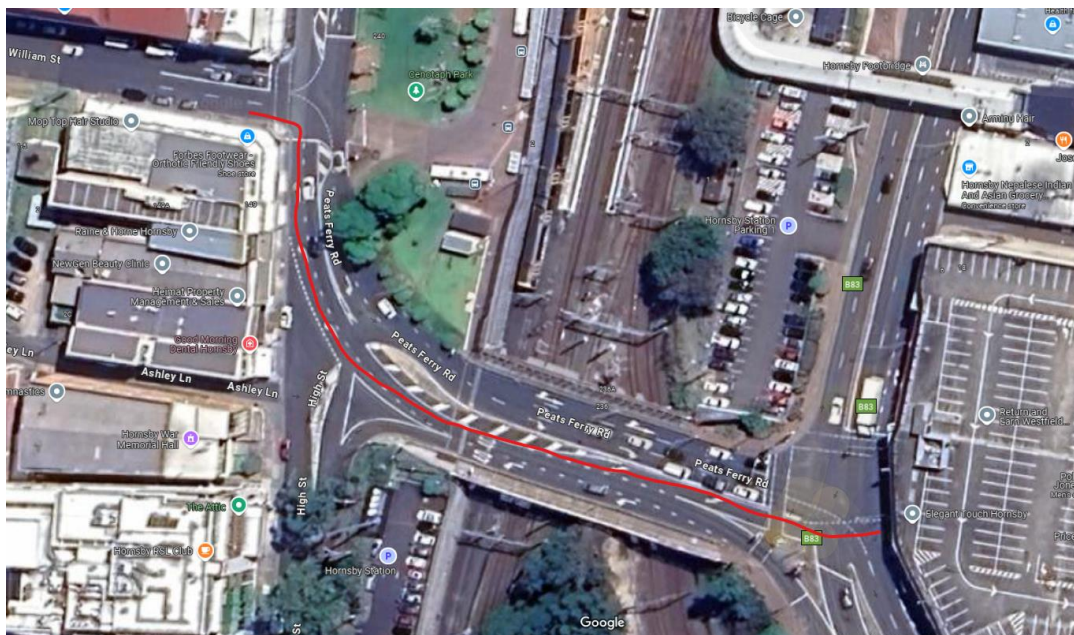
Consider giving local resident parking permit 1x per household whilst implement the time restricted parking on William St. It would be otherwise an issue if there are some visitors trying to visit our families for staying more than a couple hours for properties living (relatively) close to the station in William St. At least then we can park our car in the street and let the visitor park in our garage. We usually won't occupy the street and will park within our garage unless it's needed. It needs to be understood that Hornsby's household are typically having higher car possession rates compared to the inner-city ring suburbs. Giving a resident parking permit is a good idea.

Not practical.

City of Sydney was only until recently imposing the 40km/h zone and Inner West council is still trying to push for a 40km/h zone on its local roads. There seems to be no need for an outer ring suburb to implement 30km/h zone. From a traffic network and safety perspective, it needs to be a consistent speed zone on a whole-of-area approach, for better driver awareness otherwise they would not know they entered in a 30km/h zone. Otherwise, it risks falling on being a police speed fines generator and a 'Fail' maker for the driver test here (Service NSW is just around the corner). If you want to calm the traffic, just throw in some additional raised thresholds or speed cushions, which I believe it has been sufficiently many in the area.

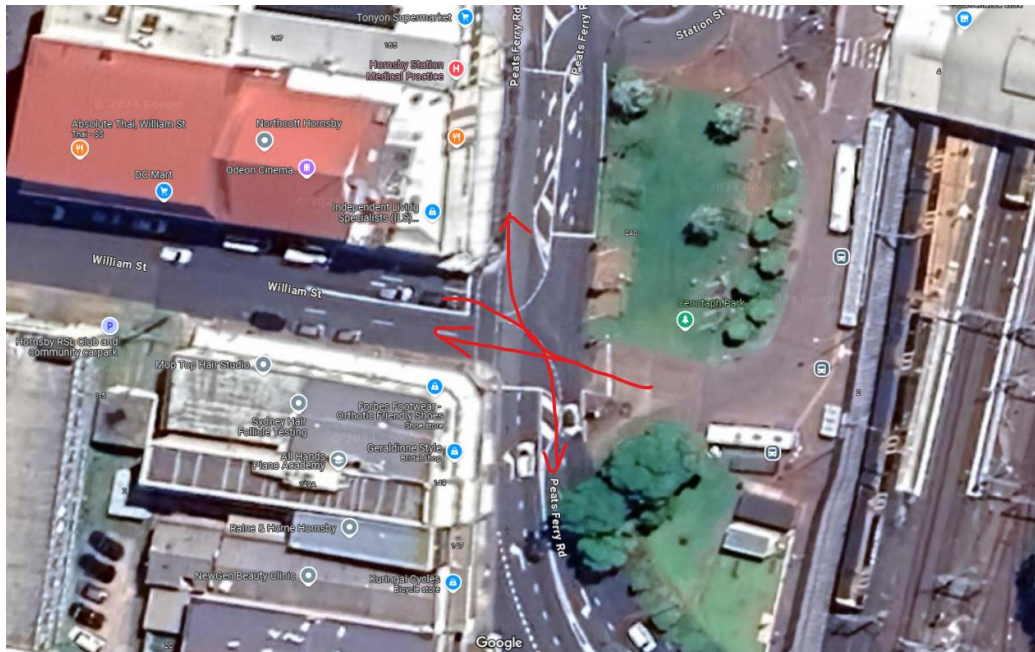
Page xiii. Item R.14, Road network improvements, ‘George Street/Peats Ferry Road/Westfield Access and Pacific Highway/Edgeworth David Avenue intersection upgrade’

If the policy maker wants to widen to create three through lanes in each direction, it needs to make sure the vehicles exiting from the Westfield shopping centre from George St have sufficient merging distance to make it to William St left turn to reduce road safety hazard.



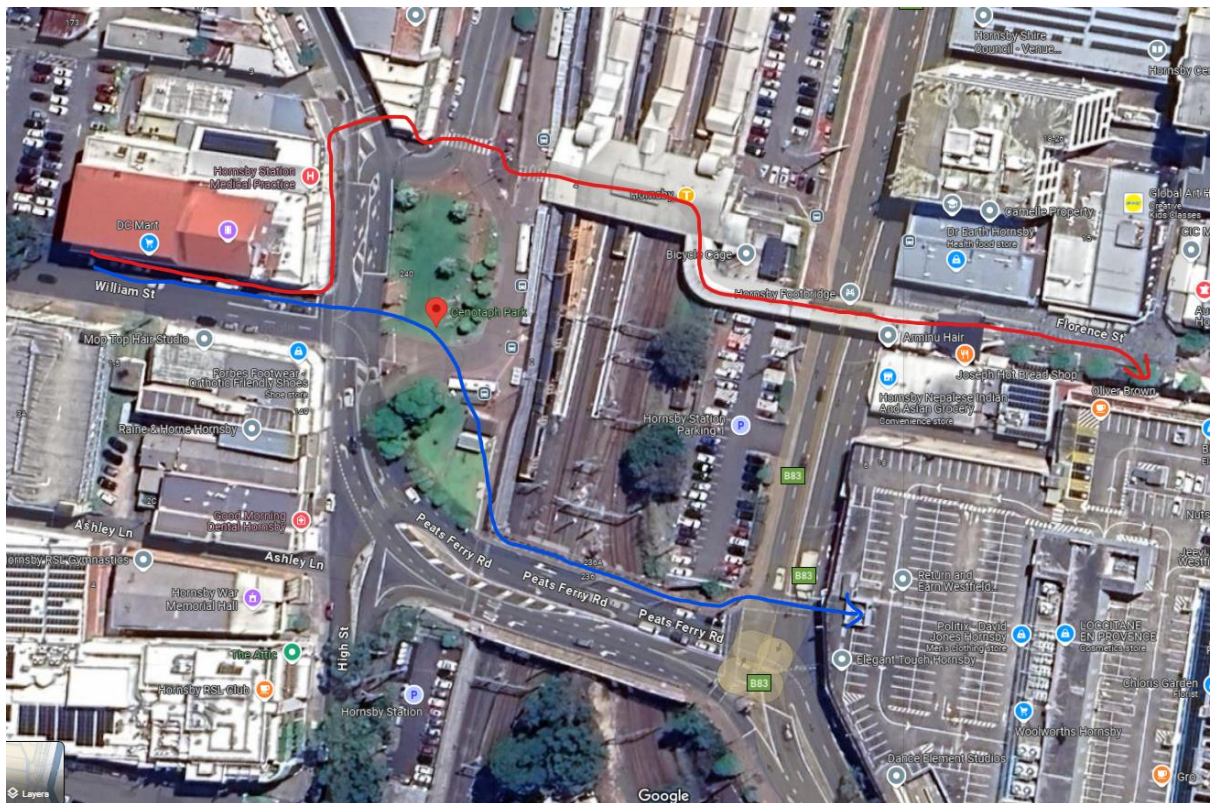
Also, if you are trying to widen the rail bridge, allow sufficient planning time as project interfacing (especially those overhead wiring gantry) with the Sydney Trains bridge takes a long time (for example the Epping Bridge Widening Upgrade). You need to start commissioning the feasibility studies, detailed design and the early work done soon.

There is also a current potential hazard for the TCS signal at the intersection of William St and Peats Ferry Road. As the vehicle from William St trying to turn right, it is also green light for the bus turning right from the Cenotaph Park bus zone. Without the need to do a turn path analysis, you can tell the two right turn directions cannot occur simultaneously given the narrow road width. Consider a TCS reconfiguration (but not compromising the right turn wait time from William St) or include the scope to widen the intersection here.



The current access from William St to Westfield is too difficult and not accessible for pedestrians. Under the current path (red line below in the image), you need to walk to a traffic light, wait for green light from TCS #2968, walk across two pedestrian crossings (not to mention that there is no raised threshold as a wombat crossing, harder for the bus/taxi driver to sight and slow down), walk across the Hornsby footbridge and then walk down the 30 steps (because the lifts are always in maintenance), then you can finally reach Westfield. Imagine I am carrying the groceries I bought from Woolworths, it would be a hustle to bring them back home by going up and down so many steps.

I suggest an alternative pedestrian and cyclist link via the Peats Ferry footbridge shall be established (see blue line below). While the Peats Ferry footbridge is being upgraded, put in at least 3.0m for the share path width on both sides the footbridge to make it consistent with the TfNSW *Cycleway Design Toolbox* (December 2020).



Page 8 Section 2.2, Hornsby Junction remodelling and commuter car park

For the proposed commuter car park, consider for maximum 12 hours parking only when Opal card is tapped (free for Opal user up to 12 hours but required parking rates for those parked more than 3 hours but not using the Opal) and allow for several 2P/3P free temporary free parking spots and also put in some pickup/drop down zone but consider the flow of traffic in more detailed.

Multistorey carpark is a good idea, for example in the Eastwood, Rowe Street East Carpark in City of Ryde provides a good example on how to supply more parking spaces within a site constraint area.

Page 36 Section 5.2, Proposed active transport changes

A second ticketing gate at the northern end of the Hornsby Station is needed. Imagine you offboard on one side of the train, walk to the other side to exit the ticket gate, and walk all the way back again if you are travelling North on foot. People will start to congest at the only southern gate exit at peak hours, imposing health and safety risks (especially when you are pushed by the crowd on stairs). As a major train hub, Hornsby

should have at least two sides of exit, similar to Epping, Strathfield, etc. I mean how can you accommodate extra 5000 households (that means extra 10,000 people at least) by having only one train gate exit?

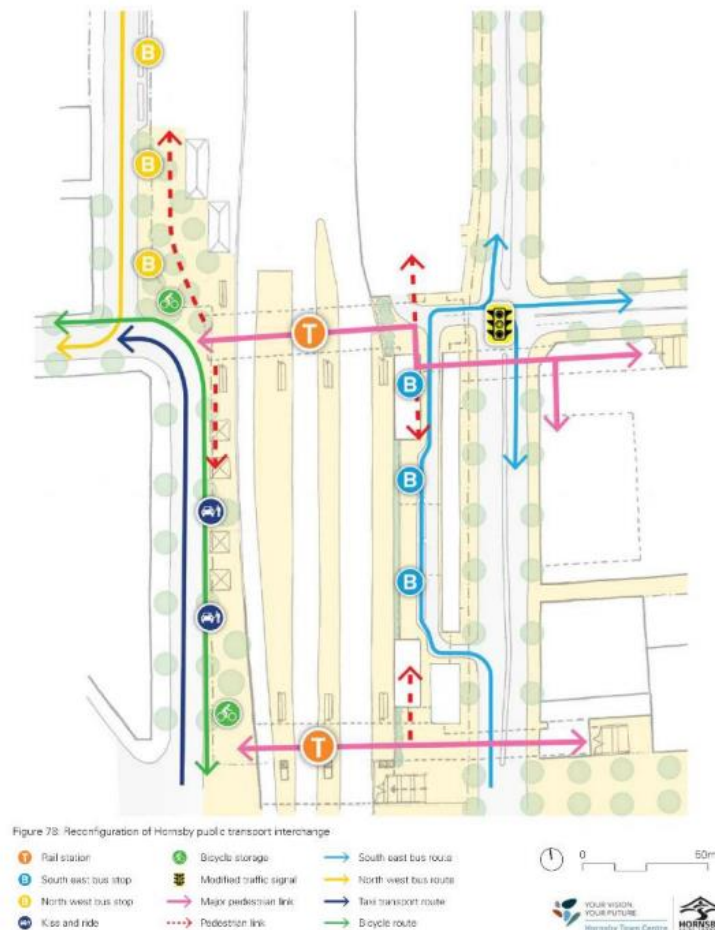


Figure 5.9 Proposed transport movements across all modes around Hornsby Railway Station

Page 40 Section 6, Parking

You will start losing the commuter carpark on TAHE lands if the Over-Station-Development is sought. The study would hence become obsolete. I suggest a new parking study shall be commissioned based on the TOD proposal, rather than using Council's studies a few years ago. Remember it's a long-term game and you can't wait for the land developed first and then build the car parks later because it would then be much more costly to make an acquisition back. You don't need to learn from Eastwood (not far) for a tough lesson.

The only way to address is to build multi-storey commuter carpark but you have to consider the traffic flow here.

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 30 July 2024 10:43 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 30/07/2024 - 10:43

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Dural

Please provide your view on the project

I object to it

Submission

I object to the development in Hornsby on the following grounds:

1. Although the new dwellings will be situated near many facilities and public transport, undoubtedly many of these residents will still own and use cars. Even if only half the residents use cars, that is still an extra 2,500 cars which will add to the congestion around Hornsby. Serious consideration needs to

be given to whether the roads around Hornsby can accommodate such an increase and appropriate upgrades implemented.

2. If the development goes ahead, it is essential that there is no loss of parking spaces for rail commuters.

3. More green spaces will need to be provided to accommodate such a large increase in residents.

4. All the proposed buildings should have green roofs.

5. Infrastructure, such as hospitals, schools and sewage works should be improved to cater for the increase in population.

6. It must be ensured that any office spaces in the development remain always as office spaces and not converted to residences at a later date.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 30 July 2024 11:07 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 30/07/2024 - 11:07

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

Galston 2159

Please provide your view on the project

I object to it

Submission

I would like to object to the size of this development because - this development would create an unsustainable amount of congestion in an area that already is over developed with apartments. The traffic chaos would be horrendous as the roads are at capacity already. There would NOT be enough green space & there seems to be not enough done to make these developments have compulsory green rooftops. The Sewerage system would not be able to cope & rate payers should not have to pay

to have any improvements made to the system. Building on such a huge scale will only create high rise urban slums.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 30 July 2024 4:27 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 30/07/2024 - 16:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Elanora Heights, 2101

Please provide your view on the project

I support it

Submission

As an owner of a unit of Burdett St, I support the planned development.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 30 July 2024 6:07 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 30/07/2024 - 18:06

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby

Please provide your view on the project

I object to it

Submission

I don't agree or want any of this proposal

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 30 July 2024 7:49 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 30/07/2024 - 19:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Asquith 2077

Please provide your view on the project

I object to it

Submission

Terrible idea. No supporting infrastructure - where are all these families going to go to school, play sports, enjoy some green space?

No local co-ed high school, primary schools overflowing & local ovals already packed with club sports.

Driving through Hornsby is terrible at best of times & simply adding more residences with no regard to delivering on what the locals actually want & need.

Destroying what many moved to the area to enjoy in the first place..

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 30 July 2024 8:50 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 30/07/2024 - 20:50

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Mark

Last name

Anderson

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Normanhurst, 2076

Please provide your view on the project

I support it

Submission

I support the proposal, with caveats.

Housing development is vital in NSW. I support the TOD project, but believe there are significant oversights that must be addressed before the final project is approved. It seems that the State Government, in their haste to increase available housing, has not planned appropriately for

investment in infrastructure required for this housing growth.

There are four primary concerns which have not been adequately addressed in any of the information that is publicly available: school funding; parks/playground investment; affordable housing; and sewerage investment.

- School Funding

Primary schools in the Hornsby LGA are struggling to accommodate the growing population. In addition to this, there are a limited number of Government schools which are available for students to attend in the Hornsby LGA. Normanhurst Boys and Hornsby Girls are both selective schools. Asquith Girls & Boys Schools are single sex, both requiring significant investment to be able to cope with the estimated population increases according to the rezoning proposals. The same investment needs are required for Pennant Hills High School, as well as Kuring-Gai High and Turramurra High, though these are outside the Hornsby LGA but still service residents..

Current communication from the TOD team indicates that their analysis shows there is available space to accommodate population growth. Space does not equate to adequate facilities, and my first-hand experience at these schools indicates that many are running at capacity for the student population they currently have. If further research has been conducted by the TOD team, or the DOE, it has not been made public and should be.

Urgent investment in educational facilities is vital.

- Parks/Playgrounds Investment

Similarly, with the increasing population in the Hornsby LGA, there is a need to ensure that there is enough green space for recreational activities. Westleigh Park was meant to address this, but the State government has recently made the decision to demand the return of \$36 million in funding. This demand will most likely result in the scuppering of that project. Our area is well known for its lack of adequate sporting facilities.

Increasing the population of Hornsby by over 12,000 residents, without a commensurate increase in recreational and sporting facilities, is absurd and will only make a bad situation worse.

- Affordable Housing

Housing is a human right, and the proposal that only 250-500 affordable homes will be built is simply not enough. The Hornsby LGA is one of the most expensive areas to live in, in Sydney. I should know, I am a renter. Further, many of these homes are for a limited period of 10 years, which means that as the population grows over time, the availability of affordable housing will decrease.

More affordable housing should be made mandatory as part of the development process in the Hornsby TOD. It will have a negligible impact on the profits of property developers, but a major difference in the lives of those those who need access to these dwellings.

- Sewerage Investment

The Hornsby Heights wastewater plant is current at capacity in 2024. The West Hornsby plant, which will likely service the new developments, will be at capacity in 2026. Despite this, there has been no indication of investment in wastewater treatment plants to meet increasing capacity. This is vital considering the alternative is for more wastewater to be entering our waterways, especially as storm/flooding events become more common as our climate changes.

Thank you for your time and consideration. I look forward to seeing the results of the community

consultation.

Best wishes,
Mark

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 30 July 2024 10:03 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 30/07/2024 - 22:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Mount Colah, 2079

Please provide your view on the project

I object to it

Submission

I don't want Hornsby, become another Chatswood. Already Asquith has a lot of new apartments.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 31 July 2024 8:44 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 31/07/2024 - 08:44

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

DAVID

Last name

RAYNER

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Medowie

Please provide your view on the project

I am just providing comments

Submission

We bought a unit on the 13th floor (first 5 are underground so 8th floor above ground) of the Avanti (George St) building during the final stages of construction, choosing one on the east side for the view. You say the allowable height of building on the other side of Hunter Lane will be increased but nowhere have I seen by how much? If it's by more than a couple of storeys, people on that side of Avanti will lose their view, only see the sun for an hour or two per day, and thus suffer a considerable

drop in the value of their property. So, what will be the new height allowance?

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 31 July 2024 10:25 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 31/07/2024 - 10:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

I object to this plan. Hornsby is already at full capacity in terms of population with insufficient infrastructure for the current population, let alone accommodating a further increase in population.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 31 July 2024 11:20 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: ccf31072024.pdf

Submitted on Wed, 31/07/2024 - 11:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby

Please provide your view on the project

I am just providing comments

Submission file

[ccf31072024.pdf](#) (647.56 KB)

Submission

Please consider my above proposal to maximise the use of the land within 400 meters from Hornsby station.

Thank you.



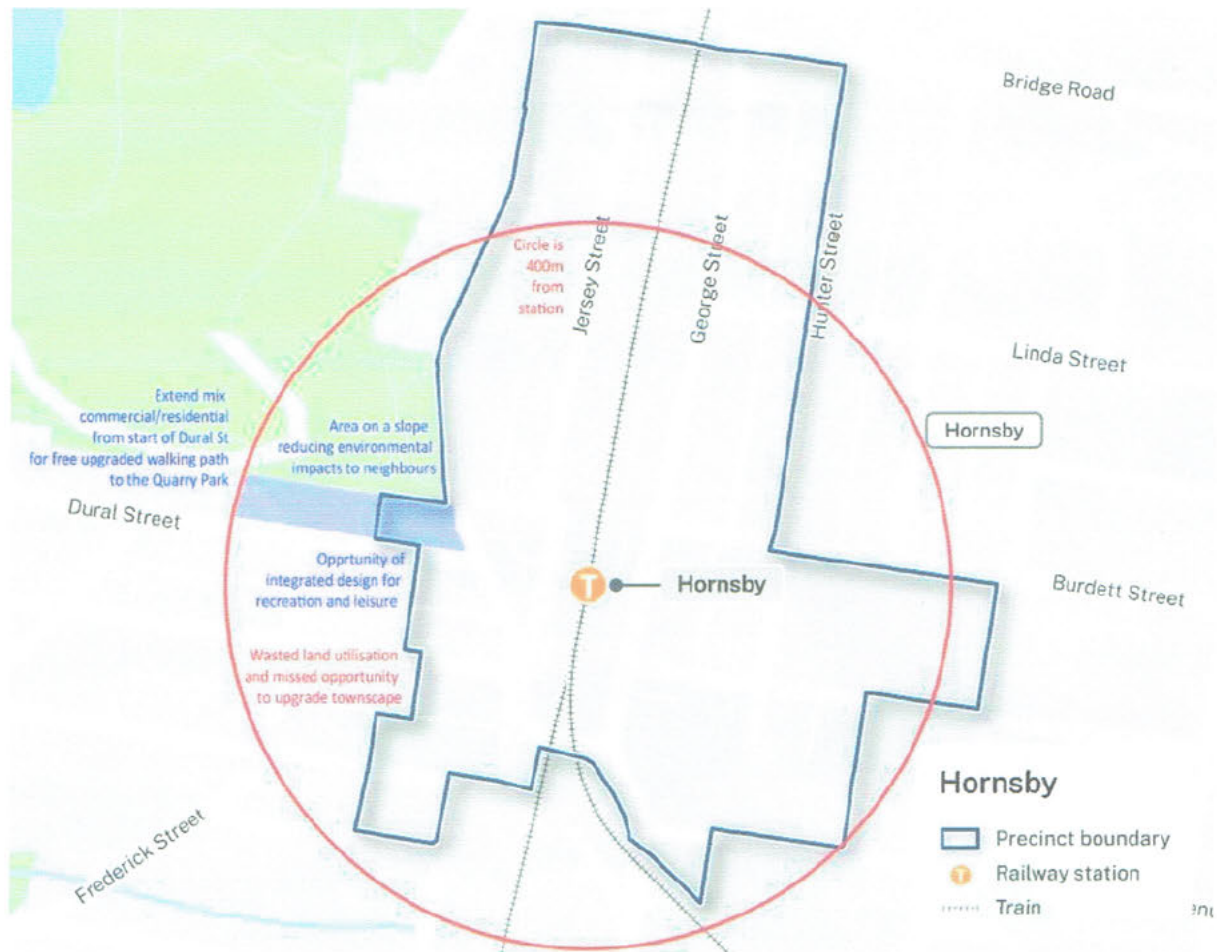
I agree to the above statement

Yes

20 July 2024

Dear Sir/Madam:

Re: Hornsby TOD Rezoning Proposal



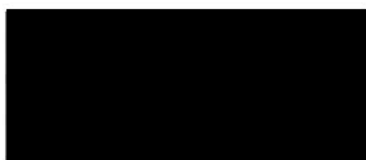
We would like to request for the Hornsby TOD precinct to be extended westward.

The current TOD precinct is unbalanced toward the north at a disadvantage of the west. It would be a waste not to fully utilise the limited lands within close walking distance to the station.

The existing residential units on the west side of Hornsby are old with signs of dilapidation. This is a great opportunity to renew our townscape.

If the mixed commercial/residential section at the corner of Dural St and Peats Ferry Rd can be extended westwards, there is a perfect opportunity for an integrated design of recreation and leisure and a free upgraded walking path towards the Quarry Park.

Thank you.



Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 1 August 2024 9:10 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 01/08/2024 - 09:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby

Please provide your view on the project

I am just providing comments

Submission

Hi, the roads around the Westfield along Edgeworth David avenue and near the train station are really congested. The government should consider one direction traffic to ease problems during peak hours.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 1 August 2024 1:10 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: tod-have-your-say-response.pdf

Submitted on Thu, 01/08/2024 - 13:08

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2000

Please provide your view on the project

I am just providing comments

Submission file

[tod-have-your-say-response.pdf](#) (251.8 KB)

Submission

Please see our submission attached that calls for Transport Oriented Design projects to deliver a better return on investment for the people of NSW.

I agree to the above statement

Yes




9 August 2024

Department of Planning, Housing and Infrastructure
Locked Bag 5022,
Parramatta NSW 2124
Submitted via web-form link

Dear Sir or Madame

RE: Transport Oriented Development – Accelerated Precincts

We write to call on the NSW Government to amend **Transport Oriented Development (TOD) Accelerated Precinct** plans to improve inclusion and equity for the people of NSW. The current TOD proposals have the potential to deliver up to 49,677 new homes in NSW, in locations centered around railway stations that either are, or soon will be accessible.

Location	Total Homes	Affordable Homes	Accessible Homes
Hornsby 	Up to 5,000	5–10% 250–500	0?
Macquarie Park 	Up to 4,622	10–15% 460–690	0?
Kellyville and Bella Vista 	Up to 20,700	3–8% 620–1,650	0?
Crows Nest (2024)	Up to 3,255	10–15% 325–488	0?
Homebush (2024)	Up to 16,100	5–10% 805-1,610	0?

For people with disability, access to accessible public transport is essential, to enable travel to work, education, essential services and recreation. Train and tram travel offer the greatest accessibility, but not all stations are currently accessible.

Livable Design for Accessibility

People with disability are already excluded from much of the housing stock in NSW, due to inaccessible design, which often cannot be affordably modified. It is crucial that all homes built in the TOD precincts are built to the **Silver Livable Design Standard**, in line with the **Building Better Homes Campaign**, to enable access by people with disability and end housing discrimination for the 1 in 5 Australians who have a disability. For developers, this also means more potential customers. Building to the Silver Livable design standard adds less than 1% to the cost of building homes according to Australian Building Codes Board modelling, but this is far less than it will cost to retro-fit these homes, or move people into specialist aged or disability care if their circumstances change.

More affordable homes

Of the proposed 49,677 homes, the maximum target for affordable homes is 4938. As of May 2024 the **NSW Housing Register** showed that 58,942 applicants were waiting for social housing, and 9142 were identified as priority applicants.

The need for affordable housing is critical, but the number of homes designated under TOD to be affordable only has the potential to accommodate half of the priority list, or 8% of the total number of waiting applicants. We call on the NSW Government to increase the proportion housing allocated to be affordable under TOD to 50% in every location. This would accommodate half of the applicants currently waiting on the NSW Housing Register.

Affordability settings

We also call on the NSW Government to set affordability standards to meet the needs of people who live on social security payments. Some providers define housing as 'affordable' because its rent is set at a discount compared with the market. At a median rent of **\$745 per week**, even a 25% discount on Sydney rents would only lower weekly costs to \$558.

Without urgent intervention to provide affordable housing, many in NSW risk homelessness. Anglicare Australia's 2024 **Rental Affordability Snapshot** has identified

that of 45,115 rental listings, none were affordable for a person living on Youth Allowance, only 3 share-houses were affordable for a person on JobSeeker, 31 rentals were affordable for a person on the Disability Support Pension, 89 were affordable for a person on the Age Pension and 289 were affordable for a person on full time minimum wage. We call on the NSW Government to set affordable rents at **no more than 30% of a person's income**, in line with the Australian Housing and Urban Research Institute's settings. This will ensure that it is truly affordable.

The land being released for development represents a huge investment by the people of NSW in housing that enables more people to access work, education, essential services and recreation. Together with our peers at Homelessness NSW we call on the NSW Government to improve inclusion and equity for the people of NSW by:

- ensuring every home under the TOD is built to at least the Silver Livable Design Standard
- increasing the proportion of accessible housing in each location to 50%
- setting the housing affordability standards at 30%

Yours sincerely



Sebastian Zagarella

CEO

People with Disability Australia



Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 1 August 2024 1:17 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 01/08/2024 - 13:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Anthia

Last name

Jacobson

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2079

Please provide your view on the project

I object to it

Submission

Hello

Upon reviewing the recommended changes, I write to express my extreme concern. These suggested changes completely change the face of the Hornsby precinct and remove many of the Things that make it feel like a community.

Firstly - the building heights are far too high, with too much discrepancy between the smallest and largest buildings. I would suggest more consistency across the heights proposed within the whole precinct. Rather than 36 to 40 storeys then 4 storeys further out from the station, I would prefer mid sized buildings in the 10-16 storey realm with more of them.

The lack of green space relative to the proposed dwellings is also completely inappropriate, especially for an area so close to bushland which many residents value. There needs to be significantly more green space in general in the precinct, especially given such tall buildings which will drown much natural light and air out.

I also don't think the current roads are equipped to deal with the huge volumes of cars that will be added to the local area. Simply trying to discourage driving through other means is impractical - again because of the nature of this area people flock to Hornsby from parts of the area that are not public transport friendly and it changes the nature of how they engage with the area. The other issue is there will be a spillover effect onto the wider streets in the suburb which already cannot deal with the traffic that is currently on the roads.

The flow of traffic also needs to be improved if these changes are to be made - there are many no right turns around the station and makes it easy to get stuck, especially if more traffic is on the roads.

Look to waitara as an example - the large number of apartment buildings are of consistent height and don't overburden the skyline given there are such a high concentration in a small space. Waitara also expertly managed to combine large amounts of green space with appropriate walkability and road width.

Will Hornsby station be upgraded and additional trains be added to accommodate?

What will happen to the small businesses who will be moved or who cannot afford to take up space in new commercial sites? How do you guarantee the diversity of businesses in the precinct that we have now?

I'd also like to see a higher proportion of affordable housing to offset the significant changes that will happen to the area ensure a more equal community.

Currently, our other infrastructure is struggling with keeping up with demand in the local area as we already have so many apartments being built in the surrounding suburbs. In particular our health system. This needs to be addressed holistically to ensure this plan doesn't detriment the local community even further.

This is an extreme plan and should be moderated significantly.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 1 August 2024 3:09 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: public-consultation-of-the-hornsby-tod-rezoning-proposal---31-july-2024.pdf

Submitted on Thu, 01/08/2024 - 15:08

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Chatswood 2067

Please provide your view on the project

I am just providing comments

Submission file

[public-consultation-of-the-hornsby-tod-rezoning-proposal---31-july-2024.pdf](#) (381.49 KB)

Submission

Please refer to the attached letter from Link Wentworth regarding the Public consultation of the Hornsby TOD Rezoning Proposal.

I agree to the above statement

Yes



**Link
Wentworth**
Providing homes, building futures.

ABN 62 003 084 928

Chatswood

Level 10
67 Albert Avenue
Chatswood
NSW 2067

PO Box 5124
Chatswood West
NSW 2067

T 13 14 21

F 02 9412 2779

Penrith

Borec House
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Suite 1002
29-57 Station Street
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T 13 14 21

F 02 4777 8099

enquiries@
linkwentworth.org.au

31 July 2024

Executive Director – State Led Rezoning
Department of Planning, Housing and Infrastructure
4 Parramatta Square
12 Darcy Street
PARRAMATTA, NSW 2150

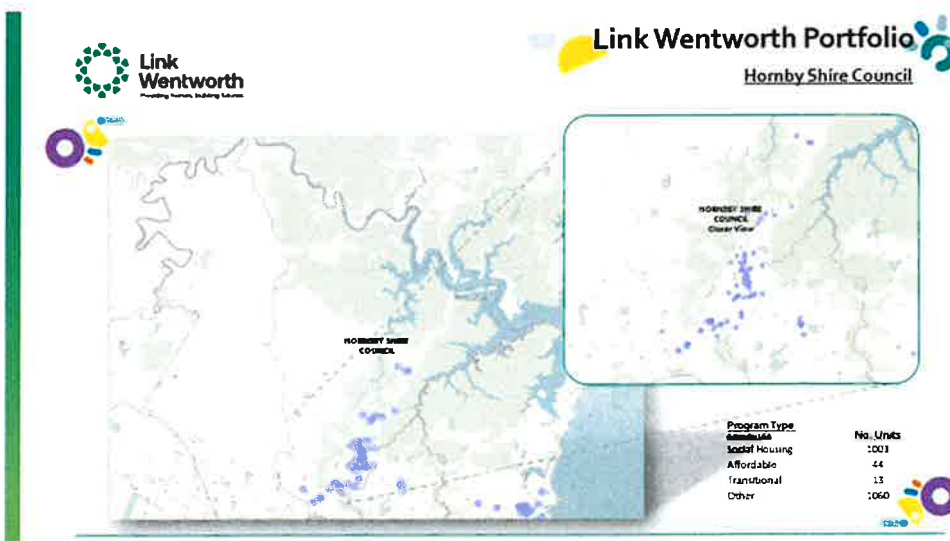
Attention: Anthea Sargeant

Dear Ms Sargeant,

Public consultation of the Hornsby TOD Rezoning Proposal

Thank you for the opportunity to review the documentation, including the Explanation of Intended Effects (EIE) in relation to the Hornsby Transport Oriented Development (TOD) rezoning proposal.

By way of background, Link Wentworth are one of Australia's largest and fastest-growing Community Housing Providers (CHP) and committed to providing more social and affordable housing and providing support for residents to build capacity and achieve their life goals. Link Wentworth operate in the Hornsby Local Government Area, owning and managing over 1000 social and affordable homes, see image below and Attachment C.



Chatswood
Katoomba
Lithgow
Penrith
West Ryde
Windsor



We also have a range of service provider partners in the locality that assist us deliver a range of services and programs. A summary of Link Wentworth is marked Attachment A.

CHP's play an important role in the delivery of social and affordable housing. CHP's are a well-governed, well-managed, scalable and sustainable community housing sector that meets the housing needs of tenants and provides assurance for government and investors. A summary of the CHP framework is marked Attachment B.

Upon review of your document and specifically the EIE we note that section 2.9 provides for how the provision of affordable housing will be treated within the Precinct and through amendments to the Hornsby Shore Council Local Environmental Plan 2013.

The EIE states "*Affordable housing contributions of 5-10 per cent, to be held in perpetuity and managed by a registered Community Housing Provider (CHP), are being proposed as mandatory for all new residential development within the Precinct.*" It appears there will be no other opportunity to secure additional FSR for the delivery of affordable housing.

In response to the positions outlined in the EIE, Link Wentworth offers the following comments:

- 1 The properties **being managed by a not for profit CHP is essential**. The sector is best placed to meet the housing needs of tenants and operates within a well governed, well managed and regulated environment. See Attachment B.
- 2 To increase the capacity of the CHP sector to continue to grow and provide the necessary services and meet housing need, an important amendment to the EIE would require the affordable housing to be **owned by a not for profit CHP**. This is a critical point and is essential for the sector to become a scalable and sustainable community housing sector.
 - **Recommendation** – "*Affordable housing contributions of 5-10 percent, **to be owned and managed by a registered not for profit Community Housing Provider (CHP)** are being considered as mandatory for all new residential development within the Precincts*"
- 3 The contribution rates should be set as targets and tracked by both State and Local government. The rates provide a large variation in the number of dwellings to be delivered, see table below. **The higher end of the range should be targeted**, especially since there is no further provision or access to more affordable housing being delivered through the planning process.

Location	Additional homes capacity	Affordable housing requirement	Potential affordable homes
Hornsby	5,000	5% - 10%	250 - 500

- **Recommendation** – that the **higher target of 10% be established** for the Precinct.



4 Section 7.32 of the Environmental Planning and Assessment Act, 1979, provides:

“Subject to subsection (3), the consent authority may grant consent to a development application to which this section applies subject to a condition requiring—

- (a) the dedication of part of the land, or other land of the applicant, free of cost to be used for the purpose of providing affordable housing, or
- (b) the payment of a monetary contribution to be used for the purpose of providing affordable housing,”

It is noted that the “Draft Hornsby Precinct Affordable Housing Contribution Scheme” provides:

“A contribution is to be calculated based on the total floor area of the residential component of the development to which the development application relates. There are three methods for satisfying the contribution requirement:

1. Dedication of affordable housing units on site contribution – build and dedicate free of charge the required affordable housing dwellings
2. Monetary contribution – a monetary contribution that is equivalent to the affordable housing rate, as set out under the Draft Scheme of \$6,420 per square metre
3. A combination of dedication of affordable housing units and monetary contribution.”

- **Recommendation** - that the **monetary contribution rate is benchmarked and adjusted on an annual basis** and updated accordingly.

The government should be congratulated in working up these important policy and statutory positions in terms of affordable housing. However there remains a few details to be refined to ensure that the maximum investment by the development sector and government can achieve the objective of delivering more well-located affordable housing, by:

- empowering the **not for profit CHP to own** and manage the affordable housing
- that **10% of the housing stock** be targeted for the delivery of affordable housing, and
- that the **monetary contribution rate is benchmarked and adjusted on an annual basis** and updated accordingly

We would welcome the opportunity to work closely with Council to secure these funds, sites and development opportunities to deliver affordable housing in the Hornsby Local Government Area.

Please feel free to contact Nicole Woodrow on 0402 956 891.

Kind regards,

Andrew McNulty
CEO Link Wentworth



Attachment A Link Wentworth Overview

Link Wentworth are one of Australia's largest and fastest-growing Community Housing Providers (CHP) and committed to providing more social and affordable housing and providing support for residents to build capacity and achieve their life goals.

Link Wentworth operates primarily in the north and western metropolitan area of Sydney, see areas of operation below.

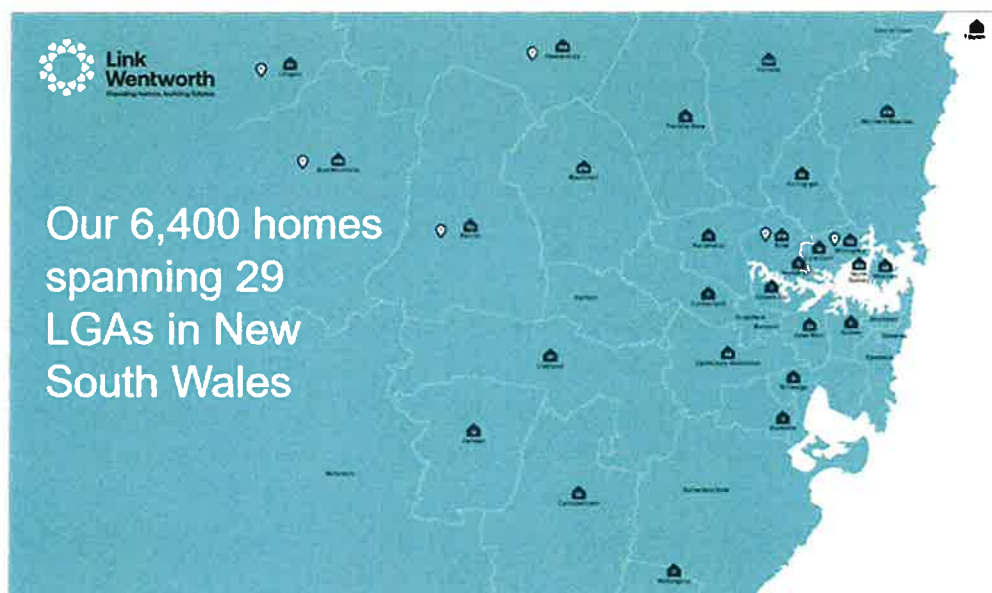


Figure 1: Link Wentworth's areas of operation in NSW

Link Wentworth covers the full continuum of housing needs, and its portfolio is made up of the following to support our residents across every stage of their housing needs:

- 5,598 Social Housing properties.
- 588 Affordable Housing properties.
- 317 Specialist Disability Accommodation (SDA) properties.
- 4 Crisis Accommodation Properties.
- 39 use units and affordable housing leveraging available vacant privately owned dwellings.



Housing continuum

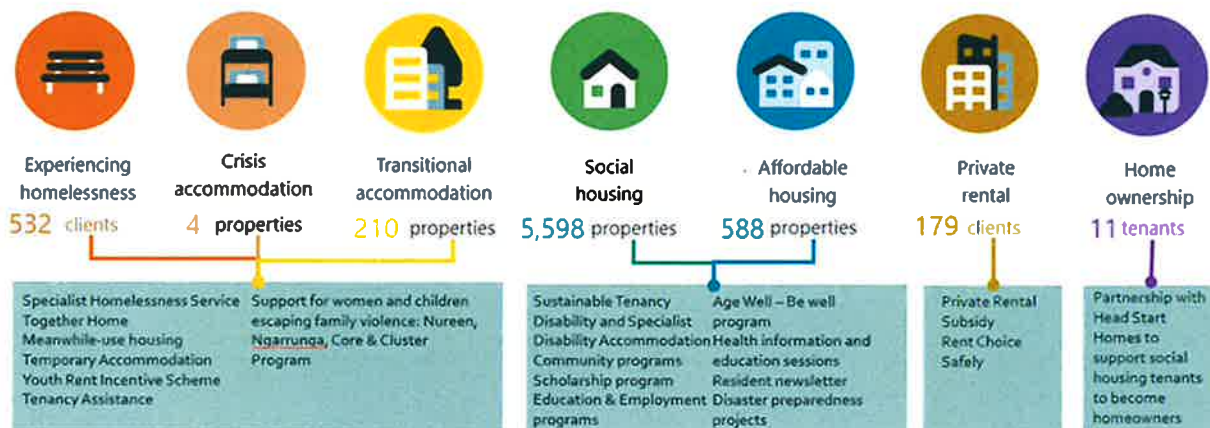


Figure 2: Link Wentworth's housing continuum and the wrap-around services we offer to support our residents at every stage.

Link Wentworth recognises that many of our tenants need additional help to maintain their tenancies, so we provide vital wrap-around services, supports, programs and activities aimed at improving their quality of life. Figure 2 shows not only the full housing continuum Link Wentworth provides but these wrap-around services that support our residents at every stage of their housing journey.

Our values that drive what we do as Link Wentworth, and which are endorsed by our staff, Executive Leadership Team, and Board are:

- **Customer Focus:** Our customers are at the heart of everything we do.
- **Compassion:** We genuinely care for each other and everyone we work with.
- **Integrity:** We are committed to safety, honesty, and accountability.
- **Respect:** We value everyone we engage with and treat them fairly and equitably.
- **Ambition:** We have the courage to lead and help drive positive social change.



Attachment B Overview of the Community Housing Framework

The 'Community Housing Providers National Law (NSW) No 59a of 2012' assists in regulating the establishment of the Community Housing Sector in Australia, and for each jurisdiction. The Object of that Law is to

"3 Object

(1) The object of this Law is to provide for a national system of registration, monitoring and regulation of community housing providers:

- (a) to encourage the development, viability and quality of community housing, and*
- (b) to promote confidence in the good governance of registered community housing providers so as to facilitate greater investment in that sector, and*
- (c) to make it easier for community housing providers to operate in more than one participating jurisdiction.*

(2) A purpose of registration is to identify appropriate entities to which government funding for community housing might be provided under other legislation or policies of a jurisdiction."

The prioritisation of the Community Housing Sector in the allocation of assets and housing, will help deliver social and affordable housing that ensures the Sector will continue to mature and provide sustainable growth that aims to address the current housing crisis in Australia.

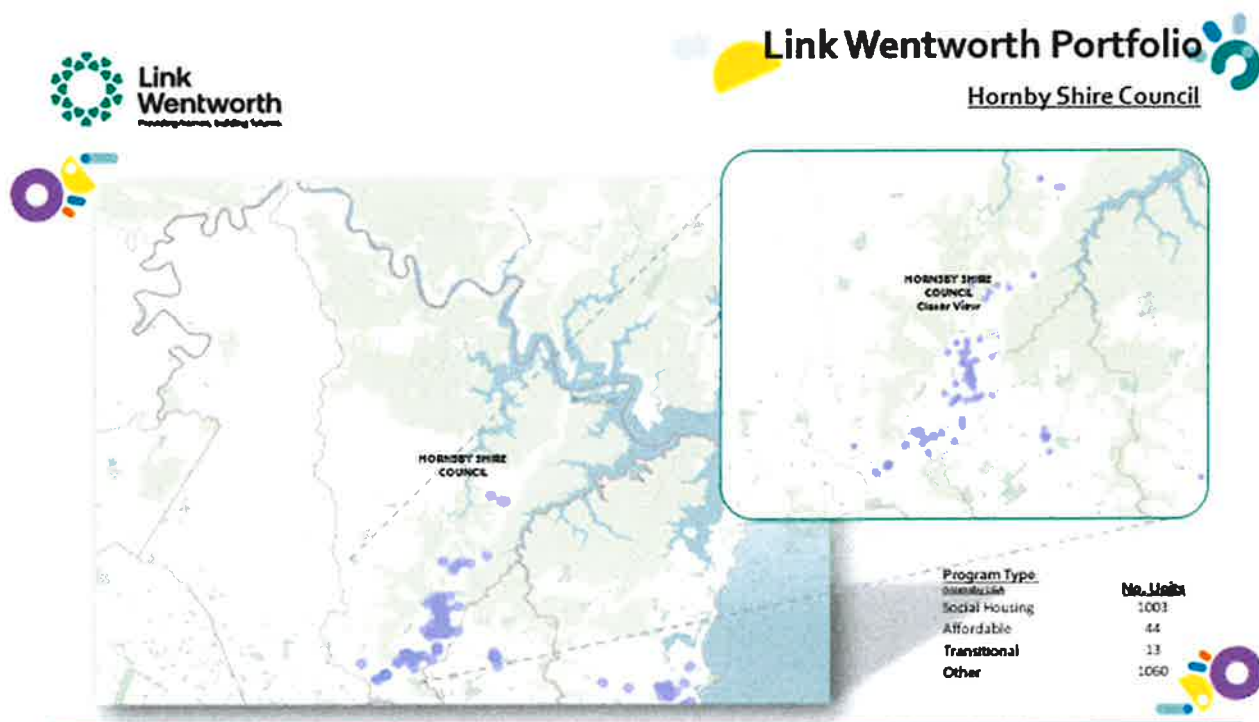
The supply of social and affordable housing remains critical, and working with both State and Local government to target more investment and to ensure planning reform aligns with the support of the Sector is critical.

The Community Housing Sector offers:

- **Comprehensive Value:** The Community Housing Sector provides extensive social value beyond economic returns, including alleviation of poverty, improved health, employment, social inclusion, and education outcomes for tenants.
- **Financial and Operating Efficiencies:** Research indicates that community housing may offer greater financial and operating efficiencies compared to other social housing options.
- **Leveraging Private Sector Funding:** Community housing can leverage private sector funding against its assets, allowing for more housing and support services with the same inputs.
- **Cost Efficiencies:** According to the Community Housing Coalition (CHC):
 - Provides at least 10% more properties than public housing for the same capital funding
 - Delivers 56% more rental income for providers due to Commonwealth Rental Assistance (CRA) eligibility for tenants.



- Reduces average property management costs by \$1,000 per property per year.
 - Lowers salary costs by approximately 15% through salary sacrifice.
- **Social Value Calculation:** The CHC report calculates the economic, educational, health, and community inclusion benefits for community housing tenants at \$25,860 per person per year, indicating substantial social value.
- **Overall Social Value:** Considering inflation to the CHC, the current social value of community housing is estimated to exceed \$350 million per annum, showcasing its significant contribution to society.



Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 1 August 2024 4:28 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: hornsby-tod-submission.docx

Submitted on Thu, 01/08/2024 - 16:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission file

[hornsby-tod-submission.docx](#) (14.52 KB)

Submission

Please see attached file

I agree to the above statement

Yes

Dear Ms Sargeant,

I hereby lodge my submission regarding the Hornsby Transport Orientated Development(TOD).

I am not totally against the plan and agree that some redevelopment is necessary but as an owner resident in a Hunter Street unit I am not happy with the proposed 12 storey development of the western side of Hunter Street between Burdett Street and Linda Street.

I am against the above development for the following reasons:

- 1.Overshadowing,loss of afternoon sunlight(which particularly impacts west facing units such as mine which do not benefit from eastern or northern sun at other times of the day).
- 2.Increased electricity usage due to the reduction of light and sun for clothes drying etc.
- 3.The lowering of the perceived amenity and unit values for both resident and investment owners.
- 4.The lack of privacy that will result due to people being able to look directly into my unit.
- 5.An increase of on-street parking demand which is already problematic and traffic congestion which is already burdened by Westfield customer traffic.
- 6.A twelve(12) storey development opposite a three(3) storey development is not in keeping with the area.

The redevelopment will also result in considerable impacts and overcrowding for local schools that are already facing great restraints in funding,space,and buildings/classrooms.

A much higher need for already scarce places in childcare and early learning centres.

A great need for additional infrastructure and sporting fields.

Yours sincerely



Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 1 August 2024 8:50 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 01/08/2024 - 20:50

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Pennant Hills 2120

Please provide your view on the project

I object to it

Submission

The proposal is an outrage. More and more people are being jammed into a fixed area of land. It will inevitably lead to a lower quality of life through more pollution, increased demand and competition of green space and more congestion on public transport and roads. Get the message we don't want any more immigrants.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 1 August 2024 8:53 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 01/08/2024 - 20:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I am just providing comments

Submission

Please consider providing new primary school provisions for this area. The existing primary schools which service this area are at capacity and none are walking distance. The idea of transit orientated development is sound and could assist with minimising additional car ownership and this development will enable easy travel to major business hubs for work however without new primary school provisions as part of the development people will be heavily reliant upon cars to get their kids

to the existing schools. This is likely to increase car ownership within the new developments and increase local traffic significantly at peak times, when the local roads are already very busy.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 2 August 2024 5:36 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 02/08/2024 - 05:35

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Robert

Last name

Haslam

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I am just providing comments

Submission

I'm definitely in support of the project but feel that the roads leading into Hornsby from areas such as St Ives are at their capacity. From link road, burns and Edgeworth David are constantly at a crawl pace every morning and afternoon. This route needs to be upgraded as it's more than likely going to get worse with the proposed extra housing in the Hornsby area.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 2 August 2024 11:21 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 02/08/2024 - 11:21

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

I would like the government to address the following concerns:

1) Traffic congestion to an already congested George St, Burdett St and Edgeworth David Avenue artery

With increased density, existing residents may not even be able to drive out of their own apartments.

2) Ease of access to Hornsby Hospital need to be considered especially when there is large scale development resulting in closed roads and access could be a matter of life and death to a patient.

3) Consideration such a large scale plan need to take into account the discomfort of current residents who will need to deal with major disruption in their daily lives. There needs to be transparency of how long this project is taking place as well as how each section of the plan is to be implemented to take care of the needs of residents.

4) The main commercial centre of Westfield and surrounding support businesses that such as pharmacies, clinics, groceries and all activities that support the needs of residents in Hornsby will be demolished. Please provide an explanation and action plan to ensure that residents in Hornsby will still have access to these services when development is being taking place. Some residents do not have access to transportation to go further than the next suburb to ensure they still get access to medical facilities and groceries that will sustain their lives.

5) There are many units around the Burdett and Hunter Street area which will be severely impacted by tall buildings which will block out the sun coming into their units. Has this been looked into when planning is done?

I thank you for your time to look into my submisson

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 2 August 2024 12:12 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 02/08/2024 - 12:11

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

Hornsby and its surrounding suburbs are at their full capacity and any additional reasoning to include additional homes will defeat the purpose why people are currently living in Hornsby Shire. Don't make it Parramatta or Rouse Hill

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 2 August 2024 12:17 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 02/08/2024 - 12:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Erin

Last name

Byrne

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Wahroonga 2076

Please provide your view on the project

I am just providing comments

Submission

There is no consideration given to providing educational facilities. You are attempting to create thousands of new residences that will bring thousands of young families to the area. The current primary schools in the area are over enrolled. The current high schools are over enrolled. There is not enough parking currently in Hornsby and again the influx of new car owning residents into new apartments with insufficient parking provided will overflow into the neighbourhood streets. There is

already lacking bus services in the area - we are in North Wahroonga with a truly deficient bus service resulting in the need for the suburban residents to have more cars with nowhere to park them. There is no mention of upgrading surrounding streets which are already mayhem and will only get worse with this proposed development (eg around Waitara Public school, near M1 entrance, near Westfield precinct). There is no clear mention of upgrading the sewer network or electricity substation that already has issues. There is no reference to how you are going to place 30 additional stories on top of current Westfield centre - will this centre be demolished and rebuilt?

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 2 August 2024 9:45 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: feedback-for-the-plan.docx

Submitted on Fri, 02/08/2024 - 21:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

Hornsby

Please provide your view on the project

I object to it

Submission file

[feedback-for-the-plan.docx](#) (2.02 MB)

Submission

I am residential property owner and the master plan will significantly impact my property price. It impacts my life financially.

I agree to the above statement

Yes

I'm welcome the opportunity for my input for the future town planning development.

It is questionable about the selling point for those unit complexes will be **affordable** housing alternative compare to the existing housing in the market unless those are public housing.

As my memory, back in around 2010, I encountered new building proposal as off-the plan in front of Lindfield station (under the residential units, they include IGA, Harris Farm, café and car park). At that time, the selling prices were already 1M+ (un-affordable for many of us) and many of them were investor to cash in the opportunity.

Apart from that, current infrastructures are already congested around shopping center and residential units' complex on east side of station. Burdett St are already traffic jam that many cars enter the shopping center from both direction and also many trucks and commercial vehicle. East sides (from station) of Inner Street are not catering for high population density (old, narrow and patchy). Hunter St and Linda St won't be able to cope with increase traffic volume than current. Already many trucks are using those inner streets (Hunter St and Linda St) to avoid using Pacific Hwy, George St, Burdett St and Bridge St. They access through Bride St to re-enter Peat Ferry St (back to Pacific Hwy).

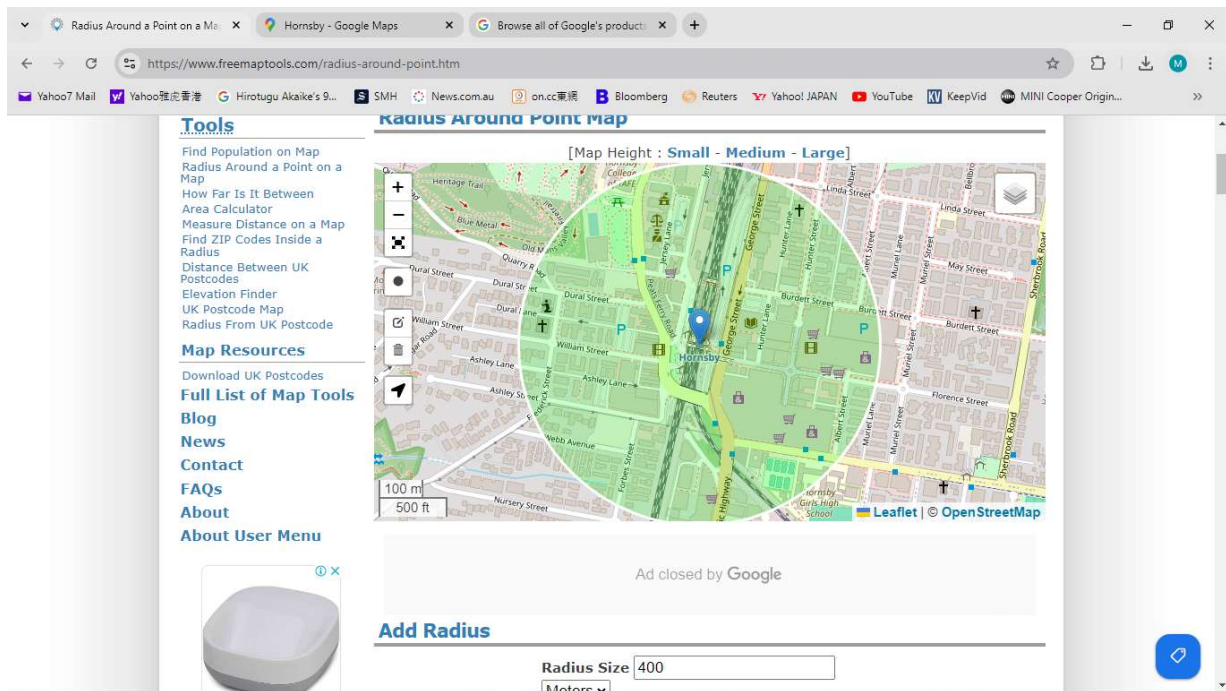
Walking distance to public transport should be less than half a kilometer (400m) radius.

Currently, beyond Linda St (to Bridge St area) are hill side and majority of people use private car to access to the shopping Centre. Nowadays, people won't walk two block away even you relocate the bus stop to Burdett St. To develop Northern district will be only limited people who only use car to visit the site especially the site on the top of the hill (without any potential bus route along George St).

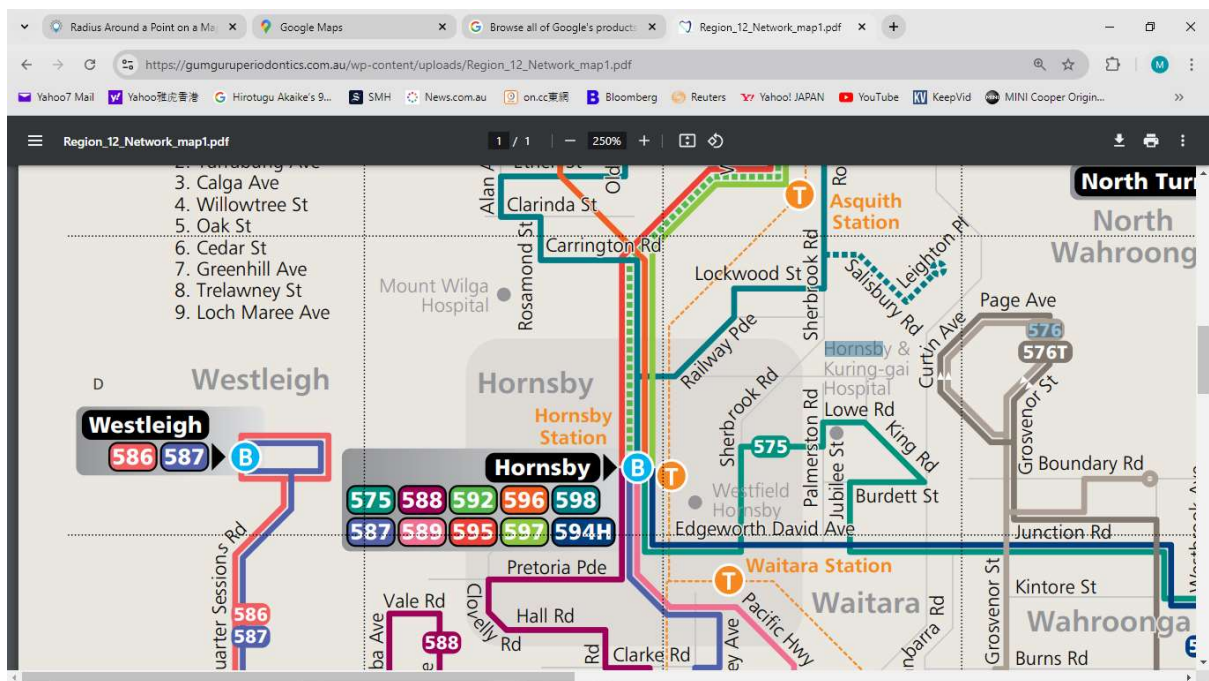
If we won't have new bus route, Northern part beyond Linda St (East side of rail) development will be questionable. We need to create the underground footpath to West side to get across the railway (like Wynyard station to Barangaroo district). Currently, we can get access via Peat Ferry Rd (south) or Bridge St (north). However, those junctions are always congested and dramatic number of population increase on East district will definitely create the bottle neck. I witness numbers of time the emergency vehicles struggle from Peat Ferry Rd to Edgeworth David Ave near shopping Centre entry (Probably they were heading to Hornsby Hospital). We need to widen the road to anticipate more traffic like Boundary St (Pacific Hwy junction at Roseville).

Another way, instead of create new signal at Linda St/Hunter St, I suggest to make a cul-de-sac like in front of Waitara Station (Orara St). (Remove signal at Hunter St/Bridge Rd ?) I see many truck and other car are using that round about to make U-turn.

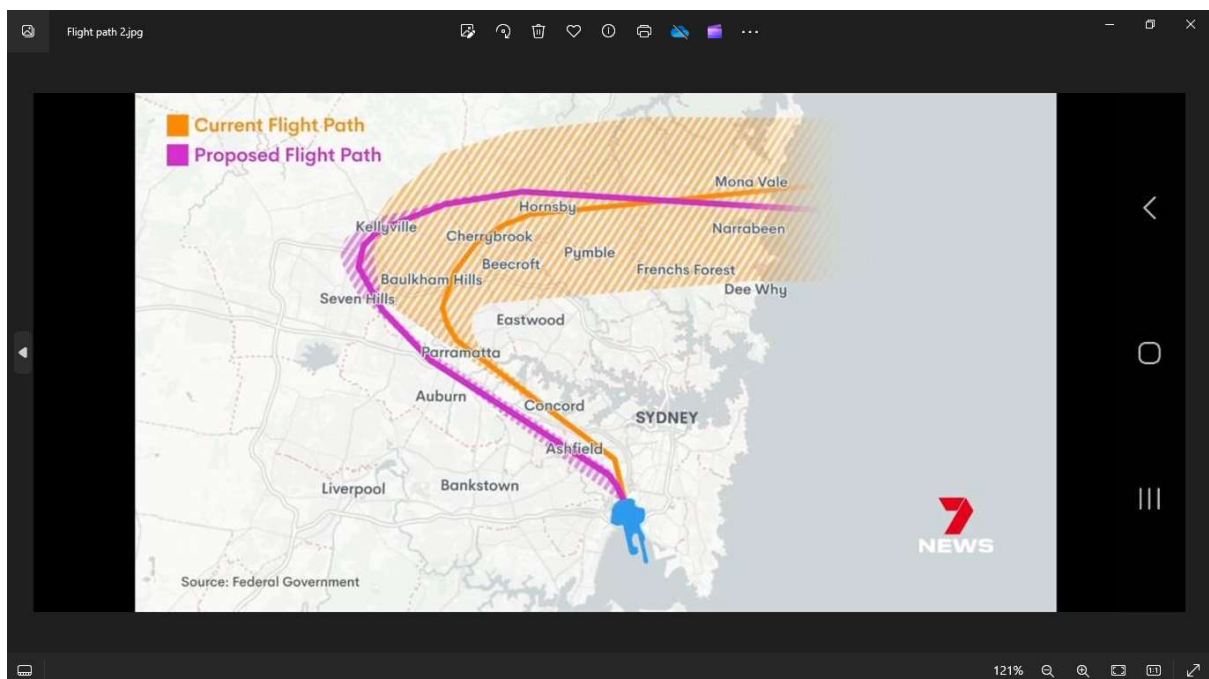
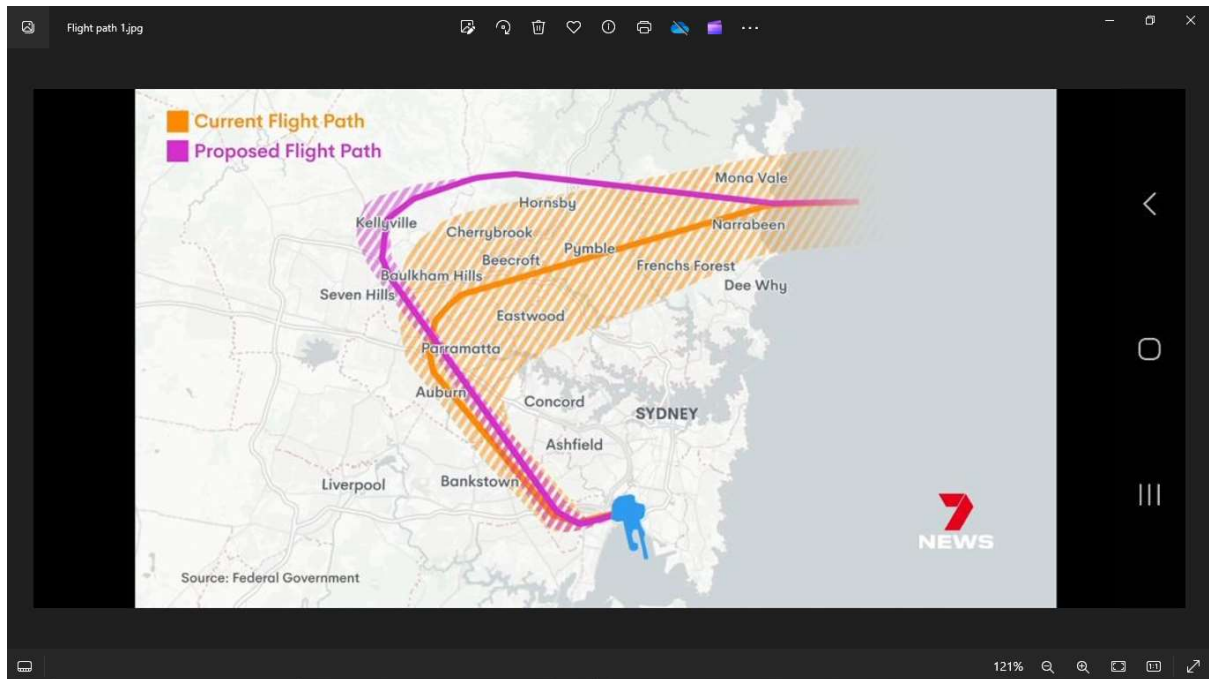
So, we can force most of vehicle to use Edgeworth David Ave, Sherbrook Rd, Bridge Rd and George St.



Develop more on West side of station make more sense to me. There are bus service along the Peat Ferry Rd. Develop beyond Linda st to North part to Bridge St won't be convenient for bus service or Train service. There is no bus service on East side (George St, Hunter St) and we can't get across to west side to access bus because of wide train track in the middle. We need to reach from Hornsby station (or junction between George St and Peat Ferry Rd) or Bridge St to get across the bus service.



Another development concern for North part (between Linda St to Bridge St area) are closer to the future flight path. Develop more Southern part may be better to reduce the altitude and noise level from the airplane.



Couple of years ago, we affected the sever storm at Hornsby. We also need to take into the consideration those building will be stable with gale force. Definitely the weather pattern are changing due to climate change. We need to plan our town for natural disaster proof design.

Due to the above reason, the building hight of 36 storey are too ambitious and also I concern for our Huner St tree canpopy. Those tree need enough sunlight and should not be destroy by tall buildings. It reduces temperture during the summer time especially East side are more high density compare

to West side and clean our air quality especially Hunter St have numerous motor shops and release chemical fumes(paint).

Other option is both George St and Hunter St make it widen and eliminate Hunter lane completely.

(Those lane were useful for the small individual shops to get access easily but not practical for modern design and the vehicle size)

Population growth also create high demand for additional medical centre, childcare centre and school. GP are always fully booked nowadays, we need more healthcare to cater for additional population. I can see the additional park, car park on the plan but there are no additional school site or medical centre. Recently I use Hornsby Hosital Emergency, but I had to wait for long time. How do we cope for dramatic increase population for exsisting hospital?

Hopefully, all the infrastructure will support our community needs and improve our quality of life not only meet the Government target of dwellings.

Thank you for the consideration and hope for the best.

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 3 August 2024 10:02 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 03/08/2024 - 10:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby NSW 2077

Please provide your view on the project

I am just providing comments

Submission

My comments are as per my feedback to Hornsby Council for their masterplan in august 2022.

Myself and my wife are owners of a property in Jersey street, Hornsby - a small but significant piece of the Hornsby TOD area.

This property is part of a 50 year old strata titled small industrial units, our share would be

approximately 230m² of land.

My extended family owns 2 other units in the unit block (another 460m² of land within the 1910m² site) and this was part of our family business since 1978. This site is within the Hornsby 'northern employment zone' part of the plan.

I have looked at the plan, see what is trying to be achieved and wholly agree with the vision. Our site alone is very, very poorly utilised for it's size within a modern town centre and proximity to a station.

However, as a land owner I am extremely sceptical any of this will ever be achieved anywhere near in full in Hornsby, unless government in some way also takes an active role in implementation of encouraging land owners and developers to get the cost to benefit correct for anything to happen - otherwise this is just a 'document of dreams'.

The TOD plan goes in depth to gives the why, what, when -but only offers one solution to the 'how' ,being rezoning, naturally very high density right near the station and tapering down to a less density further away - where our property is. Then leaving it to the open market of developers to make it happen. It is my opinion this will result in only a couple of viable 'easy picking' sites will be developed, then a further nothing or very little will happen for many, many years - leaving a very undesirable patchwork of a half planned area.

To give an insight on this, just in our block of 8 units, the separate expectations and current usage requirements vary so greatly amongst all owners to date nothing ever seems acceptable for a site sale.

Over the previous decade we have had multiple offers from different speculative buyers seeing the council vision and wanting to 'land bank' but our site's separate owner's opinions to acting on a sale varied from fair to way below their expected value.

Due to this situation many of our decisions now as a strata site have been to spend significantly on major maintenance like roofing, paving and switchboards (such is our obligation to maintain and repair as a strata site) to extend the lifespan, this in turn has lessened any will to develop and increased expectations amongst some as to what they would sell for.

Even as is, offers are below the price for a same size replacement median domestic unit for the area, which unfortunately this will not improve enough with the proposed rezoning (extra 2 storeys) for our land - the numbers don't work enough for the replacement cost as an owner.

Myself and probably my family would actively be very interested in selling and becoming part of the solution to Hornsby's future, but keep in mind, this is one of our family's long term investments, so while ever the numbers are not right and it is simply just 'too much effort' or 'impossible' to get our immediate neighbouring owners to agree on pricing to get anything more suitable, we are happy just to let the asset cover itself with secure rents coming in.

I do not object to the draft plan but please tell us as land owners HOW it would be implemented, because it is my opinion that if you just put it out there and leave it to developers and existing owners to sort it out and make it work it will go absolutely nowhere, being a waste of time and money.

I believe this is a very unique challenge to Hornsby area, having a lot of small 'brownfield' sites around the station and the whole area bounded by national parks - as against western Sydney (eg Hills/Blacktown) where there is larger 'greenfield' sites and open boundaries - so the developers and businesses, with modern commercial & residential requirements needing large footprints to be viable

are favouring those areas.

One example is, why has Hornsby, having a significant population have no bunnings - because it looks like there is no where big enough to put it within reach of that population - without buying up dozens of houses somewhere, so it hasn't been viable for them to date.

My suggestion on how to maybe do this better would be have workshops held or forums focusing on land holders of the specific areas of Hornsby and getting adjoining landholders involved together. As landholders we do not even know our immediate land holding owners to even begin a conversation on amalgamating.

This may involve developers and local agents to provide insight and connections and most importantly realistic market pricing expectations. This would also give feedback to council on whether their plan is achievable.

Feel free to contact myself if you need any further comment.

Regards,



I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 3 August 2024 12:21 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: online-submission---hornsby-tod-rezoning-proposal.docx

Submitted on Sat, 03/08/2024 - 12:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission file

[online-submission---hornsby-tod-rezoning-proposal.docx](#) (743.88 KB)

Submission

Please see attached Submission document.

I agree to the above statement

Yes

ONLINE SUBMISSION BY [REDACTED] (Email: [REDACTED]) on

HORNSBY TOD REZONING PROPOSAL

I make the following points on the Proposal. Many of these objections were raised as submissions by not only myself but others when Hornsby Council asked for submissions on Hornsby Shire Council's Town Centre Masterplan was proposed. Hopefully you have taken time to look at the submissions at that time by people objecting to the plan, but to ensure you are aware, I set out my objections again:-

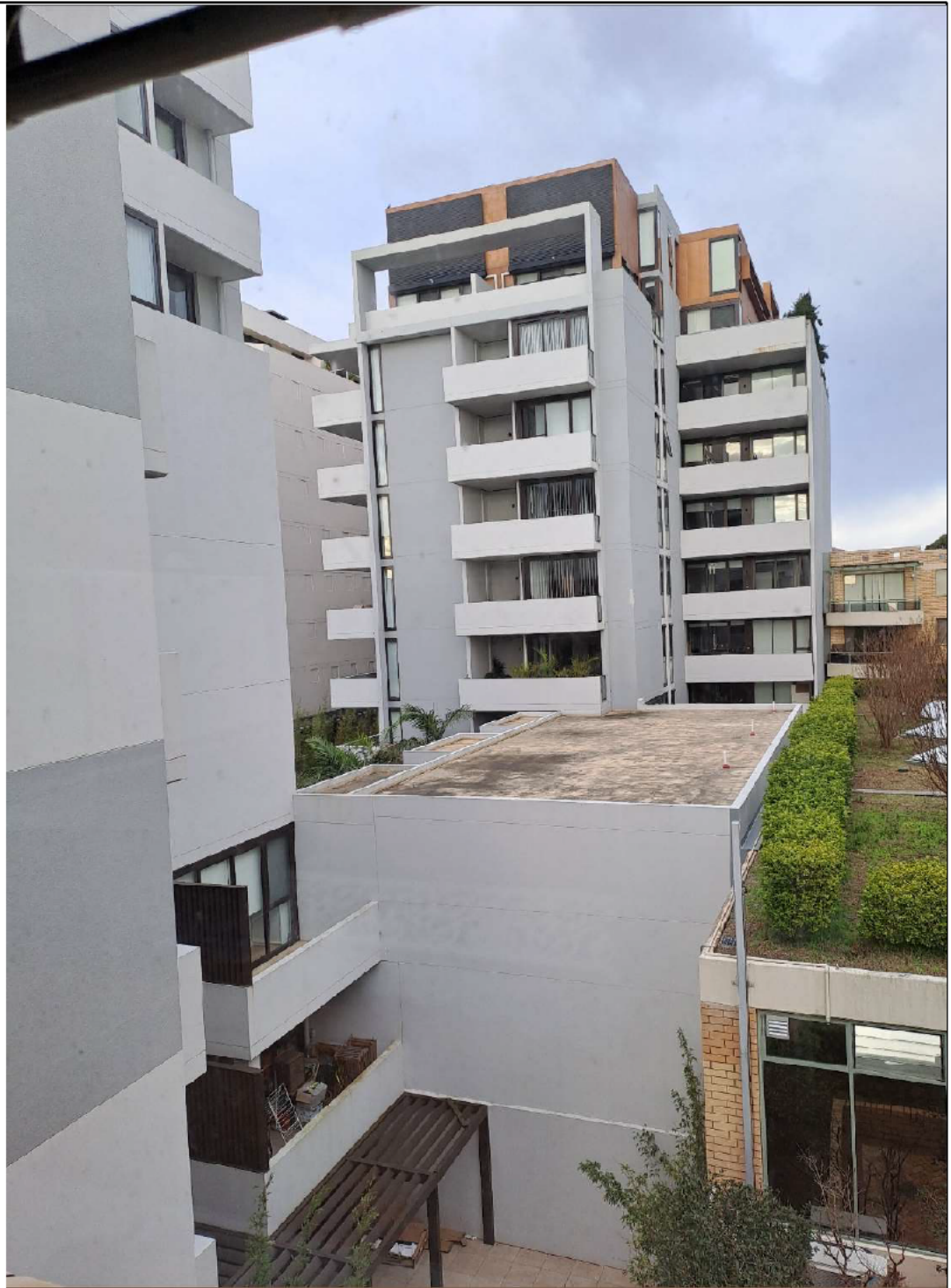
The proposal documents and public submission process	<ul style="list-style-type: none">Plans with metres as opposed to number of floors is misleading and not as easy to gauge heights.Because of the pushing of these TOD precincts, it appears that the stakeholders/landowners are given little time to consider the lengthy documentation and provide any submissions in such a short timeframe. I think for the project to be worthwhile, it should not be rushed through and all stakeholders approached and given ample time to consider their position.
Amenity, Density and Height overshadowing	<ul style="list-style-type: none">Council's "vision" in his Masterplan was to "reflect the uniqueness of the bushland setting" – I see nothing in this Plan except a couple of tree lined lanes etc and one or two new small park areas that reflect what the residents of Hornsby Shire desire in their area.Providing 5000 new "homes" when Hornsby area has already been saturated with new apartment buildings without the requisite infrastructure, doesn't make sense to meThe height of buildings under the new proposal is ridiculous and will make us look like a city rather than a community. Not in keeping what the residents or myself want.
Traffic	<ul style="list-style-type: none">You are relying on the Traffic Plan provided by Hornsby Council which was prepared in 2022 which is already out of date considering the apartment developments in the area (particularly Asquith/Mt Colah areas) putting more pressure on the traffic system.Have you even consulted the Roads Authority? Not just Transport of NSW?The traffic in Hornsby is already terrible in peak hour timeframes and really all day. Adding more construction traffic and residential/workers traffic to the mix without any significant road system improvement seems ridiculous and without forethought.For example – Edgeworth David Avenue from Palmerston Road right up to Pacific Hwy/Peats Ferry Road is not wide enough and is stalled in many locations along the route (for hospital turning, Westfield parking turning and turning left onto the highway at the top) – leaving one lane only for use at peak times. I've often seen emergency vehicles struggling to get through. Buses are left in the same scenario and it does not encourage you to use them as an option.So often I've heard the Council/Government argument that people should be using public transport. But Sydney does not have an adequate transport system that allows people to travel easily from different parts of Sydney. For example, travelling to Parramatta is an effort in that you have to travel to Strathfield then turn and catch another train to Parramatta. People coming from the northern beaches would have to take a long slow bus ride (many non existent to Hornsby direct). There is a bottleneck always in the continuation of Edgeworth David Avenue on to St Ives through Wahroonga. This will not get easier if this TOD progresses, only worse.You expect elderly people and families with young children to always use public transport but it isn't realistic. You suggest all these wonderful new homes to be built but don't recognise that some families will have young children and cannot

	<p>be shuttling them off to school and activities by public transport all the time. They need to use cars. Public schools are not within the local TOD Hornsby area and there is no simple way to get to them by public transport. You are definitely going to be putting more cars on the roads here with the TOD, no question.</p> <ul style="list-style-type: none"> • The suggested upgrades to the areas in the TOD proposal do not go far enough. • The Edgeworth David Avenue and Pacific Highway intersection. This is not only a busy intersection for traffic but for pedestrians. I use this intersection a LOT and it is quite dangerous with cars racing through orange lights because of the long wait times to get through the intersection. Why has there not been the thought of improvement pedestrian connectivity to assist in traffic situations by another overhead pedestrian pass here, directly into Westfield. A win for pedestrians, traffic and no doubt Westfield. • The traffic plan envisages trying to direct traffic off Edgeworth David Avenue up Sherbrook Road = but with the only real significant road upgrade being the roundabout at King Road, How will you try to direct the traffic off Edgeworth David Avenue? Won't this then impact the Asquith road system, which is only one laned? The exits for the traffic to re-enter the main highway route would then be either at Asquith Train Station back onto the highway (already a terrible traffic situation) or at Mount Colah another terrible traffic situation coupled with the traffic coming off the Mt Colah M1 exit)? • I am concerned about these proposed new residential developments and the number of residents cars which will need to enter/exit these buildings and safe options being available to them. • I work in [REDACTED] Hunter Street Hornsby which backs onto Hunter Lane. If the 12 storey type developments are built on Hunter Street, where are the cars to enter/exist safely from presumably basement carparking for these buildings? • You might not realise that Westfield has also put in place a system where shopping trolleys cannot leave the centre precinct – a good idea as they were becoming a problem. But if you are putting more families in these apartment complexes and they want to do a weekly shop and they have kids, they are going to struggle getting their shopping home without a car. Another reason you cannot expect everyone to go carless – it isn't feasible or realistic. • I cannot see from the limited plans provided any Kiss and Ride drop off points. These are already pretty inadequate in the area and provision must be considered for this if you are pushing people to use public transport. And plan them logically. The drop off area in the little area near Hornsby Inn (Hunter Street cul de sac) is woefully badly designed with people having to do 3 point turns in the area in order to manoeuvre their cars around. • There is mention in the documents of George Street widening but no detail of the length of the widening or what is proposed. • When you look at the Draft Infrastructure Delivery document, again it looks like the responsibility will fall on Local Council to deliver – which equates to them being keen to push through inappropriate developments to receive more development contribution funding or raise Council rates. • The Housing and Productivity Contribution mentioned in documents seems like a long process of consultation and review. • Hornsby Council has taken measures to introduce "traffic calming" on the west side of Hornsby to take pressure of that area – but with the proposed rezoning changes, surely this will only make this area a bigger nightmare unless the traffic calming is removed again. • With closure of Florence Street from George Street, what will be the impact for the retail stores in the mall area who relied on the loading zone options there for their deliveries – how will that be handled?
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Car parking and commuter carparking	<ul style="list-style-type: none"> • Government provided commuter parking is woefully missing in Hornsby and I see little significant increase in these documents to improve the situation. In some cases I even read that some onstreet parking currently available will be reduced. All the documents seem to indicate is that current commuter carparking will be “maintained” not increased. A multi storey carparking facility has always been required for Hornsby and I do not understand why a recent upgrade of the carparking at the station did not result in this. • With the proposed Burdett Street park, you are removing another number of previously utilised carparking options and yet nothing seems to be proposed to recompense that loss. • There is a heavy reliance on street parking for commuters and the situation there has been further reduced over the years with timed restrictions on areas close to the station. • I work in Hunter Street Hornsby but thankfully can walk to work. However, many staff members are reliant on driving to work due to inadequate public transport options to their homes and parental responsibilities with children which mean they are time committed to get home or pick up children after work. They are having to park further and further away from their place of work and the situation is only going to get worse with more development in the area. • Westfield provides a park & ride option but only in certain hours AND it is not available over the Christmas shopping period. • It is unclear with the new community facilities proposed that adequate parking will be provided. You cannot expect people to be all coming to these facilities via public transport and adequate parking must be provided for these facilities. • It appears that they are also looking in development control plans to reduce the availability of parking spaces for developments so as to push the agenda for use of public transport. People use cars, they cannot travel everywhere by public transport. Planning controls should not restrict residential developments from having parking available for residents and at least one space allocated for any residential unit. • Various modelling discussed in the 2022 Council Transport plan indicate the need for the TAFE carparking on the east side and a possible multi storey carpark in William Street “would result in an overall road network performance that is more acceptable”. These do not seem to be followed through in the TOD proposal with question marks over the TAFE parking option and no real mention of a multi storey carpark in William Street. • Many of the “reviews” and traffic volume plans/charts undertaken by Council in its 2022 Transport plan are out of date – dating 2015, 2019 and 2020. Out of date and need urgent re-evaluation. • The proposal to use Sherbrook Road as a by-pass off Edgeworth David Avenue involves changing street parking arrangements there so that there is no street parking available during peak times – again taking away commuter and resident parking availability.
General Infrastructure	<ul style="list-style-type: none"> • When you look at the Draft Infrastructure Delivery Plan and estimated costs and responsible authority – there is a lot that appears left to the Local Authority ie. Local Council. How are they going to raise that type of funding except through the rate payers. Sure, developers will have to contribute as part of the planning approval process, but that also muddies the water as to the design quality process when a Council wants its dollars.
Green space	<ul style="list-style-type: none"> • Much has been made of the Hornsby Quarry Space as community parkland, but as a resident of the area, I am still not enlightened as to when that will be open

	<p>to the public and can't find anywhere online that elaborates any timeframe for it. Even this TOD proposal has nothing showing how it will connect to the Hornsby Centre, except by 'green links'?. Given so much work and money has been poured into this, I think this should be given priority.</p> <ul style="list-style-type: none"> • The Traffic Plan document even includes a section regarding Hornsby Park and a plan but shows only one vehicular access road (the other for emergency vehicles) but no areas for parking. If you are expecting lots of residents to frequent the park, are you expecting them all to arrive by public transport with their kids and picnic baskets and the like? • The existing Cenotaph park area has never been a space that is easily utilised because of its busy location. I don't see the size of the park area, regardless of a small 'expansion', being one that can be used for anything other than commemorative style events for Anzac Day etc. It is a 'non park' in my view and looks like a notional green space area without much worth to the residents. • The Jersey Street park is even listed as "under investigation" so it may not even play a part in the overall anticipated green space. • When I was years ago objecting to the Centrelink site redevelopment on 117-119 Pacific Highway, I explained to Council that there was ever increasing residential apartment blocks but little space for kids that live in these complexes to play. I do not think that the park areas to be provided under this TOD plan provide enough play areas for kids. • In addition, because of newer strata legislation, it is more common for apartment complexes to have pets, particularly dogs. Where are these dogs in these new residential developments to go for off leash time and for doing their doggy things! Nowhere as far as I can see. And even before this TOD there are none (as far as I'm aware) in the central Hornsby suburb – you have to go outside of the TOD to find one. People can't take them on trains, so they need cars – adding to the traffic issues.
Heritage	<ul style="list-style-type: none"> • On the Masterplan plan which has in its Legend pink allocated to "Retention and use of existing heritage buildings" I am struggling to see any pink on the plan, except perhaps the Court House, old Hornsby Library and Council buildings and TAFE buildings? Seriously? What about the Odeon Cinema. What about the beautiful facades of the old buildings on Hornsby Westside and Coronation and Station Streets. Council has always said they would try to make that side of Hornsby unique and cater to a more café style culture. How is that going to be accommodated with huge high rise towers – all the warmth and community feel that I envisaged to be a bit like a Newtown of the north, would vanish.
Community facilities	<ul style="list-style-type: none"> • From what I can see on the plans, the proposed Community facilities are on privately owned land. What the proposal does not state is how the transfer to government ownership would take place and whether the stakeholder owners are in agreement? • Apart from Westfield and woefully inadequate toilet facilities at Hornsby Station, there is vagueness of inclusion in public amenities like these for the area.
Walking/cycling	<ul style="list-style-type: none"> • Having difficulty seeing the new proposed cycleways in the draft documentation/plans. I know when I viewed the original Hornsby Council masterplan documents there were errors in the location of some of these cycleways and this had been pointed out by me in my submission at that time. • Figure 5.8 in the Transport Plan provided by Hornsby Council indicates some cycleway options. However, one of these shared cycle ways actually runs down a private roadway, Wanderers Way, behind residential unit complexes. Anyway who lives there (like myself) knows the dangerous traffic conditions of

	<p>Wanderers Way with inadequate conditions for traffic, let alone adding a cycleway into the equation. Someone needs to physical look at this location to see how ludicrous it is. When we have had problems with parking etc in Wanderers Way, Council has always fobbed off the issue as it is a “private roadway”. How do they then determine they can put a cycleway there?</p> <ul style="list-style-type: none"> • How extensive and how far do these bike paths go – to neighbouring suburbs or simply a small area within the TOD area – and if so, what does that achieve? • Must be better provision of bike parking facilities as well – very little in the Hornsby Mall area for safe parking of bikes. • The east-west connection to the proposed new Northern Concourse of the station appears to be at road level? Not an overpass? It is unclear how this will improve traffic flow in the area. • I can see in Council’s 2002 Traffic Plan document that they indicate new on-road cycling links on certain TOD roads, but do these streets have the capacity to add a cycling lane – they are already only single lane with street parking style streets – how do you add a cycle lane as well to them?
Construction process	<ul style="list-style-type: none"> • The TOD proposes tall 53M and 121M towers rising on top of the Westfield shopping centre precincts. What happens while these monstrosities are being built? Does Hornsby have to live without a shopping centre? Even if it was a staged process, the construction process with trucks in/out would be a nightmare. What is Westfield’s position on all of this anyway? What about all the retail tenants who would have to close? • Similarly, there are a number of well established businesses in the areas designated for new community space – how is that sort of demolition/construction going to take place in the centre of Hornsby without massive disruption to the residents. We can only look at the year or more long trail of construction trucks from the NorthConnex to the Quarry to place fill which disrupted our lives and deteriorated our roads. • Good infrastructure needs to be in place to cope with such developments.
Construction quality	<ul style="list-style-type: none"> • I speak from personal experience in that Council/State Govt planning approval processes appear flawed. I live in Jubilee Towers, 107-115 Pacific Highway Hornsby and strenuously opposed the proposed development of the old Centrelink site at 117-119 Pacific Highway Hornsby. I spoke at the Regional Planning Panel decision meeting and argued why the setback and separation between buildings was not being adhered to, why I needed to look out all my northerly windows of my unit at blank walls. The architect said it is just “my opinion” but I was shut down by the Panel Chairwoman when I wanted to ask the architect if he would like to look out his bedroom window at a blank wall only 4M away! The development was also meant to have greenery on the top of townhouses built between the 2 tall residential towers but it never happened. When I complained to Council after it was built, they said the concrete on the top of the townhouses was ‘textured’ and that was in keeping with the purpose under the approval. I can attach a photo on next page and let you decide for yourself if that is what you would like to look at outside your bedroom window. The right edge of the photo shows the green vegetation on the top of the pool complex of my apartment complex, built over 20 years ago and which is far more visually appealing than what has been allowed for this recent development next door. As such, I have no faith that any planning approval body will look beyond simply getting more ratepayers and money in the coffers. So much for my green roof.



As you can see, the proximity to my unit of the next door complex was allowed with setbacks being allowed to be overruled.

- I understand the development next to me has already building issues because of low quality build.

Schools

- At the online webinar on this TOD proposal, it was clear from all the comments in the question box that residents are sick and tired of having the kids in the local area not having adequate schools, particularly high schools. In the Hornsby Shire area you have 2 Selective Schools, a private school and single sex girl/boy high schools. There is no co-ed option available except for residents to

	<p>send their children way out of area, their children spending a lot of time having to travel out of the area for that reason.</p> <ul style="list-style-type: none"> • The Waitara Public School had to be radically improved to cope with the large developments in the Waitara apartment precinct – what is going to happen to the primary schools more local to the TOD which similarly will be faced with increasing numbers?
Emergency vehicles and hospital	<ul style="list-style-type: none"> • I have already indicated in the Traffic section of this submission my concerns regarding emergency vehicles and the increased problems already with them in the Hornsby area because of poor traffic solutions.

[REDACTED]

[REDACTED] Hornsby NSW 2077

Email: [REDACTED]

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 3 August 2024 1:42 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 03/08/2024 - 13:41

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

████

Last name

████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

Why would you build hundreds to thousands of new units when there is already a lack of schools (schools are overpacked), lack of parking and horrendous traffic everyday, even in Westfield you may spend hours waiting in the carpark now.

It can only be out of greed/money and doesn't help or encourage new Australians/migrants to look at

other suburbs in Sydney or further out that may help reduce these issues. Literally questioning who is behind approving such things when it's absolutely obvious to every single citizen in Hornsby that it's an issue.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 3 August 2024 4:38 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 03/08/2024 - 16:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Mount Colah

Please provide your view on the project

I am just providing comments

Submission

Hello, I made previous submission relating to ensuring that green space, community facilities and parks/cenotaph are strongly included in the masterplan given the uplift in the population as this will support the population and provide the ideal centre and location. The Centotaph is vitally important and we have a large Dawn Service which draws a large population each Anzac Day.

I am very concerned in relation to traffic along Peats Ferry Road, past the existing West Side shops

and Pool, Tafe, Police Stn etc and towards Bridge Road. It is already bad now, with significant delays. More needs to be done to ensure that a redevelopment of this section does not place additional pressure on those. Noting also that the Police Station and nearby Fire Stations are emergency services and require mobilisation and traffic flow along this part. I would not like the Tafe or Pool to be impacted as they are great community facilities.

Please could this be given greater regard. We residents would love to see a new library and lots of great small businesses and restaurants fostered at street level. Pedestrian scale, urban design and safety. Thank you for considering our views, I am a Town Planner and happy to be contacted at any time. Regards, [REDACTED]

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 3 August 2024 9:43 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 03/08/2024 - 21:43

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I am just providing comments

Submission

Please ensure that adequate parking is provided for all new construction, especially close to station. So many unit blocks are built in Hornsby but not enough dog parks close to these units. The current dog parks are out in residential single house dwelling areas, homes that typically have backyards. Near Waitara station and unit blocks along Pacific Hwy and in College St, there are no dog parks for unit dwellers to take their dogs offlead and to socialise. If you want high rise developments, make

sure adequate greenery and dog friendly spaces plus parking.

There are no primary schools near these new development area planned and no coed govt high schools nearby with students having to travel large distances to Turrumurra HS and Ku-ring-gai HS. Planning needs to include such for the increase in accommodation/families.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 4 August 2024 10:02 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sun, 04/08/2024 - 10:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kevin

Last name

Waid

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission

Once again you have shown little known knowledge to the area in question, why choose Hornsby centered around the station. This area is already saturated due to past design and historical influence.

The streets are narrow, its already been influenced by traffic calming created by arrangement with the

council and Westfield. The station carparks are full by 7am created by central coast residents who don't trust the rail system and need to be at work on time.

Peak traffic in the AM and PM choke this area with residents and commuters heading to or from Dural, Hornsby Heights, Berowra, West Hornsby, Pennant Hills. Then there are the shoppers heading in and out of Westfield.

We already have tall residential buildings in this area, it has already created traffic bottle neck and parking issues as it still uses the roads from last century and the developers have never addressed the parking of owner and resident motor vehicles.

You would be better off using the area north of Hornsby for example Mount Colah or Asquith and modify train and bus schedules, this would still allow people easy access to the the city and Strathfield and also north toward Newcastle, people would also have quick access to the M1 freeway for north and south journeys.

Without major road redesign and starting clean sheet construction in Hornsby proper would you be able to create a pleasant living space for all.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 4 August 2024 2:15 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: submission.pdf

Submitted on Sun, 04/08/2024 - 14:14

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

HORNSBY

Please provide your view on the project

I object to it

Submission file

[submission.pdf](#) (23.31 KB)

Submission

Hornsby Avanti building has been already existed for almost 20 years. Not like other areas in the master plan with no existing high-rise buildings, you can plan whatever you like. See, along Hunter Street, there will be 12 stories (same as Avanti stories) buildings in the master plan; well along George Street, there will be 21, 18, 16 stories buildings built. The designer, can you please come to any Avanti unit to look at from its window? If the plan comes true, what is going to happen? The two Avanti buildings will form a perfect ATRIUM, no one can see the blue sky from windows or balcony in Avanti. That's totally unfair and unacceptable by 250 units of Avanti building.

Now people living in Avanti are selling their units as they are scaring of the price down or value down of their apartments once the masterplan takes actions.

If government is insisted on building high rise opposite to the exiting Avanti Buildings, better demolish the existing buildings then rebuild new buildings with the same level of around buildings or plan it with integrity. Alternatively offer compensation to the residents who have been living here for decades. When people moved in Avanti Buildings 10 or 20 years ago, they don't know there will be huge high-rise buildings around it.

I agree to the above statement

Yes

Hornsby Avanti building has been already existed for almost 20 years. Not like other areas in the master plan with no existing high-rise buildings, you can plan whatever you like. See, along Hunter Street, there will be 12 stories (same as Avanti stories) buildings in the master plan; well along George Street, there will be 21, 18, 16 stories buildings built. The designer, can you please come to any Avanti unit to look at from its window? If the plan comes true, what is going to happen? The two Avanti buildings will form a perfect ATRIUM, no one can see the blue sky from windows or balcony in Avanti. That's totally unfair and unacceptable by 250 units of Avanti building.

Now people living in Avanti are selling their units as they are scaring of the price down or value down of their apartments once the masterplan takes actions.

If government is insisted on building high rise opposite to the exiting Avanti Buildings, better demolish the existing buildings then rebuild new buildings with the same level of around buildings or plan it with integrity. Alternatively offer compensation to the residents who have been living here for decades. When people moved in Avanti Buildings 10 or 20 years ago, they don't know there will be huge high-rise buildings around it.

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 4 August 2024 4:01 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sun, 04/08/2024 - 16:00

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

HORNSBY

Please provide your view on the project

I am just providing comments

Submission

Modernizing the center of Hornsby generally sounds like a great idea. For property owners, it will likely increase property values. However, I'm a bit concerned about the potential increase in the number of people in the area. The plan includes several high-rises, which will bring many more residents to the center. Some places, like the Westfield food court, are already overcrowded.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 4 August 2024 7:57 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sun, 04/08/2024 - 19:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby

Please provide your view on the project

I object to it

Submission

This is a horrible idea. Getting more people into the Hornsby CBD is a crazy idea.

I read somewhere on the nsw transport website that the idea of these micro cities is to stop the loss of local residents between the age of 20-40.

This will not change the flight out of the area. People want houses and land like they grew up in.

Immigration/ multiculturalism has turned Hornsby from a quaint Australian district to a soulless

lifeless area.

There is very little community now and it will get even worse.

To fill these new dwellings, you're going to rely on immigration which will push the price up of real estate. You will have people who don't care about Australian culture or environment.

I live in a 10 story building in Hornsby. You find all sorts of mess around the place. The bin rooms have recycling and cardboard bins. They are ALWAYS filled with general waste. Housing goods are always discarded illegally on the street or in the bin rooms. Despite warnings and continual letters.

Hornsby will become a ghetto. Even worse than it is now. It was told many years ago Hornsby would go downhill when they started building high rise apartments, and they were right.

Do not approve these plans for a micro city. Not one resident I have spoken too thinks this is a good idea. No one I work with within Hornsby thinks this is a good idea

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 4 August 2024 11:05 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sun, 04/08/2024 - 23:04

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jenny

Last name

Johnson

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

I am opposed to the development. Where is the infrastructure to support so many people coming into the area? Roads are already strained and busy. Schools are at their maximum intake. There is no thought to the schooling and extra students in the area. And no do not sell off the Tafe as that is needed as tertiary education.

No doubt I will get the standard reply back from the council by letter saying blah, blah, blah.... As be

the council doesn't really care how or what the suburb ends up looking like.
Jenny

I agree to the above statement
Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 5 August 2024 10:58 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 05/08/2024 - 10:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Greg

Last name

Smith

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission

I accept that Hornsby, as a transport hub, requires rezoning for higher density, however I make the following points-

- Towers indicated are ridiculously and unnecessarily high.
- No rezoning has been given to the block bounded by Ashley, Forbes Street and the railway corridor. It lends itself perfectly to the criteria for greater development close to the station.

I would like the opportunity to make a case in more detail.
This will however require more time.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 5 August 2024 1:34 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 05/08/2024 - 13:33

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Barrow

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2293

Please provide your view on the project

I object to it

Submission

Hello, I'd like to object to the current proposal.

While I support the density and overall plans outlined in the plan, the affordable housing contributions are not strong enough.

Providing a range of values between 5-10% will result in the minimum being built, and that will no

doubt be watered down. The difference between 5% and 10% is the difference between 1 and 10 and 1 and 20.

I would only support this proposal if the affordable housing rate was 10% minimum - or better 15%. Playing around with these numbers is not good enough.

I grew up around Hornsby, and my family has a long history in that part of Sydney. I support it becoming a hub of housing and density, but it needs proper provision of affordable housing.

Otherwise I think the proposal is fine.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 5 August 2024 9:26 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 05/08/2024 - 21:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Bryan

Last name

Massey

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

The constant push for more apartments and people with adequate infrastructure is ridiculous - endless growth is not the answer.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 5 August 2024 9:33 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 05/08/2024 - 21:33

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

SEVEN HILLS

Please provide your view on the project

I object to it

Submission

I OBJECT to 5-10%

I want: 10%. (15%. better)

This gives our citizens a Difference of 250 affordable homes (much more if 15%)

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 2:30 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 06/08/2024 - 02:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Ian

Last name

Nicol

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2303

Please provide your view on the project

I am just providing comments

Submission

I am in support of the Government encouraging more housing close to transport for energy and environmental reasons, but I am very concerned and disappointed that the Government has not realised the huge desire for them to use opportunities like this, where they are providing a resource of the people's to private enterprise, and not using that negotiation point to ensure an equitable return, beyond capital, to the people of NSW. Specifically, AFFORDABLE HOUSING, that is desperately

needed must be included AT THE 15% LEVEL (NOT “UP TO”) across all of the releases, both these in Sydney and in the Hunter. I am on holidays in the UK at the moment where Council Housing was sold off by Thatcher, leading to a desperate need here. So I strongly want to avoid that possibility in our future by asking that all affordable housing be locked in FOR PERPETUITY.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 7:50 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 06/08/2024 - 07:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Andrew

Last name

Norris

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Thornleigh

Please provide your view on the project

I object to it

Submission

Hornsby is not Chatswood, we are located on the outer edge of Sydney. The need for building heights specified is simply not warranted. Existing zoned lands on the west of the station already have heights well in excess of what is built - yet no works have occurred - this demonstrated there is not demand or financial viability for heights as now proposed.

The current Hornsby limit of the order of 10 stories works. More building at that height make sense,

while it will create traffic problems that is a fact of life. The proposed level of development in the town centre will not be resolved by the minor traffic changes proposed. Consultants can make all manner of things work - but the problems of Hornsby's traffic as they are would not be resolved by the plans, little own if you add 5000 additional residences.

Allowance for development with 0.5 parking spaces per residence is crazy in Hornsby. While that might work during the week, as an outer suburb people need cars for the weekend, getting kids to sport etc is simply not possible in Hornsby without a car.

A better solution would be to extent the 10 story development of the style of Waitara in to the existing 3 storey walk up areas of Hornsby. Yes it may take longer for the take up, but it would deliver the same density without the ill effects of the proposed 30 storey in the town centre.

The artists impressions used to support the proposal are also terribly misrepresentative. The level of green space shown on the plans is just not EVER achieved. A more honest representation should be used if the Department is seeking to be honestly displaying the effects of the proposal.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 9:56 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 06/08/2024 - 09:55

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

Hornsby is not ready for 5000 new dwellings. The infrastructure around the shire will not help tolerate such a rapid increase in scale of population. The pressure of this increase is borne directly by the roads, schools, transport and hospitals. There are merits in increasing population - the micro economy will benefit but the change has to be gradual and coordinated with additional public infrastructure.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 11:08 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 06/08/2024 - 11:07

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Cindy

Last name

Moore

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

- Why is Government inflicting this plan on our suburb when nobody wants it? we live here because we like things the way they are NOW.
- As an owner in the Avanti building at 90 George St Hornsby, I am horrified at the suggestion of increasing the allowable building height from 5 storeys, to up to 36 storeys in each direction surrounding my current apartment.

- This plan will bring permanent destruction of our views, natural light, air flow, pleasant amenity and the introduction of visual and noise pollution and of course annihilation of property value.
- Having two streets of 12 storey apartment buildings (George St and Hunter Street) will look absolutely ridiculous when it then drops to the existing older 3 storey apartment buildings on the eastern side of Hunter St and beyond. There needs to be a visual and amiable “step down” from high rise to the 3 storey apartments. This is why the maximum building height in Hunter Lane/the western side of Hunter St must remain at 5 storeys maximum.
- The plan is embarrassing. Wanting to turn a beautiful, peaceful suburb into poor-man’s Chatswood without the convenience, vibe and energy of being even remotely close to the city.
- Does Government realise that people move to Hornsby to get away from an inner city concrete jungle? Instead of attracting more residents there will likely be a mass exodus from the Shire as residents move to the central coast or elsewhere to escape this over-developed madness.
- What makes council even think that people will want to live here once the plan is implemented? We are not an inner city location and never will be, no matter how tall or impressive the buildings are.
- How did the term “bushland shire” come about? It came about because it accurately describes and resonates with the values and ethos of the people who choose to live here. This plan defies these values completely.
- If I wanted to live in a Singaporean-style suburb completely dwarfed by ugly high-rise I’d have bought in Chatswood, or even worse, Waitara, which is a laughing stock and an embarrassing example of worst-practice planning and development and is viewed as a no-go zone by many Hornsby Shire and wider Sydney residents.
- A recent walk from Waitara Ave to Romsey St through the “park” was depressing. Ugly high rises that looked more like public housing with residents’ washing hanging from balconies has created a feeling and visual of poverty and dystopia. We do not want the precinct around Avanti apartments to become the next planning downfall.
- What is Hornsby now trying to pretend to be? Some hot-shot satellite city out in the middle of nowhere? At the end of the day Hornsby is an outer suburb - miles from the city or anywhere remotely desirable other than for its proximity to national parks and nature. Let those of us who rightly choose this lifestyle be able to continue to life in peace, relaxation and surrounded by natural beauty instead of pretending we’re the next Parramatta.
- Transport to the city from Hornby is slow and crowded. 45 minutes to get to the city is ridiculous and unappealing. Meanwhile many other suburbs continue to receive new transport infrastructure.
- Does Government expect residents to live in the midst of an ongoing construction zone for the next 15 years and beyond?
- Where are the tens of thousands of additional residents supposed to send their children to school, shop in comfort or seek medical attention when all of these basic services are already stretched to capacity?
- What capacity will Government/Council have of keeping our streets free of incidental trash and visual ugliness with thousands of additional apartments and residents?

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 12:12 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: 1.albert-street-precinct-development.pdf

Submitted on Tue, 06/08/2024 - 12:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby NSW 2077

Please provide your view on the project

I support it

Submission file

[1.albert-street-precinct-development.pdf](#) (335.82 KB)

Submission

Please see attached the proposal for the Albert St Precinct Development.

Regards

[Redacted signature block]

I agree to the above statement

Yes

Linda St

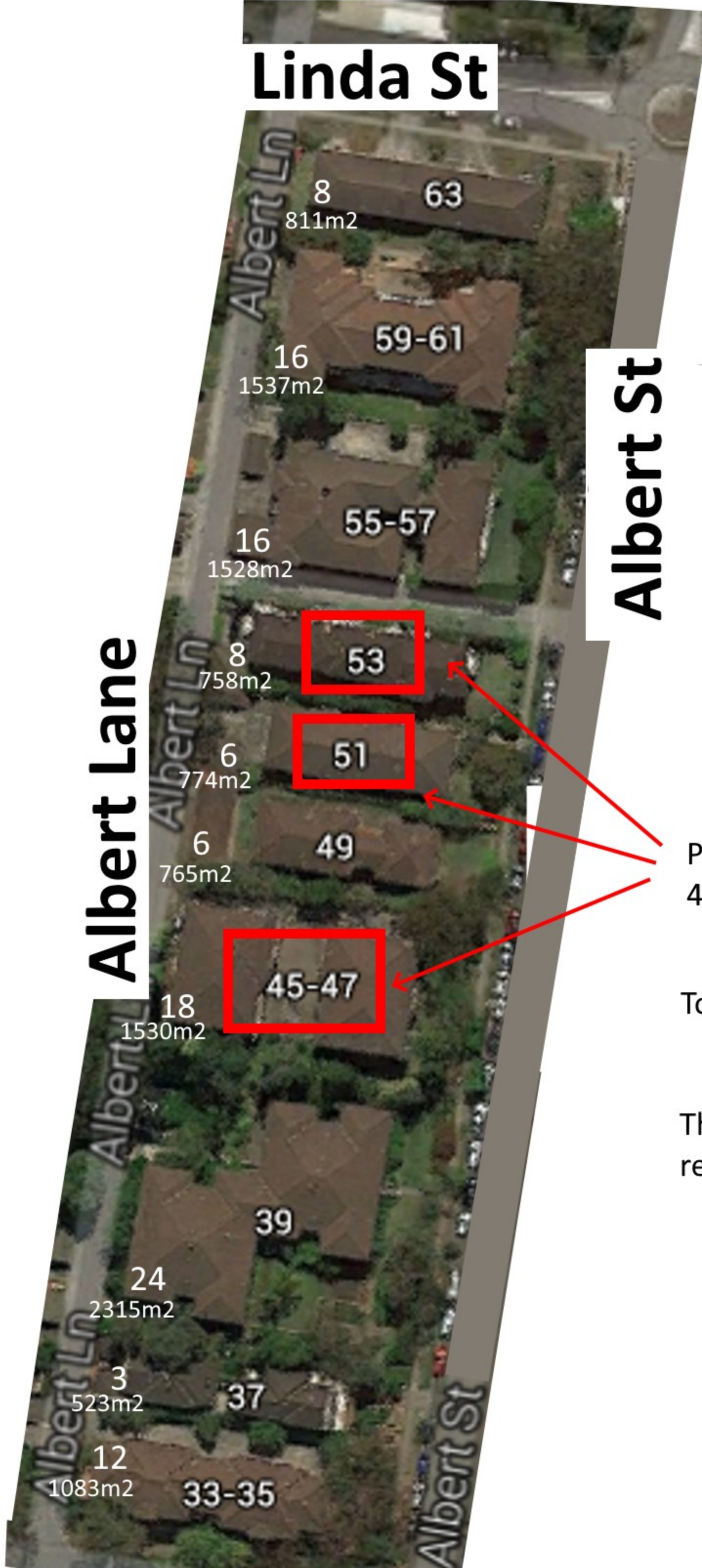
Proposed Development Site

This site location is suited to medium density redevelopment,

- * Immediate proximity to Hornsby Town Centre
- * Walking distance to Hornsby Train Station, Westfield Shopping Centre and commercial precincts
- * The area is characterised by aging three storey walk up apartments predominately built in the 1960's, 70's and 80's

Albert St

Albert Lane



Proposed Development Site as highlighted in red, 45, 51 and 53 Albert St Hornsby NSW 2077.

Total Site Area is approximately 3062m2.

These sites have already been amalgamated ready for rezoning and redevelopment.

Burdett St

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 12:52 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 06/08/2024 - 12:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission

I totally object to Hornsby TOD rezoning proposal. This rezoning is over the top. Hornsby will have much higher residential density than Chatswood.

Hornsby is not suited to this scale of rezoning with narrow streets and lanes and lack of parking and green spaces. Council in 2015 rezoned Hornsby Westside, almost 10 years later nothing happened.

We do not need more rezoning when previous rezoning did not materialise into any development. Obviously, developers and potential new residents are not interested in the area. A newly built 2 bedroom unit will cost more than 1 million dollars and have to pay sky-high strata levies. Not much first home young buyers can afford it to buy or rent. In the end, investors will be the one buying and sits empty without tenant.

I object increasing from 6 stories to 12 stories along Hunter Lane, Burdett St, Hunter Street and Linda Street. As there will be no sunlight, fresh air or privacy for existing residents in Avanti Buildings and the block along Burdett St, Hunter Lane, Linda St and George St, due to same height proposed to the 2 blocks. Therefore, 6 stories along where Bob Jane currently is should remain and 12 stories along where BP and Officeworks should remain.

Also, 36 stories for Hornsby is overdevelopment not even Chatswood have many buildings over 30 stories and such a close area. We are not New York, Singapore or Hong Kong. Reconsider lowering it.

Hornsby will not need this rezoning proposal if 4 to 6 storey apartments can be built all along Pennant Hills Road and Pacific Highway now that we have Northconnex that area has much lower traffic. Also, allow subdivision of existing detached homes to make way for townhouses and villas.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 1:04 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 06/08/2024 - 13:03

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I am just providing comments

Submission

The Hornsby Town Centre Review Masterplan substantially proposes Hornsby Town Centre Eastside high rise development viability. The review did not include any equitable proposals for Hornsby Town Centre Westside high rise development viability despite:

- Westside development remaining unviable for the next 10 years as per Hornsby Council's commissioned JLL Economic Development and Employment Uses Report – Jun 22 – see p.66 Central Precinct (supporting document to the HPCR), and
- Development approval for 187-203 Peats Ferry Rd Hornsby, within current height limits, remaining unbuilt due to development remaining unviable.

It is evident from the HPCR that Hornsby Town Centre Eastside development viability is supported at 30-36+ storeys. Hornsby Council advised that Hornsby Town Centre Westside changes were not included in the HPCR, substantially because they had the NSW Planning housing requirements covered for Hornsby Shire at the time of the HPCR issuing.

With the current housing shortage, it is apparent that a significant planning opportunity for Transport Oriented Development has been ignored by Hornsby Council in the HPCR and by NSW Planning in their Masterplan. An opportunity exists for significant development (hundreds of quality apartments) on Hornsby's Westside if development viability was addressed now rather than in the next decade or more.

Further FSR provided in the Masterplan needs realistic to support development viability. FSR need to be increased substantially to much of the Hornsby Town Centre to 8:1+.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 2:24 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: submission-tod.pdf

Submitted on Tue, 06/08/2024 - 14:21

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Peter

Last name

Fryar

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I am just providing comments

Submission file

[submission-tod.pdf](#) (402.55 KB)

Submission

I act on behalf of [REDACTED] ("client") the owner of the following properties located within lands identified within the Hornsby Transport Oriented Development Precinct (TOD) and within the vicinity of the TOD precinct.

No's 21 – 23 Florence Street Hornsby (TOD Precinct)

No's 148 – 150 & 154 George Street Hornsby (TOD Precinct)

No's 19 – 23 Forbes Street Hornsby (vicinity of TOD)

I agree to the above statement

Yes



6th August 2024

NSW Department of Planning, Housing and Infrastructure
dphi.nsw.gov.au (via Planning Portal)

To whom it may concern,

Submission – Hornsby Transport Oriented Development Precinct

We act on behalf of [REDACTED] ("client") the owner of the following properties located within lands identified within the **Hornsby Transport Oriented Development Precinct (TOD)** and within the vicinity of the TOD precinct.

- No's 21 – 23 Florence Street Hornsby (TOD Precinct)
- No's 148 – 150 & 154 George Street Hornsby (TOD Precinct)
- No's 19 – 23 Forbes Street Hornsby (vicinity of TOD)

1. Strategic Vision for Hornsby Town Centre

The Greater Sydney 2056 – North District Plan adopts a strategic vision for the future development of the region including Hornsby and the Hornsby Town Centre. The draft Masterplan we understand has been developed in keeping with the broad strategic principles contained within the North District Plan in particular, the revitalisation of the commercial core of Hornsby.

The background reports that were relied upon in the preparation of the Hornsby Town Masterplan fail to reflect upon strategies for the Hornsby Town Centre that have been historically adopted and applied by Council. The resultant Masterplan, albeit a strategic vision for the future development of the Hornsby Town Centre, in our respectful submission, fails to reflect upon the reasons why the Hornsby CBD has remained absent of any significant redevelopment for many decades. The past Town Planning for the Hornsby CBD has not stimulated development that has occurred within other sub-regional centres within the metropolitan area. Hornsby is strategically located on a major rail hub, is within proximity to the Central Coast and is serviced by major roadways including Pennant Hills Road, the M1 Motorway and the Pacific Highway and Northconnex. Providing the stimulus for development of the Hornsby commercial core is critical for the future viability of the centre.

The Hornsby CBD has not attracted investment and redevelopment that may have been anticipated. Beyond the Westfield development, the Hornsby CBD has remained relatively unchanged for many years. The Masterplan fails to question why the Hornsby CBD has remained stagnant for decades. A

reflection on the history would be an appropriate starting point to formulating a strategic direction for the future development of the Hornsby Town Centre. Rather, the authors of the Masterplan look to the future with a vision that in practical terms may never occur as history would indicate.

2. Failure of Past Planning Controls – Hornsby CBD (Westside)

Council in 2014 adopted a Planning Proposal in response to a review undertaken of the Hornsby West Side. Subsequent amendments to the Hornsby Local Environmental Plan 2013 and DCP controls were made to 'encourage' the redevelopment of the West Side precinct. Interestingly, when consideration is given to the failure of past initiatives for revitalisation and stimulus for growth and development within the Hornsby Town Centre a reflection upon a statement over ten (10) years ago that formed part of the Planning Proposal for the changes to Planning Controls for the Hornsby West Side raises concerns as to council's anticipated housing supply for the Hornsby westside.

The Planning Proposal provided a background for its purpose and, in part, states:

"The State Government's draft Metropolitan Strategy for Sydney to 2031 sets the framework for Sydney's growth to 2031 and beyond. The Strategy supports the key goals, targets and actions contained in NSW 2021, the NSW Government's business plan to make NSW the number one state and has been prepared in conjunction with the NSW Long Term Transport Masterplan and the State Infrastructure Strategy.

Hornsby Town Centre is identified in the draft Metropolitan Strategy as a Major Centre and the priorities include:

- *Enhance as a location for growing retail and office uses for the sub region and a broader catchment extending to the Central Coast;*
- *Promote residential intensification near the centre;*
- *Provide for at least 1,000 additional jobs to 2031; and*
- *Provide for increased housing choice through redevelopment for a variety of new housing types and densities around centres along major transport corridors including strategic bus corridors and the North Shore Line and Northern Line.*

The previous Metropolitan Plan released by the State Government also included the following future directions for the Hornsby Town Centre:

- *Investigate opportunities for better pedestrian links between eastern and western sides of the Centre;*
- *Revitalise the traditional Centre to the west of the station; and*
- *Investigate development opportunities to the west of the station."*

The objectives or intended outcomes of the Planning Proposal are:

- *To increase residential and employment development opportunities within the Hornsby West Precinct;*
- *To contribute to the achievement of the revised housing and employment targets identified under the Metropolitan Strategy for Sydney to 2031;*
- *To reinforce the role of the Hornsby Town Centre as the major town centre with adequate employment opportunities; and*
- *To revitalise and preserve the commercial character of the heritage conservation area.*

An Urban Design Analysis was prepared in two stages by JBA Planning as part of the changes made to planning controls for Hornsby West Side. The key outcomes of the study were the creation of design principles to be embodied within amendments made to the Hornsby DCP 2013. A structure

plan was created to guide future development of the precinct and to operate as a Masterplan for the development of the West Side. The Design Analysis concludes that the following points should form key elements of the Structure Plan:

- *"The character of the precinct should be retained through significant façade retention and reuse;*
- *The Odeon Cinema is an important heritage item to the community;*
- *Changes to the road layout are required to improve the pedestrian experience;*
- *There is opportunity to establish an arrival sequence through the public domain and built form heights; and*
- *Capitalise on the opportunity to create an iconic site as pedestrians arrive from the station."*

The Structure Plan developed is the guiding document that is used to guide the future built form and public domain for the West Side precinct. The constraints for development to occur within the West Side precinct are evident by the statement above.

Bitzios Consulting prepared a traffic and car parking study as part of the Planning Proposal for the changes implemented to the Hornsby West Side. The review included the arterial route of George Street and identified traffic management works as part of the future development of the precinct. The Structure Plan proposed changes to the road layout within the precinct.

The study concluded that the Westside precinct had *"..... very limited capacity to cater for additional trips beyond those identified in the Planning Proposal. The key element will be for Council and the RMS to consider long-term solutions for the upgrade of George Street to reflect its role as a State Arterial Road"*

Hornsby Council also undertook a Heritage Study as part of the West Side Planning Proposal. This study complimented some of the heritage assessment undertaken for the precinct as part of the Urban Design Analysis prepared by JBA Planning. The West Side precinct incorporates a number of heritage items and contributory items within a conservation area.

The report identified the Hornsby West Side has historical and social significant for its association with the opening of the railway. Parts of the earliest commercial precinct of Hornsby are still characteristic of the West Side precinct. The study highlighted the importance of maintaining the integrity of heritage items and the character of the precinct while also providing the opportunity for revitalisation and redevelopment.

The Heritage chapter contained within the Hornsby DCP 2013 provides planning controls for commercial heritage items however, there are no specific guidelines for development within the West Side precinct.

An extract from the Council heritage inventory below provides an overview of the character of the precinct:

"Hornsby West Side Precinct is characterised by the early twentieth century parapeted shop fronts with first floor awnings overhanging the pavement. The village atmosphere of the town centre is brought about by the 'High Street' character, forming a distinct commercial and civic town centre. Landscaped areas within streetscapes also contribute to the overall character of the precinct. The exterior of the buildings appear to be substantially intact above the first floor awnings. Major alterations appear to have been made to internal spaces for current and past uses. However, further investigation is required to determine what significant fabric retains. Only a few buildings within the area retain much of their original internal and external

features, including the 'Pair of Federation Period Shops', property No. 1-3 Jersey Street (Heritage Item I 486) and The Browsers Cottage, property No. 5 Jersey Street (Heritage Item I 487). Hornsby Cinema, property No. 155 Peats Ferry Road (Heritage Item I 502), may also retain significant internal spaces."

The author of this submission has an in-depth knowledge of the historic planning controls and past attempts unsuccessfully made by council to revitalise the Hornsby CBD. The author previously held the position of Planning Manager at Hornsby Shire council for 8 years and was initially employed as a student planner at council in 1986. A copy of the CV of the author is attached to this submission.

Evidently, the strategic directions of the past adopted by council for the Hornsby West Side has not encouraged redevelopment of lands to date. The complete absence of construction and redevelopment of sites is evident. In fact, the Council actively discouraged a development proposal for lands on the west Side in *Ezzy Architects Pty Limited v Hornsby Shire Council* [2015] NSWLEC 1525.

Figure 1 – Zoning Maps



Existing zoning map

Proposed zoning map reflecting no changes for Hornsby Westside

The recently adopted Masterplan that is relied upon for the achievement of the housing projections and targets in the TOD is 'farcical' as history tells. The Masterplan essentially mimics the current adopted planning controls implemented over ten (10) years ago for the Hornsby West Side. The intrinsic constraints evident by the absence of any redevelopment on the Hornsby West Side will continue to exist and in our qualified opinion, opportunities should be explored to provide for additional housing stock on the fringe areas the TOD West Side precinct.

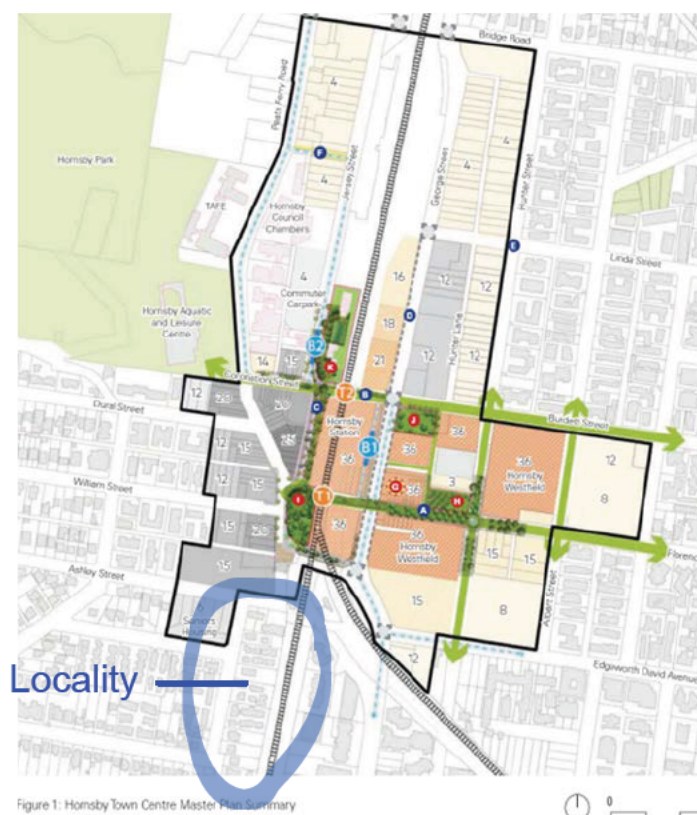
3. No's 19 – 23 Forbes Street Hornsby – An opportunity for Housing adjacent to the TOD Westside Precinct

The TOD Tier 1 precincts initially identified a 1,200 metre radius for potential rezoning. Given existing strategic planning undertaken by Hornsby Council in preparing the Hornsby Town Centre Master Plan and to accelerate its rezoning, the precinct boundary was refined to match council's master plan extent. The TOD Accelerated Precinct Rezoning for Hornsby applies to land situated on both sides of the rail corridor and includes Westfield Hornsby, Hornsby Mall, and businesses located along George Street up to Bridge Road as well as the Hornsby West Side precinct referred to above.

The Low to Mid Rise Housing Initiative rollout is seen by DPHI as a longer-term solution to a continuing housing deficit. We note that the initial changes only apply to sites within a radius of 800m of rail, Metro or light rail stations, land zoned E2 Commercial Centre or SP5 Metropolitan Centre and E1 Local Centre or MU1 Mixed Use within the Six Cities Region (Eastern Harbour City, Western Parkland City, Central River City, Central Coast City, Illawarra-Shoalhaven City and Greater Newcastle City).

The exclusion of lands outside the Hornsby Masterplan precinct is seen as a missed opportunity to stimulate additional housing opportunities within proximity of the Hornsby CBD. As highlighted above, the lack of investment and absence of development within the Hornsby west Side precinct reflects the land ownership fragmentation of the precinct.

Figure 2 – Forbes Street Higher Density Housing Precinct

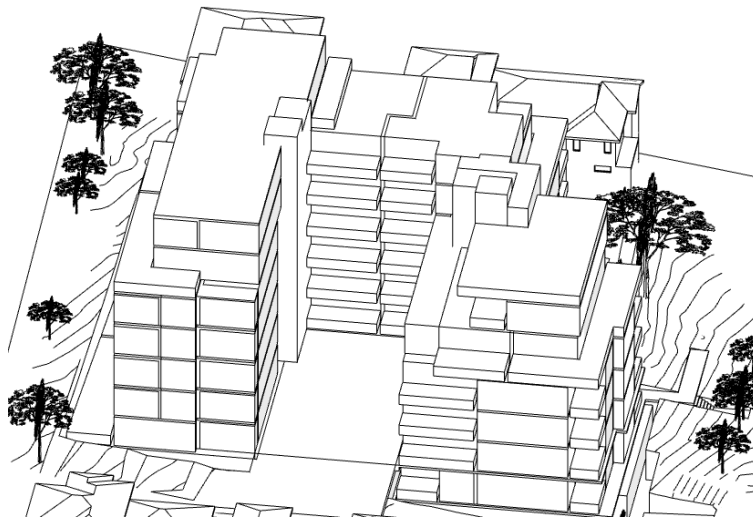


Whilst the insertion of a new Chapter 5 into the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) is initially proposed to apply to land in the vicinity of 18 railway or metro stations in 8 different local government areas, the lack of development within the Hornsby West Side precinct

due to constraints including (but not limited to) land fragmentation by multiple property owners and heritage constraints is a compelling reason to include located to the east of Forbes Street currently zoned R3 as part of a phased implementation of the provisions in respect of other areas near Hornsby railway station.

Our client currently has a DA approved for 20 townhouses (multi dwelling housing) across the three sites (No's 19-23 Forbes Street). The consolidated site is within a 400m radius of the Hornsby train station and is located at the fringe of the Hornsby Town Centre TOD area. Clearly, the likelihood of redevelopment of lands within the Hornsby West Side TOD precinct occurring in the short term is highly improbable and to achieve the housing targets identified by council, the current Forbes Street medium density precinct will enable an opportunity for the housing targets to be achieved.

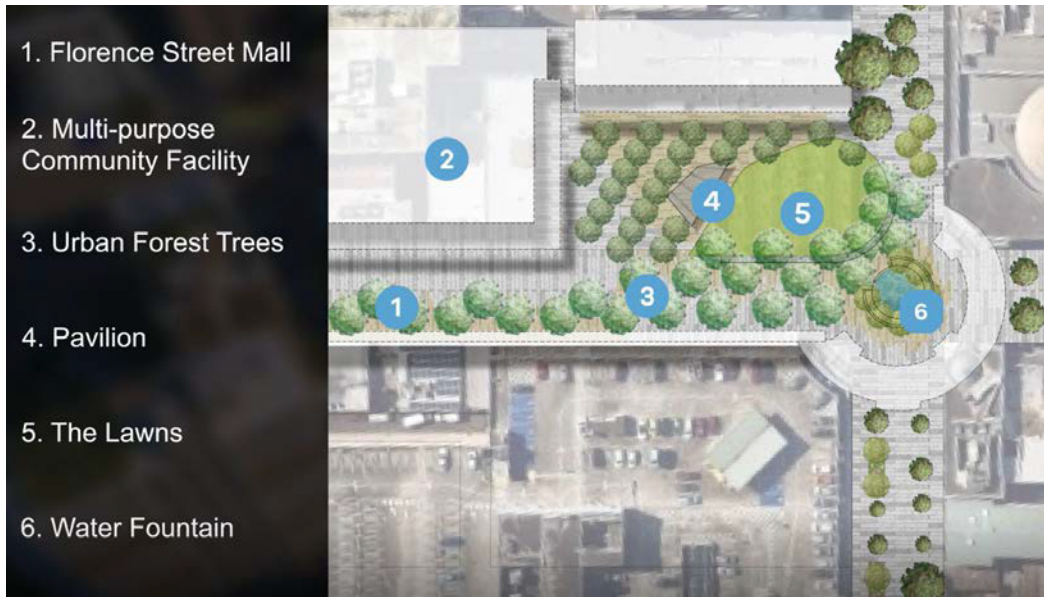
It is achievable to develop our client's land for residential flat development up to six storeys. In the case of our client's site, redevelopment of the site can be commenced in the short-term bolstering housing stock within the generally vicinity of the Masterplan (TOD) precinct. Our client has engaged the services of an Architect to develop several design concepts for residential flat development for the site (see example below).



4. No's 21 – 23 Florence Street Hornsby

The EIE identifies the site as providing open space referred to as Hornsby Square and notes that this option is currently under investigation. The EIE states that an *“.....existing square that could be expanded to provide a spill out for community civic buildings, outdoor eating, quick meet ups or opportunity for rest within the retail zone”*. The provision of green open space as end extension to the existing Hornsby Mall seems illogical as the location of green open space would be of greater public benefit if it formed part of the civic precinct that includes the Hornsby Library. The ‘Hornsby square’ greenspace is predicated on a civic precinct being created on adjacent lands fronting George Street. The feasibility of this being achieved is unlikely if ‘history tells’. The development of council land occupied by the library and adjacent carpark for green space would avoid potential compensation costs, hardship for established businesses and a lost opportunity to bolster the vibrance of the Hornsby mall by an integration of commercial and residential premises in a key location with the mall.

Figure 3 – Hornsby Square identified under Masterplan



We note that the EIE suggests that the Hornsby Square may be located to the south of the Florence Street Mall as part of a future Westfield development. In a submission to DPHI dated 9 August 2024, Hornsby Council identified acquisition of properties in Florence Street as part of the Hornsby Square @ \$66,820,000. Our client is of the opinion that this is a significant underestimation of the value of these properties.

Acquisition of the lands identified as part of the Hornsby Square will be complicated and will be of significant cost far greater than estimated by council and the overall cost benefit for the community will not be achievable.

5. No's 148 – 150 & 154 George Street Hornsby

Our client is the owner of the above properties that have been identified within the 'Northern Employment Precinct' in the Hornsby Masterplan and mirrored in the TOD. It is envisaged that the precinct will be developed in the future for business premises and an expansion to the existing industrial development in the locality. We raise doubts as to whether there is demand for further business premises within the Hornsby CBD.

The vision for the precinct identified under the Masterplan is:

Existing industrial and urban services uses are retained and expanded. The Precinct plays a critical role in supporting the local economy and a wide range of business operate throughout.

Business redevelopment in four storey buildings provides additional employment opportunities leveraging the proximity to TAFE and existing civic uses to service the needs of existing and new populations.

An east-west street is provided between Peats Ferry Road and Jersey Street north of TAFE, increasing east-west pedestrian permeability and servicing proposed bus networks.

Evidence exists that demand for business premises outside the 'Retail Core Precinct' is limited by the number of vacant premises that form part of the Pound Road Housing Precinct. An opportunity exists for the provision of business support premises with residential development above to provide for housing. This housing will supplement housing targets in the short term that are not likely to be achieved under the projections particularly within the Hornsby West Side Precinct as discussed in detail above. This would require a review of the maximum 2:1 FSR identified on the maps that form part of the TOD.

Alternatives to the current vision for future development of the precinct should be considered.

Our client, as a key landowner within the TOD precinct, is willing to continue to collaborate with the NSW Government to assist in achieving the broad outcomes identified under the TOD

Yours faithfully,

Peter Fryar

BTP(UNSW), CERT T&CP(Ord4), MPIA



Director,
KEY URBAN PLANNING

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 2:40 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 06/08/2024 - 14:40

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

■

Last name

■

I would like my name and personal contact details to remain confidential

Yes

Info

Email

■

Suburb/Town & Postcode

Asquith

Please provide your view on the project

I am just providing comments

Submission

Re: Designated Public Drop Off/Pick Up Points at Hornsby Station

Many train T1 services do not pass Hornsby, especially in the evening. Because of this, residents from surrounding suburbs often drive to drop off or collect people from Hornsby Station.

The Master Plan does not incorporate any clearly signed, dedicated Pick-up/Drop-off Points next to Hornsby Station for this purpose. Please could this be considered?

More frequent train services beyond Hornsby and better-integrated bus services for the growing local HSC population between Hornsby and Berowra would significantly reduce the need for additional car journeys to collect/drop passengers at Hornsby Station. However, I realise that this falls outside the scope of this Master Plan.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 4:25 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: submission-hornsby-tod-rezoning-on-behalf-of-altomonte-artarmon-pty-ltd-re-17-19-florence-st-hornsby.pdf

Submitted on Tue, 06/08/2024 - 16:23

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Michael

Last name

Ryan

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Lane Cove West

Please provide your view on the project

I object to it

Submission file

[submission-hornsby-tod-rezoning-on-behalf-of-altomonte-artarmon-pty-ltd-re-17-19-florence-st-hornsby.pdf](#) (183.43 KB)

Submission

1. Lack of detail on land amalgamation;
2. Lack of detail on process of how the proposed multi-purpose facility site will be acquired; and
- 3 . Proposed infrastructure schedule

I agree to the above statement

Yes

6 August 2024

NSW Department of Planning, Housing and Infrastructure
Via Planning Portal

Attention: Anthea Sargeant, Executive Director, State-led Rezoning

Dear Ms Sargeant

Submission Hornsby TOD rezoning proposal re: 17-19 Florence Street, Hornsby

This submission is lodged on behalf of Altomonte Artarmon Pty Ltd, owners of Nos.17-19 Florence Street, Hornsby, which is located in the Central Heart Precinct. This property has been earmarked for a future development as a proposed 7,000m² multipurpose facility including a new library.

As previously submitted to Hornsby Council during the exhibition of the Town Centre Masterplan, my client is very disappointed their property is still nominated as the site for a new multi-purpose facility, given that Council already has established its own library facilities 40 metres to the north.

In neither the Masterplan or TOD exhibited documents has there been any justification or feasibility analysis that supports 17-19 Florence Street as the preferred site for a multi-purpose facility/library. By Council's own admission, a new library and community facilities could be reasonably built on a number of sites throughout Hornsby or even incorporated into the future redevelopment of Westfields shopping centre.

There are three main issues this submission addresses, namely:

1. Lack of detail on land amalgamation;
2. Lack of detail on process of how the proposed multi-purpose facility site will be acquired; and
3. Proposed infrastructure schedule

1. Lack of detail on land amalgamation

Section 2.3 Lot Amalgamation of the *Hornsby Precinct Design Guidelines* states that provisions for minimum lot sizes and amalgamation is currently being investigated and that this will ensure the delivery of public benefits including open space and community infrastructure.

At the time of preparing this submission there have been no further details provided on minimum lot sizes or land amalgamation. However, in the *Urban Design Framework and Planning Controls* prepared by COX Architecture, indicative site amalgamations were provided only for the purpose of 'proof of concept testing'. The intent being to test just one (1) of many permutations in which built form can be configured to meet the objectives of the Masterplan and Design Guide and Apartment Design Guide criteria.

Question:

- a) Please advise when this information will be provided to Central Heart Precinct land owners. Will land owners be afforded the opportunity to comment prior to the finalisation of the rezoning proposal?

2. Proposed infrastructure schedule

In Appendix A (page 30) of *Hornsby Infrastructure Delivery Plan* prepared by Mecone, Item C2 relates to multi-purpose community facility in Central Heart Precinct/regional Library with a total cost in the amount \$64,092,984 (19% attribution). My client is concerned there are no details given on what this cost relates to and/or whether it includes construction costs.

Questions:

- a) Given the fast tracking of the Hornsby TOD rezoning proposal, at what point will clarification of these mechanisms be made available for land owners to review and respond to?
- b) Please confirm land owners will be afforded the opportunity to comment prior to the finalisation of the rezoning proposal?
- c) How was the sum of \$64,092,984 calculated and what does it comprise in terms of itemised expenditure?
- d) Are there alternative mechanisms available to deliver key community facilities?

3. Lack of detail on process of how the proposed multi-purpose facility site will be acquired

As was submitted to Council in response to the draft Hornsby Town Centre Masterplan, the TOD rezoning proposal fails to address whether strategic sites that have been identified for community purposes will be acquired and if so, by what means. For the record, in recent discussions with our client, Council have made it very clear they will not be actively acquiring land for the purpose of the new multi-purpose facility.

Therefore, it is our submission the new multi-purpose facility should be located on Council owned land adjoining at Nos. 28-44 George Street, Hornsby to avoid the complications attributable to site acquisition and guarantee the delivery of the multi-purpose facility without delay.

At a recent meeting held on 24 July 2024 with DPHI representatives Anthea Sargeant, Executive Director- State Rezoning and Luke Downend together with land owners of the Central Heart Precinct each of the above-mentioned matters were raised in the hope further information would be provided. Unfortunately, staff were unable to satisfactorily provide any further details beyond what has been publicly exhibited. Considering this project is a government led rezoning, these matters are critical to affected land owners in order for them to move forward and make informed decisions.

In summary, it is my client's firm opinion the TOD rezoning proposal should be amended by relocating the new multi-purpose facility and library onto Council's current library site at Nos. 28-44 George Street, Hornsby and allow high density development constructed up to 121 metres on Nos. 17-19 Florence Street.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Michael Ryan', with a stylized, flowing script.

MICHAEL RYAN

Town Planning & Local Government Specialist

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 4:51 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: hornsby-transport-oriented-development-objecting-submission-6-august-2024.pdf

Submitted on Tue, 06/08/2024 - 16:50

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Galston 2159

Please provide your view on the project

I object to it

Submission file

[hornsby-transport-oriented-development-objecting-submission-6-august-2024.pdf](#) (90.31 KB)

Submission

See attachment.

I agree to the above statement

Yes

<https://www.planningportal.nsw.gov.au/draftplans/exhibition/hornsby-tod-rezoning-proposal>

Thank you for giving residents the chance to contribute. On the whole I do agree with increasing density in certain areas that are already developed because I fear the loss of our native forest and bushland cannot continue. However, how we go about it cannot be done too hastily – with few provisions which would ensure an acceptable quality of life for residents and acceptable outcomes. We must ensure we are not building future ghettos.

Developer-led construction only works for the developers – so there must be oversight and regulation of these TOD precincts from an authority which can ensure the development is sympathetic to the surrounding areas.

There must be a long-term vision with provision for access to basic amenities, open spaces, adequate infrastructure and the ability for residents to move around easily. Putting increased density in one area – without adequate forethought for exactly how the works will be done, and how they will be timed (when the area is so highly concentrated with future-approved development) will not have good outcomes.

I am concerned that there seems to be little respect for existing, hard-won protections for our natural environment, threatened species and heritage which add value to our lives intrinsically but often miss out when it comes to developers' inability to market them. Biodiversity loss must be prevented with all future development having appropriate planning protections and conditions of consent. Inadvertent impacts in the Hornsby precinct could be considerable given the surrounding bushland, including National Parks and threatened species, that surround it.

With this in mind, there are a number of concerning aspects to this Transport Oriented Development (TOD) proposal as outlined below: -

1) Increase Green Space

The importance of green space and access to nature became very apparent during the recent Covid pandemic – has the government forgotten so quickly? The World Health Organisation has stated that there is no single public health action that give society as much benefit as greenspace does. It's important for our social and mental well-being, prevents loneliness and provides a connection to nature that every human needs. Greenspaces must be provided and access to nature outlined in the proposal.

2) Incorporate Green Roofs

One way to make up for the lack of green space would be to incorporate green roofs on buildings. As a former resident of Asian cities, this can be a good way to combat heat-island effects, and to provide residents with some green space accessibility. However, these green spaces must be wildlife-friendly, and ensure no animals get stuck or entangled in badly planned locations. They must also not introduce weed species into our natural environment so using native species would be a recommendation.

3) Protect surrounding bushland and Berowra National Park

I am concerned that Hornsby sits atop a ridgeline. There is an abundance of significant vegetation that surrounds Hornsby which includes Berowra National Park and the only Blue Gum Diatreme Forest in the world sitting close to the centre. There are a number of important policies regarding lands adjoining National Parks, and any development approved under TOD must be compliant and well-regulated with enough oversight to ensure no damage to the surrounding landscapes, some of which are designated as 'Critically Endangered Ecological Communities' and which provide habitat

for endangered and protected flora and fauna. Conditions of consent must be applied to these works which will have a high and long-term impact on residents amenity and quality of life. The long-term sustainability of the changes must be given serious consideration.

4) Building Heights

As mentioned before, Hornsby sits atop a ridgeline. These apartment blocks can be approved for up to 40 storeys as outlined in the TOD reports. These apartments will literally and figuratively tower over the valley, over the National Park and light up the skyline like nothing else in the area. They will be highly visible, and I believe consideration should be given to this blanket approval by ensuring visual impacts are properly modelled beforehand. This construction will have serious implications for light pollution and there will be impacts on native threatened species especially those that are nocturnal, such as the Powerful Owls, Grey-headed Flying Fox and numerous microbat species, plus many, many others. In fact, so many of Australia's native species are nocturnal that this is a major factor that must be studied before any approval can be given for such height in this location.

Additionally, there must surely be safety concerns as to how such towers would be managed if they needed to be evacuated? Our local rescue services should have the necessary capabilities to be able to cope with these towers in case of emergencies. Upgrades to our local F&R service capabilities should be included as part of the TOD proposal.

With consideration of the high position along this ridgeline, the Hornsby TOD Precinct must be excluded from other policies which would allow maximum height exceptions, such as the Transport Orientated Development SEPP or the Affordable Housing SEPP, and be strictly outlined in any approvals. This would also help to ensure that any increase in population density meets the desired estimates for these accelerated housing approvals under the Hornsby TOD precinct guidelines.

5) Construction Impacts must be strictly regulated

I am very concerned about soil erosion and the impacts of stormwater runoff, and it would be wise for approvals to come with strict guidelines for the potential impacts of the development into the surrounding valuable bushland. Hornsby is, after all, considered the Bushland Shire. Future predictions for rain events linked to climate change must be factored into the overall TOD plans and not left to individual developers to oversee. The materials used must ensure no contamination of the waterways and creeks surrounding Hornsby CBD.

The use of synthetic turf or other synthetic materials which break up and contaminate waterways must be avoided.

6) Fauna Management Plans as standard practice for all TOD approvals

All development approved under the TOD must have appropriate provisions for impacts on the threatened and native flora which can be harmed by the timing of works, the methods employed during development and the planning and overall implementation of such developments.

Firstly, each development must have a Fauna Management Plan with consideration given to ensuring appropriate licences are held by all consultants and developers which would ensure they must work according to 'NSW Codes of Practice for Sick, Injured and Orphaned Protected Fauna'. Provisions should be made for timing of works and methods of construction to ensure no unnecessary harm.

Any vegetation removal should ensure no wildlife corridors are closed off or adversely impacted. Preserving Hornsby Shire biodiversity must be a priority in the planning process.

7) Noise, Lighting, Vibration and Pollution Impacts restricted for environmental concerns

Consideration should be given to ensure impacts of the development such as noise, lighting and vibration do not harm the surrounding National Park or impact on bushland and the flora and fauna it contains.

8) Noise, Lighting, Vibration and Pollution Impacts on residents

Furthermore, consideration of these same impacts for the existing local residents must also be at the forefront of development approvals. Too many approvals in one area cannot be given simultaneously. Each DA cannot be considered entirely in a solitary determination, but an overall perspective must be taken when construction is being concentrated in certain geographical areas.

9) Insufficient Sewage Capacity

It seems there will be a failure to cover the necessary uplift that will be required by the Hornsby sewage treatment plants if several thousand more homes are constructed. There must be funding provided and a significant upgrade to the sewage system if this TOD proposal is implemented. The sewage upgrade cannot be done after the housing is constructed so should be done prior to the proposed significant developments commence.

10) Traffic congestion

One of the biggest concerns about this increased density in Hornsby will be traffic congestion. Our road network only just handles the current levels of cars and many of the residential roads adjoin the main roads directly and slow traffic down. Of particular concern is the Jersey Street/Peats Ferry Road link which will have extra traffic from the apartments proposed on the other side of the rail line. Traffic studies must be done at high volume times to ensure adequate traffic flow will be possible.

11) Parking

Trying to park in Hornsby now is not easy, in particular at the Hornsby Station carpark. Any plan must ensure there is sufficient parking provided for an increase in capacity that will be concentrated around the central area, but which are still likely to own cars and will often likely drive to the shopping centre or to the station. The residential side streets are already filled to capacity with overflow from the station and so provision of sufficient car parking spaces must be prioritised.

This TOD proposal must also ensure there is no net loss of parking spaces - especially for commuters – both at the Hornsby Train station and at the Westfield shopping centre.

12) Community Centre

I believe Hornsby would benefit from a new Community Centre to provide appropriate services for the local community.

13) Hornsby Westfield

Residents rely on the Westfield at Hornsby – it is a hub that supports many surrounding areas. This shopping centre must be retained even if there is approval given for the site to have residential apartments above the shopping complex.

Conclusion

This huge increase in density must be carefully managed. Hornsby Shire is located in a rare and beautiful part of NSW with access to nature one of the biggest benefits. The surrounding bushland must be prioritised when any and all developments take place here.

Biodiversity levels are high with many threats to it coming from inappropriate planning and cheap development practices. Inadvertent destruction could be caused by a failure to consider appropriate sewage, contamination, stormwater, pollution and legislation which provides protection for our native fauna and flora.

In working to quickly provide more housing, NSW State Government must ensure it does not fail to adequately consider lifestyle and providing good amenity benefits for anyone that chooses to call Hornsby their home.

Travelling West through Box Hill and Kellyville is a sad and disheartening experience. The houses are too close together, the island heat effects are exacerbated by an over-abundance of concrete and a lack of tree canopy and bushland retention. Native wildlife was not factored into the planning process and the result is a decimation of wildlife, much of it killed on the additional roads due to displacement during construction. We must start giving consideration to native wildlife before, during and after development is occurring.

I would stress the importance of modelling for the planned uplift in housing, especially for the impacts of such high buildings in this location along a ridgeline. We are called the *Bushland Shire* and located in *The Hills*. We must consider our unique situation and location in the broader context of Sydney City and ensure our planning and development excels for design and sustainability.

The community expects these proposals to add to their quality of life, not detract from it.

Thank you.

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 5:27 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 06/08/2024 - 17:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Axel

Last name

Loder

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission

To whom it may concern,

Having reviewed the content of the Hornsby TOD Rezoning Proposal, I agree generally with the principle of rezoning Hornsby to provide additional dwellings.

However the Proposal as it stands has unacceptably limited or no consideration to the school

infrastructure needed.

The Design Guide and Infrastructure Delivery Plan does not identify any plan for schools to support the area including the additional dwellings that are planned.

As the additional dwellings will house families that will have children that of school age, this is an important consideration.

The need to articulate the plan is underpinned by the fact that there is currently no primary school that exists within the perimeter of the "Hornsby Precinct" identified in the Design Guide.

Existing residents and those for the additional proposed dwellings, must travel outside the perimeter to access the schools that currently exist - including Hornsby North and South Primary schools.

The location of the existing schools, and the lack of a school well-placed in Hornsby's heart, accessible via active transport, currently causes significant traffic congestion during the AM and PM peak. This will only be exacerbated by the additional dwellings proposed by this TOD Proposal.

This traffic congestion has already been noted by low average speeds in the AM and PM peak by the Transport Plan attached (Base model development report - Table 2.3)

Schools within the heart of the Hornsby precinct will be necessary to support the additional residential density. This will enable school-aged residents to use active transport or walk to and from schools near their home, rather than rely on public or private transport to travel outside their core precinct, further impacting traffic congestion.

In summary, this TOD Proposal does not currently adequately address the provision of well-placed schooling amenities needed to support the growth of the Hornsby precinct. I strongly recommend a strategy for schools in the precinct is developed along with a commitment to the investment to support this.

Without this, this appears to be a haphazard development proposal that considers "number of dwellings" a measure of success without any regards to livability.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 8:12 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: hornsby-tod-accelerated-precinct---pyse-inc-submission.pdf

Submitted on Tue, 06/08/2024 - 20:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission file

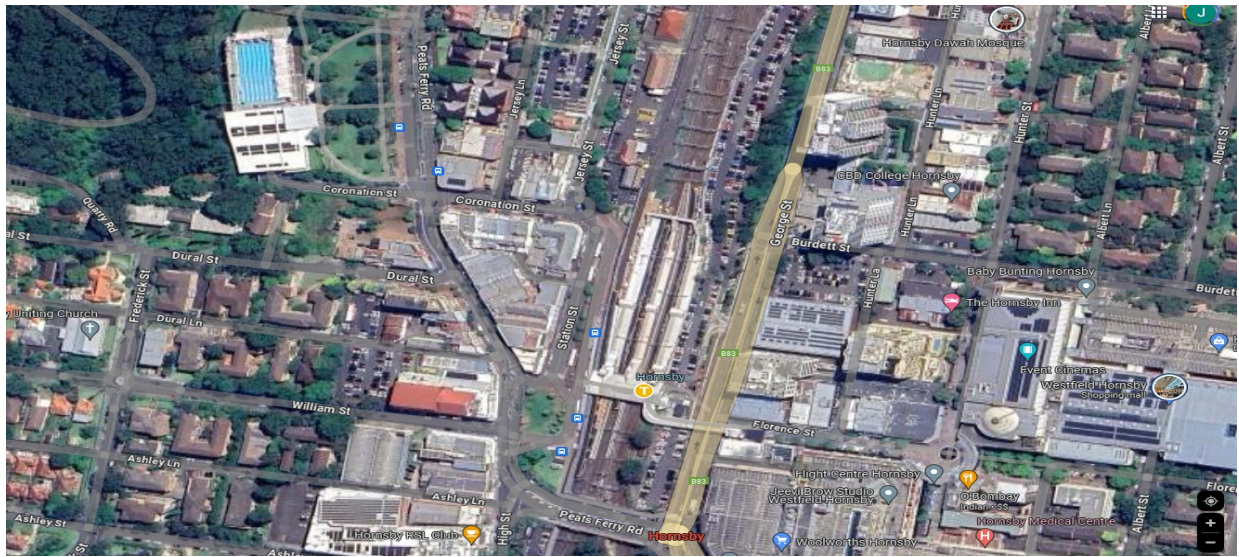
[hornsby-tod-accelerated-precinct---pyse-inc-submission.pdf](#) (6.34 MB)

Submission

As attached.

I agree to the above statement

Yes



Transport Oriented Development Hornsby Accelerated Precinct

While there are many worthwhile reasons to support increased density in the Hornsby Town Centre, there are far too many unresolved issues for us to support the Hornsby TOD in its current format. We therefore object to the Hornsby Transport Oriented Development Accelerated Precinct for the following reasons:

We attended a public meeting provided by the Department of Planning, Housing and Infrastructure (DPHI) to Hornsby Shire residents on Saturday, 20th July 2024. After the meeting we became extremely concerned about the interaction of the Transport Oriented Development SEPP (*State Environmental Planning Policy (Housing) Amendment (Transport Oriented Development) 2024*) and the Affordable Housing SEPP (*State Environmental Planning Policy Amendment (Housing) 2023*).

The TOD SEPP Clause 155 (5) allows a greater maximum building height if permitted by another environmental planning instrument. On 14 December 2023, a SEPP (planning instrument) was introduced allowing height increases of up to 30% where a proposal includes a minimum of 15% of the gross floor area as affordable housing. The relevant Affordable Housing SEPP excerpt is below -

18 Affordable housing requirements for additional building height

- (1) This section applies to development that includes residential development to which this division applies if the development—
 - (a) includes residential flat buildings or shop top housing, and
 - (b) does not use the additional floor space ratio permitted under section 16.
- (2) The maximum building height for a building used for residential flat buildings or shop top housing is the maximum permissible building height for the land plus an additional building height of up to 30%, based on a minimum affordable housing component calculated in accordance with subsection (3).

With regard to the Hornsby Transport Oriented Development (TOD) Accelerated Precinct, the tallest buildings permitted in the centre of the precinct are proposed to be 144m high. According to the diagrams shown to Hornsby residents at the DPHI meeting, that equates to 40 storeys high.

However, as clause 155 (5) states, the maximum building height and maximum floor space ratio permitted by the TOD “does not apply to the extent a provision of another chapter of this policy or another environmental planning instrument (the Affordable Housing SEPP) permits a greater maximum building height or floor space ratio” (excerpt below) -

155 Maximum building height and maximum floor space ratio

- (5) This section does not apply to the extent a provision of another chapter of this policy or another environmental planning instrument permits a greater maximum building height or floor space ratio for a residential flat building or building containing shop top housing on the land.

That means that should the in-fill affordable housing provisions be applied to the Hornsby TOD Accelerated Precinct, the tallest buildings in the centre of the Hornsby TOD precinct would be allowed to be up to a massive 187 metres or 52 storeys high if affordable housing of 15% is included in a tower block.

That's higher than any building in the Chatswood CBD and the fourth tallest building in comparison to Parramatta CBD.

In response to a recent query to DPHI, the Department advised that in-fill affordable housing would not be applicable to the Hornsby TOD Accelerated Precinct. However as the Uncorrected Transcript, on the Parliamentary website, of the TOD Parliamentary Inquiry held on Wednesday 24th July 2024 shows, Ms Monica Gibson, Deputy Secretary, Planning, Land Use Strategy, Housing and Infrastructure, Department of Planning, Housing and Infrastructure, stated the following in response to a question from the Chair:

MONICA GIBSON: *"That's as we've exhibited it. We are inviting submissions, so we will need to consider the submissions that come through" and "We will look at submissions when they come through. If communities, councils and landowners suggest that that provision needs to be reconsidered, like any matter that might come in a submission, we'll have a look (at) it"* (transcript excerpt below).

In other words, if landowners and developers want to make more money by building up to 12 storeys higher, and who doesn't want to make more money, and makes submissions on the TOD exhibitions to the effect that they want the affordable housing uplift to apply, then the Department will *"have a look"* to see if they will allow the affordable housing uplift to be applied to the Hornsby TOD Accelerated Precinct.

That is not the same as the straight *"No, it won't (apply)"* that Ms Gibson stated under oath.

The CHAIR: Clause 155 (5) of the TOD SEPP allows greater maximum building height if it's permitted by another planning instrument. The housing SEPP from December 2023 introduced the new provision allowing for height increases up to 30 per cent where a proposal includes that a minimum of 15 per cent of the gross floor area is affordable housing.

KIERSTEN FISHBURN: Correct.

The CHAIR: For a TOD-accelerated precinct such as Hornsby, which, in part, allows towers up to the 40 storeys, would that mean that we could then, potentially, be looking at those towers actually ending up at 52 storeys? Is that how that will apply cumulatively?

MONICA GIBSON: No, it won't. We are currently on exhibition and in those exhibition documents for the accelerated precincts in Hornsby, and with a policy document that is also being exhibited concurrently with it, we have explicitly said that the in-fill affordable housing bonus is not to apply in the accelerated precincts. That's as we have exhibited those documents.

The CHAIR: But where does that apply?

MONICA GIBSON: For the accelerated precincts.

The CHAIR: But in law or in policy, where would that present? Will it be written expressly in the TOD SEPP or will it be written expressly in the housing SEPP, or is it this other explanation document? Because we know they're not enforceable.

MONICA GIBSON: We're on exhibition at the moment. When we finish and write the planning controls, they'll be written into those new planning control documents. That's likely to be the housing SEPP, where that will be very clear.

The CHAIR: So there will be an express provision in the housing SEPP that says, "This doesn't apply in these circumstances"?

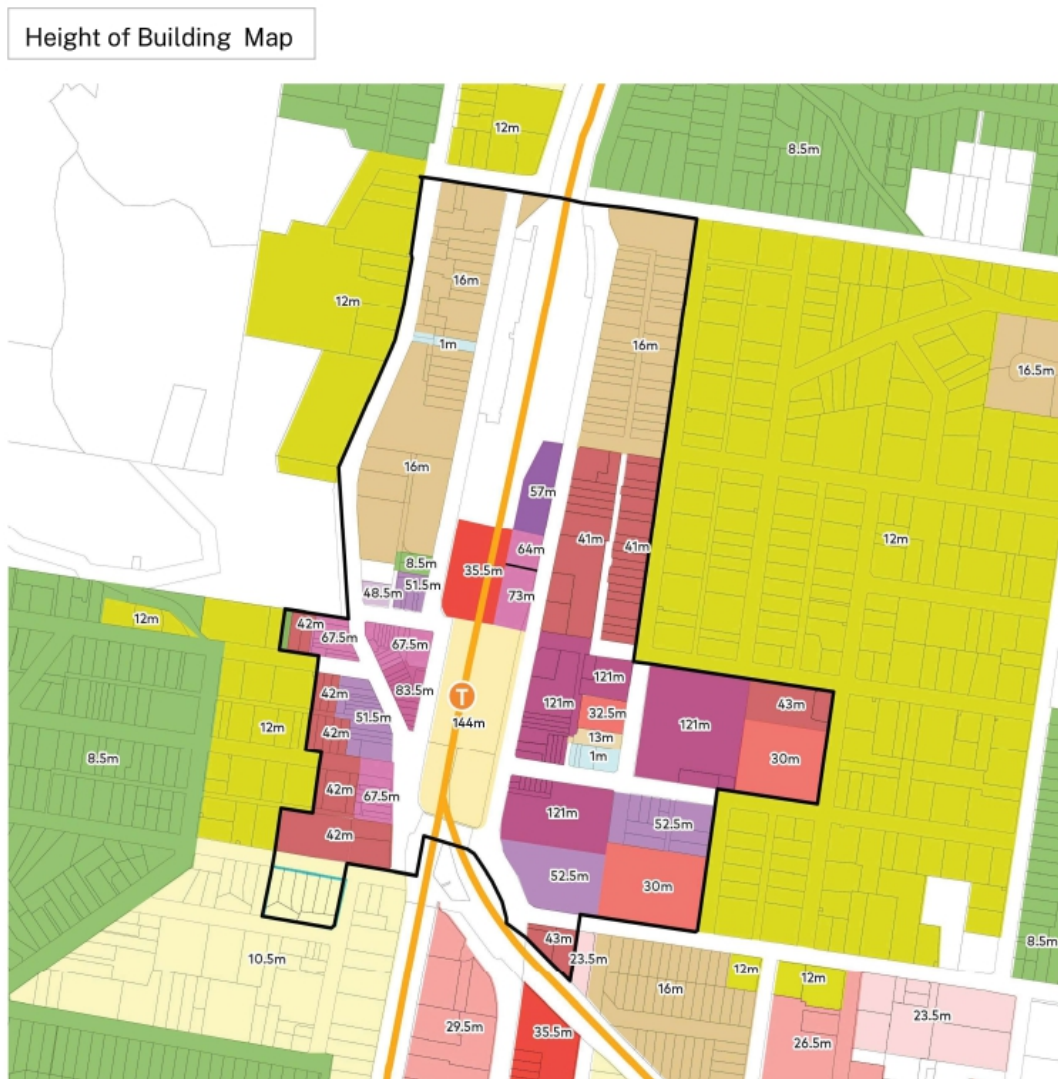
MONICA GIBSON: That's as we've exhibited it. We are inviting submissions, so we will need to consider the submissions that come through. As we exhibit it, we're being very clear that it doesn't apply and our intention would be to make that into the housing SEPP. We will look at submissions when they come through. If communities, councils and landowners suggest that that provision needs to be reconsidered, like any matter that might come in a submission, we'll have a look that.

Hornsby town centre overlooks the Berowra Valley National Park and is on a ridgeline. Neither Chatswood CBD nor Parramatta CBD are on a ridgeline overlooking a national park. A 52-storey tower would be visible right across the Berowra Valley National Park. As the Penrith Plains are to the west of Hornsby, these massive tower blocks are likely to be seen from the Blue Mountains National Park.

A visual perspective might assist in showing what Hornsby town centre would be likely to get. On the left below is the third tallest building in Parramatta, 180 George Street South Tower. At 189m it's only 2 metres taller than what would be permitted in Hornsby town centre. In the lower right photo is Chatswood's tallest tower, the Metro Grand Residences, a comparative baby at 170m, a whole 17 metres shorter than Hornsby's towers would be.

It is questioned whether the small Hornsby Fire and Rescue Station (photo top right below) would have the necessary aerial firefighting platforms, or be able to access them quickly, to fight a towering inferno 187m high. Or whether part of the \$520M infrastructure fund would be provided for a new bigger Fire Station and larger fire trucks with aerial platforms capable of fighting fires and rescuing residents from 52 storey towers.





- **Mass upzoning will increase the risk of land banking and escalation of property prices.**

Mass rezoning of the whole of the TOD precinct at once, will increase landowner price expectations thereby pushing up prices. Furthermore, because the TOD documents show specific privately owned areas to be utilized for parks etc, the current landowners will now ask exorbitant prices. DPHI should not have identified specific properties prior to commencement of purchase negotiations.

Hornsby Shire Council reports indicate that the current estimated price for acquisition of properties which would form the Hornsby Square as being \$66,820,000. That price will now undoubtedly skyrocket as the properties have been identified and the price estimation provided for all in the market to see.

In addition, developers will purchase properties and then land bank them until market conditions are more favourable such as lower interest rates, better supply chains and more available contractors.

Statutory mechanisms must be gazetted to prevent land banking, otherwise prices will skyrocket making dwellings unaffordable for all but the wealthiest.

Recommend an approval date of no more than 2 years from date of purchase, a commencement date no more than 2 years for all approvals, and closing of the legislative loophole that allows minimal works undertaken to be deemed as "commencement".

- **Approvals vs commencement**

The Department of Planning, Housing and Infrastructure (DPHI) recently advised that "*The department will publicly monitor progress towards and delivery against housing targets*" and that "**Targets are for new homes completed**". This is an unsatisfactory situation because councils have no control over what happens post-approval in the actual construction of new homes and therefore whether targets will be met, because meeting the targets will be dependent on the development sector itself (labour, materials, finance, issues, etc). Furthermore, councils have to plan new housing within the TOD SEPP which states in clause 155(2) "*The maximum building height for a residential flat building in a Transport Oriented Development Area is 22m*". And yet it appears that council planning controls could be changed by the NSW Government where there is discrepancy and time lag between what is measured (homes approved) and what is achieved (homes completed).

There is already talk of the height controls being increased. It was reported in the SMH on June 1, "**New height limits and other planning controls designed to help NSW achieve its housing targets could be intensified if they fail to deliver enough new homes, the state's planning boss has told development industry leaders**". The DPHI Departmental Secretary, Kiersten Fishburn, stated that "*If the controls aren't right, we will amend the controls*" to ensure targets are met. Is there procedural fairness in publishing controls that can ultimately fail to give certainty to local councils? Did the Government take into account whether the monitoring system would accurately gauge the implementation of the SEPP, to the extent that just four weeks after publication of the SEPP, DPHI was already suggesting that the height controls could be increased.

Development approvals rather than completions should be counted towards housing targets.

- There are insufficient development standards in the *Housing SEPP Chapter 5, Transport Oriented Development*, to facilitate a good design outcome for the Hornsby Town Centre.

The NSW Department of Planning, Housing and Infrastructure (DPHI) *Hornsby Precinct Design Guide July 2024* will carry as much statutory clout as a wet lettuce, and even less than the *DHPI Apartment Design Guide* which, as the ADG states is only “a guide”. As Chapter 5 cl.161 of the Housing SEPP states, all the consent authority has to do is to have “considered the Apartment Design Guide”.

The only statutory design parameters in Chapter 5: Transport Oriented Development of the Housing SEPP are:

- the number of parking spaces for each affordable housing dwelling,
- a minimum lot width of 21m at the front building line, and
- active street frontages in Zone E1 or equivalent land use zone (see following point)

These design standards are insufficient to produce good design outcomes. More of the Apartment Design Guide parameters must be mandatory inclusions in the Housing SEPP.

- The DPHI *Hornsby TOD Precinct Explanation of Intended Effect (EIE)* Figures 3.2 & 3.2 show that there is no “Zone E1 Local Centre or equivalent land use zone” in the proposed land zoning map (below).

This is despite that being a requirement of the *Housing SEPP Chapter 5 cl.160 Active Street Frontages*. While E2 can be considered as being equivalent to E1 zoning (see *Equivalent Zone Table* on following page), by amending that zoning to MU1, it is no longer equivalent to E1.

There would therefore be NO active street frontages in the whole of the Hornsby TOD Precinct.

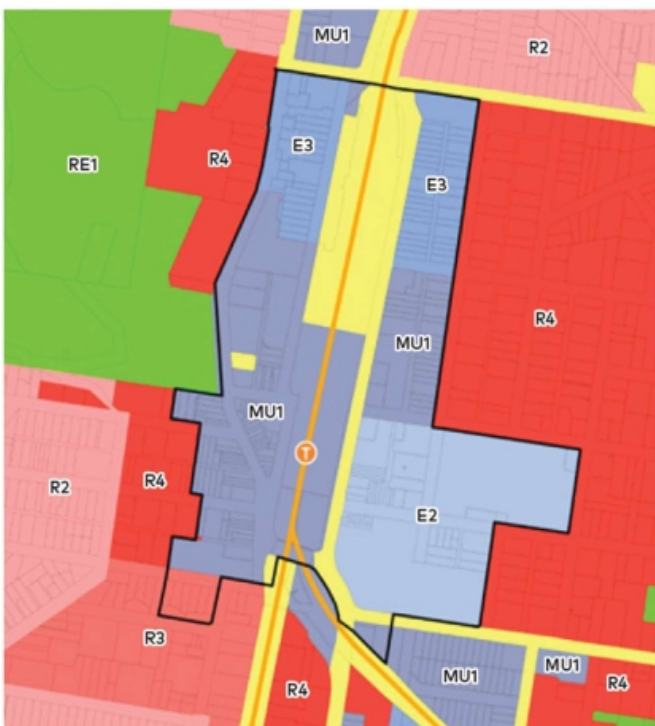


Figure 3.1: Existing Land Zoning Map

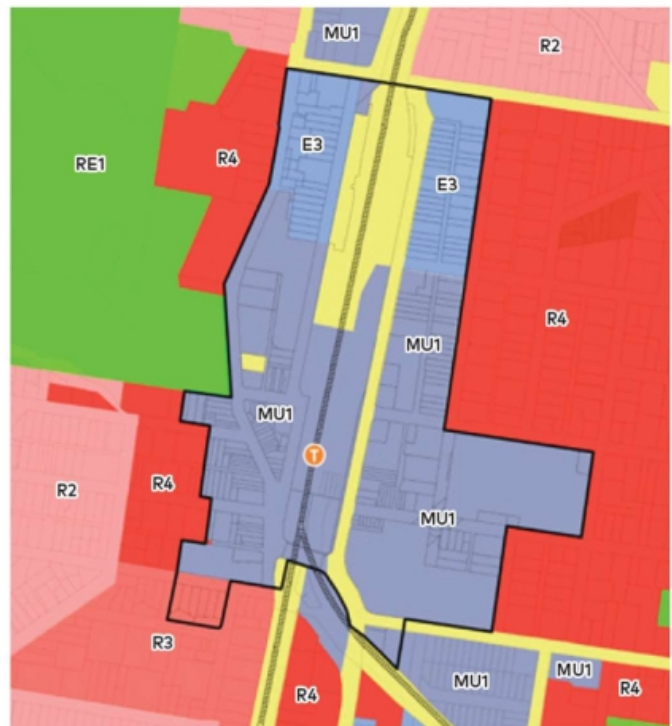


Figure 3.2: Proposed Land Zoning Map

MU1 zoning is not equivalent to the E1 zone as required under the TOD SEPP and the Housing SEPP. The Department of Planning and Environment *Equivalent Zone Tables 2022* for the Hornsby LGA (excerpt below) shows that

- E2 Commercial Centre zone is equivalent to the previous B3 Commercial Core, and
- E3 Productivity Support is equivalent to the previous B5 Business Development and B6 Enterprise Corridor

Hornsby Local Environmental Plan 2013

Current Business and Industrial Zones	Employment Zones
B1 Neighbourhood Centre B2 Local Centre	E1 Local Centre
B3 Commercial Core	E2 Commercial Centre
B4 Mixed Use	MU1 Mixed Use
B5 Business Development B6 Enterprise Corridor	E3 Productivity Support
IN1 General Industrial IN2 Light Industrial	E4 General Industrial
IN4 Working Waterfront	W4 Working Waterfront

Neither E2, E3, B3, B5 nor B6 permits residential accommodation.

The Standard Instrument LEP Dictionary defines residential accommodation as any of the following, which includes both residential flat buildings and shop top housing:

- (a) attached dwellings,
- (b) boarding houses,
- (baa) co-living housing,
- (c) dual occupancies,
- (d) dwelling houses,
- (e) group homes,
- (f) hostels,
- (faa) (Repealed)
- (g) multi dwelling housing,
- (h) residential flat buildings,
- (i) rural workers' dwellings,
- (j) secondary dwellings,
- (k) semi-detached dwellings,
- (l) seniors housing,
- (m) shop top housing,

but does not include tourist and visitor accommodation or caravan parks.

Whereas MU1 Mixed Use is equivalent to the previous B4 Mixed Use. The **MU1 zoning is not an equivalent zoning to the TOD criteria** of existing R1, R2, R3, R4, E1 & E2 zones.

- **MU1 zoning does not permit residential accommodation either, it only permits shop top housing.**

The proposed Land Zoning Map for the Hornsby TOD precinct shows a large area being rezoned as MU1 land zoning. That means the any development across the whole of that area that wanted to include residential dwellings, would need to be shop top housing ie to have shops, commercial premises or health services facilities at ground level. The Standard Instrument LEP Dictionary defines shop top housing as:

“shop top housing means one or more dwellings located above the ground floor of a building, where at least the ground floor is used for commercial premises or health services facilities.”

Having that amount of non-residential premises within the Hornsby TOD Precinct, is totally unsustainable from a commercial point of view.

Even with a town centre population increase of 5,000 dwellings, Hornsby Town Centre could not support that number of commercial premises. It will have a significant impact on the viability of the Westfield Shopping Centre and existing businesses. Furthermore, where shop top housing has been approved in the past, the ground floor commercial premises are frequently untenanted, with the body corporate applying to councils to allow the commercial premises to be turned into residences, so that the empty premises do not sit unused. Thus defeating the object of shop top housing to have active street frontages.

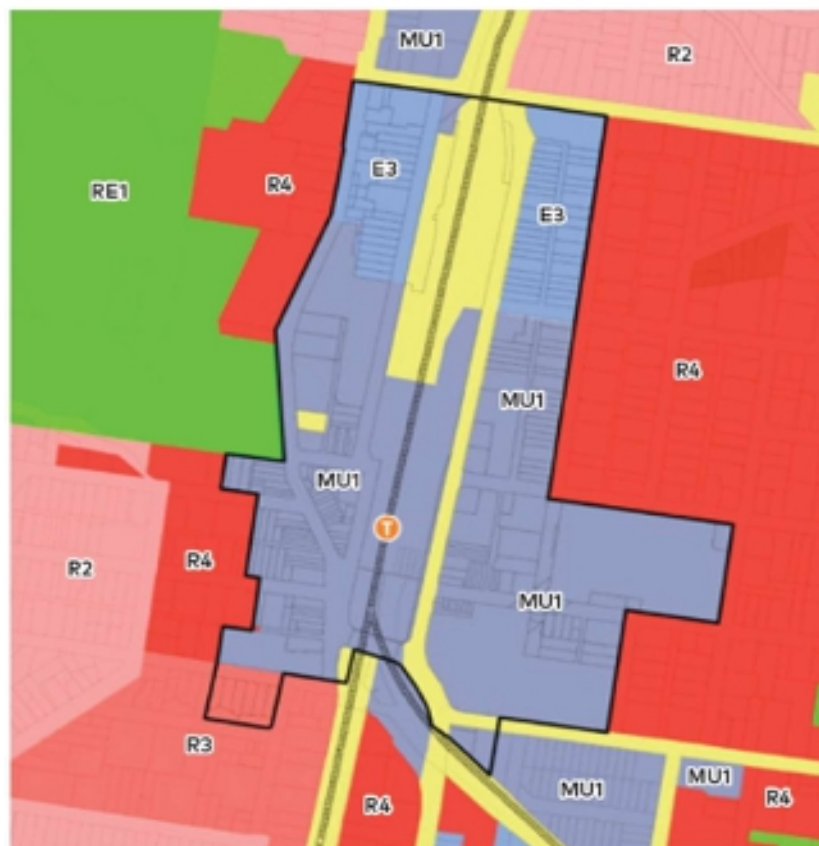


Figure 3.2: Proposed Land Zoning Map

One only has to look at the supposed “active street frontage” of many shop top housing developments across Sydney to see the outcome of this proposal. The following Google Streetview 2023 photo below is of a development in Baulkham Hills. The street frontage does not seem to be very “active”. The windows are whited out and there is no signage indicating commercial premises.



The Land Zoning in the Hornsby TOD Precinct does not meet the criteria of existing R1, R2, R3, R4, E1, E2 or equivalent zoning required under Chapter 5 of the Housing SEPP.

The MU1 zoning in the Hornsby TOD Precinct is not an equivalent Land Zone to R1, R2, R3, R4, E1 or E2 Land Zones.

The proposed MU1 zone in the Hornsby TOD Precinct with its requisite shop top housing is too large to be commercially sustainable.

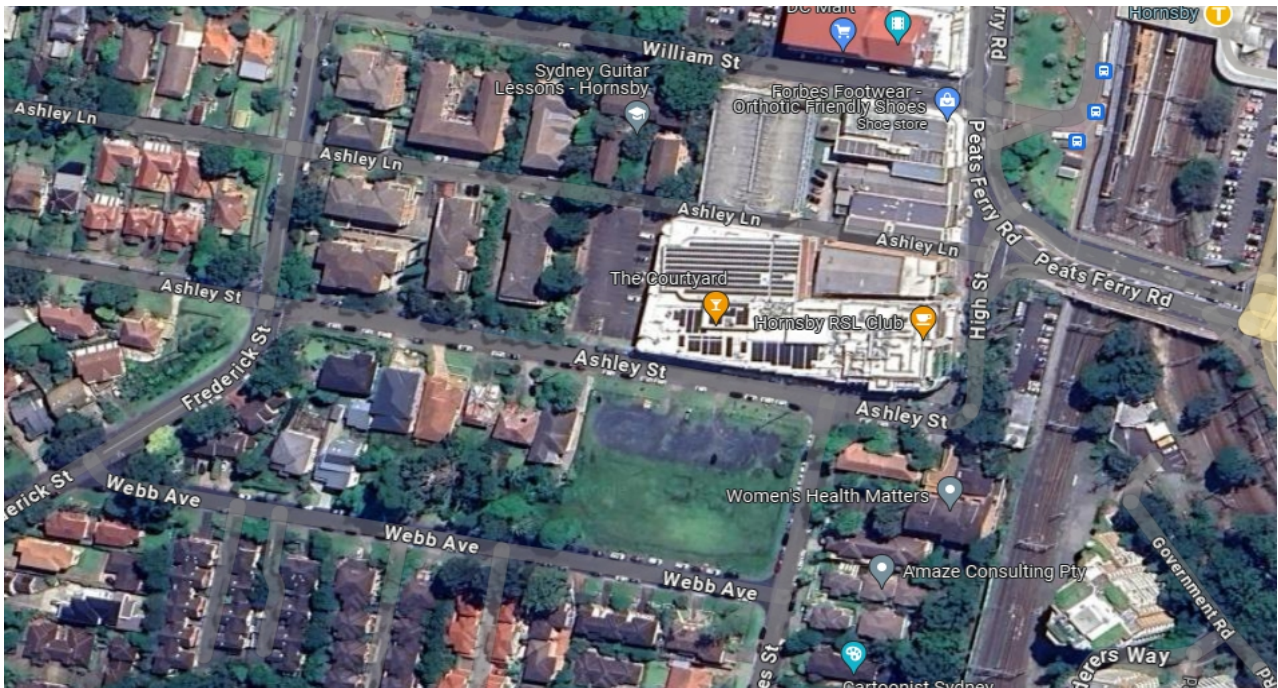
The proposed large MU1 zone in the Hornsby TOD Precinct with its requisite shop top housing will have a detrimental impact on existing businesses.

The proposal must ensure that Westfield Shopping Centre or equivalent continues to be viable because a major shopping centre is a requisite for Hornsby Shire residents.

It must be a requirement of the TOD that ground floor commercial premises in shop top housing cannot be converted to residential dwellings in the future.

- There is insufficient capacity at the Hornsby wastewater treatment plant to service additional dwellings.

As stated on page 18 of the Hornsby TOD *Proposal Project Utilities Report*, the southwest area of the Hornsby TOD Precinct “drains towards DN 225 in the Webb Ave which ultimately gravitates towards the West Hornsby Wastewater Treatment Plant”. DN225 is presumably the area south of the Hornsby RSL Club between Ashley St and Webb Ave, a site that is included in the TOD Precinct (Google satellite photo below). The West Hornsby Wastewater Treatment Plant (Google satellite photo 2nd below) protrudes into Berowra Valley National Park and to the best of our understanding discharges into Waitara Creek, and thence into Berowra Creek and ultimately into the Hawkesbury River.



It is noted that the *Proposal Project Utilities Report* recommends a range of “Sustainability Initiatives” to “*reduce the impact of wastewater treatment on the environment*” (excerpt below). Even with those initiatives, the Report states that hydraulic modelling is needed to “***confirm the extent of any lead-in infrastructure upgrades required***” (further excerpt below).

5.4 Sustainability Initiatives

Sustainable initiatives help to reduce the impact of wastewater treatment on the environment by minimizing pollution and conserving natural resources.

The following wastewater sustainability initiatives are recommended:

- Wastewater reuse and recycling to recycle treated wastewater for non-potable uses; and
- Blackwater/greywater use including split system.

It should be noted that the above-mentioned initiatives are preliminary and suggestive which requires further investigation for future design stages.

5.6 Next Steps

The key next steps in progressing the delivery of sewer infrastructure through design development, including the formal approval process for Sydney Water infrastructure, consists of the following:

- Undertake hydraulic modelling to confirm extent of any lead-in infrastructure upgrades required

As far as we are aware, the West Hornsby Wastewater Treatment Plant has operated beyond capacity on numerous occasions, causing downstream environmental impacts.

Yet at the NSW Parliamentary Inquiry into the Transport Oriented Development Program on 24th July 2024, Ms Kate Miles, Head of System Planning and Land Acquisition, Sydney Water, stated that:

“The growth in the eight part 1 accelerated TOD precincts is broadly consistent with what Sydney Water was already planning to service over the next five-year period. For six of these precincts, we have existing capacity to meet the growth or we’re already delivering the upgrades required to facilitate the dwellings within the housing accord period”.

In addition, in response to a question from the Committee regarding “*the total value of the upgrades that are required as a result of the TOD SEPP*”, Ms Miles stated that:

“As a result of the TOD SEPP, from recollection, it’s around \$80 million”.

Given it is our understanding of the operation of the West Hornsby Wastewater Treatment Plant that it has operated beyond capacity in the past and could therefore reasonably be expected to need upgrading to cope with the additional Hornsby TOD dwellings, we feel it is difficult to reconcile that situation with Sydney Water’s statement to the Parliamentary Inquiry that the upgrades to potable, stormwater and wastewater infrastructure will only cost \$80 million for all of the 8 accelerated precincts and 37 station precincts as a result of the TOD SEPP. Band Aids and Super Glue perhaps?

The NSW Government needs to supply funding for Sydney Water to upgrade the West Hornsby Wastewater Treatment Plant, to cope with the additional dwellings proposed in the Hornsby TOD Precinct.

- **How will the necessary infrastructure be funded?**

Council reports state that at the barest minimum, the following infrastructure funding for roadworks and the Hornsby Square will be needed:

- Priority No. 1 – Acquisition of properties which form the Hornsby Square (\$66,820,000)
- Priority No. 2 – Jersey Street/Bridge Street/George Street bridge widen bridge over rail (\$14,469,702)
- Priority No. 3 – George Street widening and associated works (\$1,833,419)
- Priority No. 4 – George Street at Peats Ferry Road bridge widening over rail (\$17,274,387).

It is understood that the NSW Government will provide \$520 million for state infrastructure through the Housing and Productivity Contribution, to be shared amongst all of the 8 accelerated precincts and 37 station precincts. Yet no indication is provided in the Hornsby TOD exhibition documents as to how much of that \$520M will be allocated to the priorities above. Given that the above four priorities total approximately \$100M, it is difficult to see how the necessary infrastructure for the Hornsby TOD is to be provided out of only \$520M in total.

The amount of funding that is to be provided by the NSW Government and for what projects within the Hornsby TOD, would need to be advised to the community before any informed decision can be made by the community as to whether it supports the Precinct proposal in its current format.

- **All powerlines must be undergrounded.**

All powerlines must be placed underground to allow for the planting and growth of street trees. It is quite feasible for developers to underground lines between the street power poles outside their individual developments. This must be included in the *Draft Design Guide*.

All powerlines must be undergrounded.

- **There is insufficient open green space in the proposal.**

The *Hornsby TOD Precinct Draft Design Guide Figure 9* suggests the following “Open Space”:

1. **Cenotaph Plaza** – currently a park which is virtually unused by residents because there is no shade, no seating, and it's wedged between a busy road and a bus terminal. It is not usable open space.

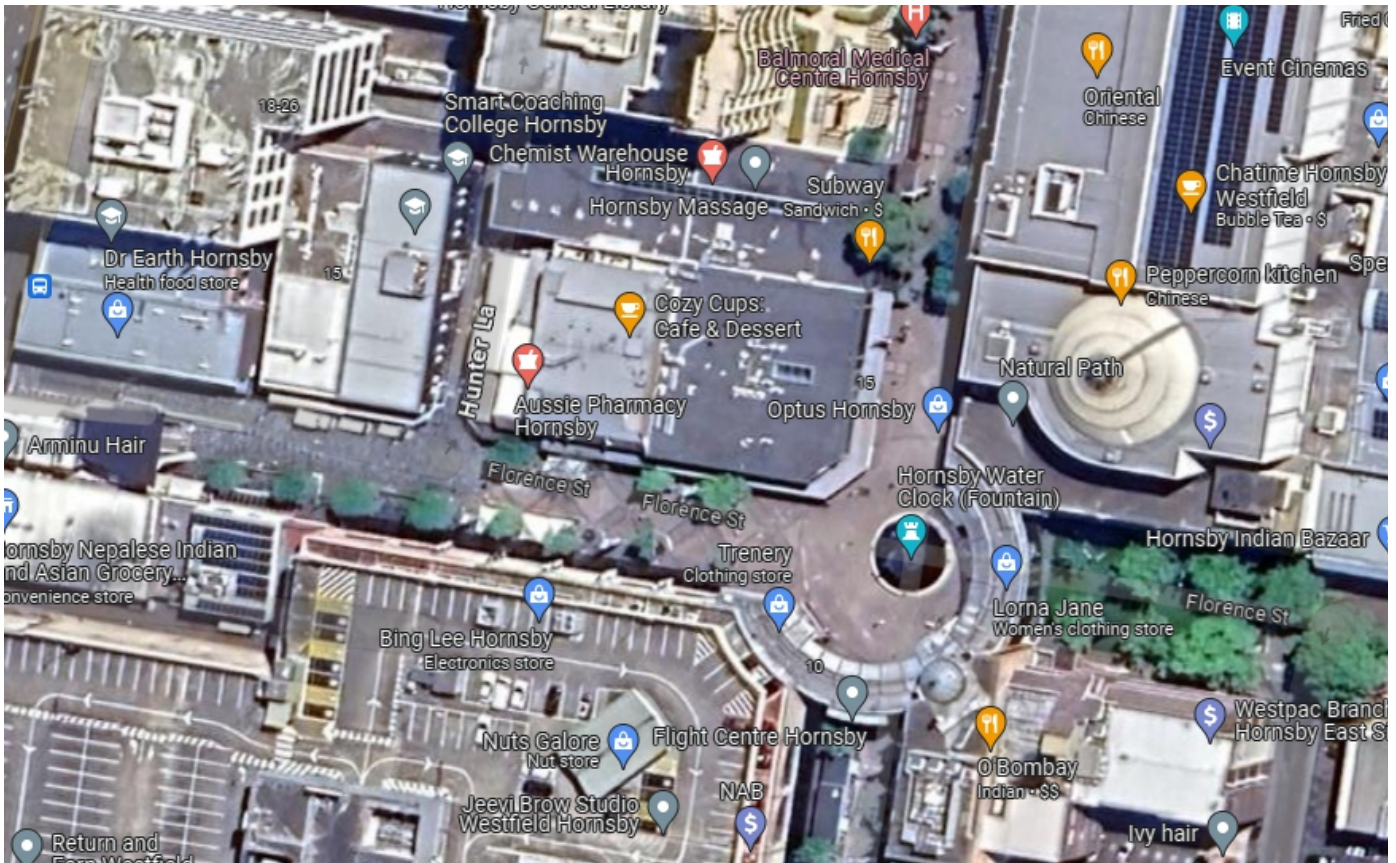


2. **Jersey Street** – currently day parking for the train station, it's only narrow and is up against the railway line. Furthermore, Jersey Street is going to replace Peats Ferry Road as the north-south thoroughfare on the western side of the railway. Where is the replacement parking going to be located? Is Jersey St a site that's conducive to being a park that residents will want to use, being a narrow strip wedged between a railway line and a busy road?



3. **Hornsby Square** – currently a two-storey commercial premises on the corner of Florence and Hunter Streets, directly opposite the clock fountain (Google satellite and streetview photos below). Has this been confirmed with the building owners? Are they willing to sell their building for a reasonable price for a park, or will Council / NSW Government now have to pay an exorbitant premium price for the site now that it has been identified as a site that is needed for a park?

The purchase price of that site will make the placement of the park financially unviable.

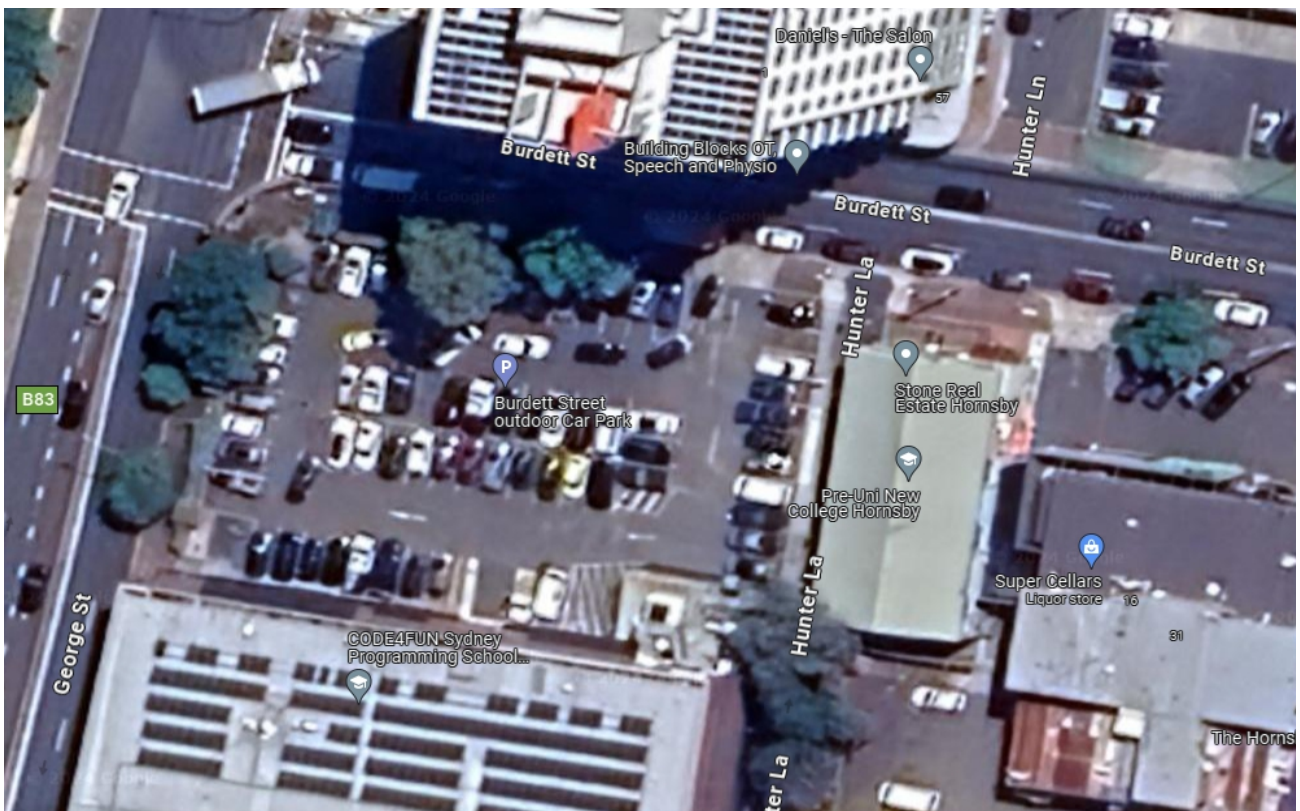




4. **Burdett Street Park** – yet another car park will be lost (Google satellite below). Where is the replacement car parking going to be located?

People are not going to walk everywhere in the Hornsby TOD Precinct.

Has consideration been given to residents from across the rest of the Hornsby Shire that use Hornsby Town Centre as their major shopping precinct and yet have no option but to use cars to get to the Town Centre and therefore need car parking?



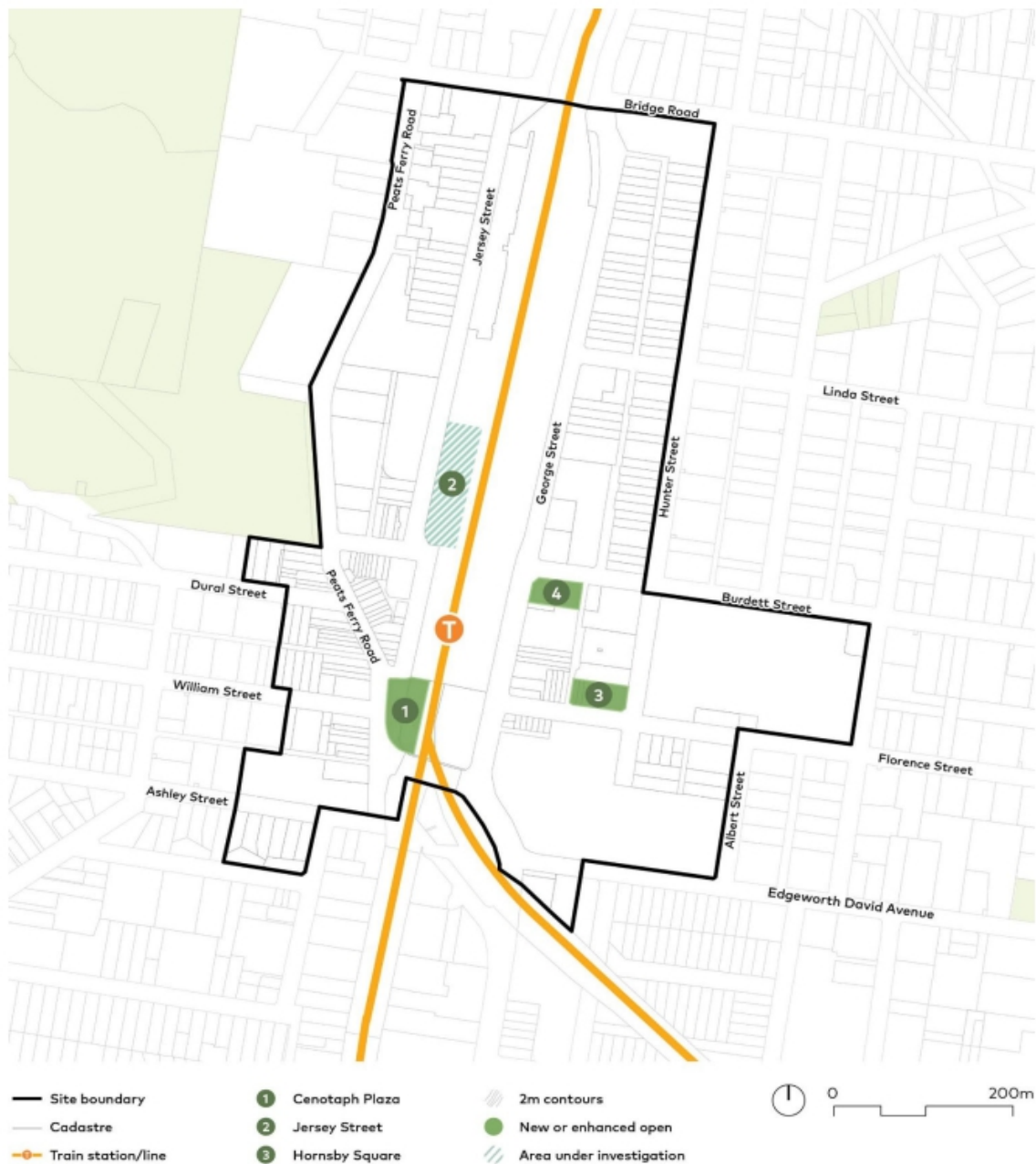
The diagram below, *Hornsby TOD Precinct Draft Design Guide Figure 9*, shows the woefully small area that is being proposed for “Open Space”. None of it is viable and none of it is conducive to being a pleasant area to relax and spend quality time with family.

This is a paltry offering as open space for the 5,000 new dwellings that will be home to 10-12,000 new residents.

Hornsby Quarry Park will have only a few walking and bike tracks and half a skyway to nowhere for the foreseeable future, because Hornsby Council does not have the additional \$90 million it requires to undertake the rest of the proposed Hornsby Quarry Park works. By the time Council has raised the additional \$90 million, the cost of the additional works will be \$100-150 million in real-time money.

Furthermore, all of the proposed parks will be overshadowed by the proposed high-rise towers, mostly with only the regulatory 2 hours of sunlight available.

So the 12,000 residents will have to relax and play in a few narrow, crowded, dark and dank parks, wedged between busy roads, bus terminals, railway lines and high rise towers.



Larger, better placed, sunlit parks must be provided within the Hornsby TOD Precinct.

There must be no overall loss of car parking for residents, shoppers and rail commuters, including the number of spaces currently provided for railway parking on the rooftop of Westfield Shopping Centre, along Jersey Street, and within the Burdett Street open air car park.

- **Jersey Street and the new link between it and Peats Ferry Road must be two lanes each way to be able to accommodate the significant increase in north/south traffic from the 5,000 dwellings, as well as from future population increases across the rest of Hornsby Shire from the Low and Mid-Rise Housing Program.**

The new units on the western side of the railway line will significantly increase the volume of traffic that will use Jersey Street as the new north/south road on the western side of the railway line. Particularly attention must be paid to the southern intersection of Jersey St with the bus interchange.

Parking must still be permitted along Jersey St for the existing businesses and those that occupy the new ground floor commercial premises of the shop top housing.

The traffic on Peats Ferry Road between Bridge Street and the bus interchange is often banked up during morning and evening peak hours. This will increase further as parts of Hornsby Quarry Park are opened. Particular attention must be paid to the timing of the traffic lights along that stretch of Peats Ferry Rd.

Jersey St and the new link between it and Peats Ferry Road must be two lanes each way.

The Jersey St / bus interchange / Peats Ferry Road intersection must be carefully planned to give priority to north-south traffic on Jersey St and to buses

Timed parking along Jersey Road must be permitted.

- **There does not appear to be consideration of additional school places.**

While we understand that we may have missed discussion of providing additional school places, due to the large volume of documents that needed to be read for this TOD exhibition, surely that would be a basic requirement when rezoning such a large area for high density housing? Even if there is only an average of one student per dwelling, that's an additional 5,000+ students. A minimum of two new schools will be needed to accommodate these students. No land has been identified to accommodate this need, whether it be within the Hornsby TOD Precinct, or in surrounding suburbs.

Potentially some of the Transport Asset Holding Entity of NSW (TAHE) land around Hornsby Station could be utilised for a vertical school.

Land must be identified for schools for the additional 5,000+ students.

- **Performance spaces**

An outdoor performance space has been proposed for the Hornsby Quarry Park. However there are no funds to undertake that work because another \$90 million is needed just to finish the Park. It will be decades, if ever, before that performance space is available. However outdoor performance spaces are notoriously unreliable due to bad weather anyway.

Hornsby needs an quality indoor performance space seating at least 500 people, similar to facilities provided in other Local Government Areas. Furthermore, Hornsby needs this theatre for local groups to perform in such as community theatre, schools, orchestras, choirs and visiting talent.

An indoor performance space should be provided as part of the necessary community infrastructure.

- **Community Centre**

Putting 10,000 to 15,000 more people into high rise towers in such a limited area has the potential to create social isolation and alienation. A community centre that provides a space for the TOD precinct residents to interact, is a necessity. Meetings, classes, celebrations, markets, exhibitions, etc could all utilise the space.

A community centre should be provided as part of the necessary community infrastructure.

- **Biodiversity**

The TOD Precinct is located on the edges of Berowra Valley National Park and Hornsby Quarry Park. At night, birds use stars and the moon for orientation and illuminated windows often confuse them. Attracted by artificial lights on and around tall buildings, birds collide with them with usually fatal consequences. The sight of dead birds on the ground floors of these towers is disturbing to residents. Other nocturnal fauna is attracted by bright lights at the edge of bushland areas and may be lured into dangerous urban areas.

Studies show that millions of birds perish from collisions with glass every year, making it the second largest human-made hazard to birds, after habitat loss. Clear reflective glass kills birds because they perceive the images they see in those hard reflective surfaces as unobstructed passageways to the sky and nearby vegetation and fly straight into them.

The use of locally endemic vegetation species in public areas such as street and park planting, is preferable and sustainable.

The Hornsby TOD Precinct Draft Design Guide must include sections on the use of non-reflective glass to prevent bird-strike, all floodlighting must have shielding from upward glare as well as bushland-side shielding, and locally endemic vegetation species must be preferenced.

- **Conclusion**

While there are many worthwhile reasons for increasing the number of dwellings in the Hornsby Town Centre, there are far too many unresolved issues for us to support the Hornsby TOD in its current format.

Without prejudice: we wish to make clear that any and all statements made in this submission in no way suggests or infers that any person, business or organisation has done or intends to do anything untoward or illegal.

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 9:13 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 06/08/2024 - 21:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I am just providing comments

Submission

I have concerns regarding this high density of population being sufficiently supported by our local hospital and schools. To me it wasn't clear if the tafe will remain.

The amount of small parklands, open space, within the area to be developed, seems insufficient for the residents of the high rise, and should be guaranteed, if not increased.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 August 2024 10:26 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 06/08/2024 - 22:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby

Please provide your view on the project

I am just providing comments

Submission

I would suggest infrastructure and transportation is looked at before adding more pressure.

Power is barely stable as it is.

It takes a good 40 to 1hr to get the city on the train. With it being so crowded at peak hours I have to get another train.

Lack of shopping malls.

What we need is more greenery not less.
A park for sports and playground for kids.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 8:11 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: gln_11813_htc-submission_final__.pdf

Submitted on Wed, 07/08/2024 - 08:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Richard

Last name

Gainfort

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2103

Please provide your view on the project

I am just providing comments

Submission file

[gln_11813_htc-submission_final__.pdf](#) (993.62 KB)

Submission

To whom it may concern,

We would like to highlight this opportunity to you for consideration. The parcel consisting of 180 & 190-192 Pacific Highway; 1-9 Hornsby Street, Hornsby is located within 500m walking distance of Hornsby Station, 250m of Westfields, and located immediately south and west of land already zoned for High Density Residential development to maximum height of 35.5m and 29.5m respectively. The existing zoning of this parcel is zoned E3 Productivity Support and “shop top housing” is permissible with consent but has a maximum height of building control of 10.5m. We have previously made submissions to Hornsby Council to include this parcel in the Hornsby Town Centre Strategy for consideration. However, the boundaries had been set by that time excluding this land.

We truly believe that this site located on the gateway to the Hornsby CBD, passed by thousands of motorists entering via the Pacific highway sets the scene for the Hornsby CBD master plan. By relaxing current planning controls, it will encourage development and in effect gentrify this forgotten side of the Hornsby CBD. We have attached for your information the submission made by GLN Planning and look forward to feedback from the public and NSW planning.

Regards,

Richard & Lee Gainfort

I agree to the above statement

Yes



SUBMISSION TO DRAFT HORNSBY TOWN CENTRE REVIEW AND MASTERPLAN

180 & 190-192 Pacific Highway; 1-9 Hornsby Street,
Hornsby



Submission to Draft Hornsby Town Centre Review and Masterplan

180 & 190-192 Pacific Highway; 1-9 Hornsby Street, Hornsby

Prepared for

Gainfort Hornsby Group

By



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Acknowledgement of Country

GLN Planning Pty Ltd. respectfully acknowledges the Traditional Custodians of Country throughout Australia and recognises and respects their continuing cultural heritage, beliefs and connection to land, sea and community. We pay our respects to their Elders past, present and emerging. This land always was and always will be traditional Aboriginal Land.



Planning
Institute
Australia

Date of final issue: 6 September 2022

File Path: C:\GLN Planning Dropbox\Sam Johns\Public\Projects\Active\11813 Gainfort – Submission to Hornsby Town Centre Masterplan

Project Manager: Peter Lawrence

Client: Gainfort Hornsby Group

Project Number: 11813

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Document History and Status

Version	Issue To	Qty	Date	Prepared by	Reviewed by
V1 Draft	Gainforts	1-e	26/09/2022	S.Johns	P Lawrence
Final	Council	1-e	29/09/2022	S.Johns	P Lawrence



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Appendices

Appendix A: AJ+C Report

1 Introduction

This submission to the Draft Hornsby Town Centre Review and Masterplan (**HTC Masterplan**) has been prepared by GLN Planning and AJ+C Architects on behalf of the Gainfort Hornsby Group for the properties known as 158-180 Pacific Highway, 190-192 Pacific Highway, and 1-9 Hornsby Street, Hornsby (the Parcel). The owner of 158-180 Pacific Highway are owned by Roluke Pty Ltd. The Gainfort's have been in discussions with this owner for a long period of time about the mutual redevelopment of the Parcel.

The site holds a prominent position at the 90 degree turn of the Pacific Highway after Barker College which heralds the approach to the Hornsby Town Centre. It is a significant parcel of over 6,800m² under the control of only two landowner groups. It is a site that is positioned for redevelopment except that the existing controls would not permit, after provision of required car parking, any increases to the existing gross floor area (GFA), meaning this disparate grouping of buildings will not change to improve this important yet incomplete approach to the Town Centre, or bring the other benefits of removing car entry points from the Pacific Highway or increasing urban service GFA.

This submission discusses the background and strategic context and the potential for land south of Hornsby Station to be included within the HTC Masterplan. Specifically, it seeks a review of the existing planning controls within the existing B6 Enterprise Zone that apply to the parcel to encourage the mixed use development that is already permissible as a means to improve this important gateway to the Hornsby Town Centre.

Whilst it is noted that HTC Masterplan only applies to land within 400m metres of the rail station, it is noted that the Parcel, is approximately 430 metres from Hornsby Station, 260m from Hornsby Westfield and 590 m from Waitara Station. It is zoned as part of the employment uses that support the centre and adjoins land to the north and east zoned and/or developed for mixed use that has been recognised as part of the Hornsby Town Centre. The existing planning controls, nor the minor changes to them as recommended in Council's Employment Lands Study will not encourage redevelopment of this site, resulting in it remaining a poor but prominent approach to the Hornsby Town Centre for decades to come.

This submission focusses on implementing controls which will encourage redevelopment that is capable of providing basement parking, take up of the maximum GFA of 1:1 for urban services and additional FSR and height for the shop top housing already permissible in the zone. Such an approach better facilitates the objectives to maximise the development potential of these employment lands.

To demonstrate the proposed changes to the controls and resulting Gateway development consistent with adjoining built forms previously delivered to support the Hornsby Town Centre, this submission is supported by an urban design report prepared by Allen Jack+Cottier Architects (**AJ+C**) that highlights the potential for the Site to be developed for urban services and residential purposes.



2 The Site Context

2.1 The Site

The Parcel is located approximately 430 metres from Hornsby Station and 260m from Hornsby Westfield but is currently not identified within the scope of the HTC Masterplan. This land comprises the following lots and developer interests:

- Lot 1, DP603204; 190-192 Pacific Highway – Richard & Lee Gainfort
- Lot 12, DP705762; 1-3 & 1A Hornsby Street – Richard & Lee Gainfort
- Lot 10, DP608610; 188 Pacific Highway – Richard & Lee Gainfort
- Lot 14, Section 5, DP2669; 5 Hornsby Street – Richard & Lee Gainfort
- Lot 2, DP603204; 7-9 Hornsby Street – Bednal Corp Pty Ltd
- Lots 1-2, DP1044972; 180 Pacific Highway – Roluke Pty Ltd
- Lots 1 - 8 DP 1116019, 158-178 Pacific Highway, Hornsby – Roluke Pty Ltd

Note that all land comprising the first 5 dot points is owned in a company structure owned or controlled by Gainfort. The remaining part of the parcel being land described in the last dot point is also in a company structure owned or controlled by Roluke Pty Ltd.

The site has frontages to the Pacific Highway, Leonard Street and Hornsby Street and a maximum level change of 6 metres. The location of the site in relation to the Hornsby Town Centre is shown at **Figure 1**.



Source: Nearmap, 2022

Figure 1. Aerial view of Site

The Parcel is currently zoned B6 Enterprise Corridor, and has a maximum Floor Space Ratio (FSR) of 1:1 and Building Height of 10.5 metres under the HLEP. The site is occupied by a range of urban services businesses including plumbing supplies, wholesalers, food and drink premises, car showroom and vacant mortuary in structures ranging from 1-2 storeys.

Immediately to the north and west of the site contains lands zoned B4 Mixed Use and R4 High Density Residential, with a maximum permissible height of 35.5 metres, whilst Westfield Hornsby is located approximately 260m to the north.

The adjoining B6 Enterprise Corridor Zone which stretches from the Parcel to Waitara Station is characterised by generally dated single storey development with occasional two storey buildings. Many of these developments occupy nearly 100% of the site. Where car parking is provided it is typically at grade but in a small number of instances can be partially met under building if the slope of the land permits.

Little redevelopment has occurred in last 50 years except for a fast food restaurant or car showrooms along the Pacific Highway frontage. Where redevelopment has occurred, carparking is mostly at grade. This constrains the achievement of the maximum 1:1 FSR as the land take for car parking occupies the remainder of the site.

2.2 Strategic Context

The Site is located within the Hornsby Strategic Centre as identified within the Greater Sydney Commission's North District Plan, as indicated at **Figure 2**.



Source: Greater Sydney Commission, 2018

Figure 2. Hornsby Strategic Centre

A key action identified for Council and the other relevant planning bodies within the North District Plan is to “encourage revitalisation of the commercial core” in Hornsby. This is in recognition of the important role that the Hornsby Strategic Centre plays in being situated at the confluence of two rail lines and its role as an interchange for workers from Greater Sydney to the Central Coast.

The industrial and urban services lands encompassing the Hornsby Town Centre and surrounding strategic area has been subject to the Greater Sydney Commission's 'Review and Manage' policy, potentially allowing for certain employment lands to transition to higher order uses where appropriate. HillPDA Consulting's Hornsby Employment Lands Study (Employment Land Study), adopted by Council in 2021, classifies the site within the Waitara Enterprise Corridor on account of the B6 zoning of the land. The Study found that the Waitara precinct did not contain any undeveloped employment lands but is projected to provide between additional capacity of up

4,613m² and 29,868m² of non-residential floor space.¹ The Employment Lands Study (page 103) also identified the need for changes to the existing controls including '*Increasing the building height and FSR controls stimulate redevelopment and enable greater flexibility for increased employment density*' with a specific change to:

*Review FSR and Building Height Controls to enable higher density employment activities.
Consider FSR of 1:1 and building height of 14.5m – subject to design and feasibility testing.*

In practice most of the permissible land uses within the B6 Zone will occupy premises at one storey and it is likely only in the case of "business premises" may occupy 2 storeys. An increase in height will do little to stimulate redevelopment as the achievement of the GFA will be constrained by the provision of car parking for urban services uses in the absence of other development incentives such as shop top housing floorspace being used to fund basement level car parking.

The objectives of the B6 Environmental Zone under the LEP are as follows:

- *To promote businesses along main roads and to encourage a mix of compatible uses.*
- *To provide a range of employment uses (including business, office, retail and light industrial uses).*
- *To maintain the economic strength of centres by limiting retailing activity.*
- *To provide for residential uses, but only as part of a mixed use development.*

The current uses on the Parcel vary from food and drink premises, wholesalers and a mechanic, few of which have been or could be developed to their full potential under the current planning controls, because the most efficient way to achieve the urban services floorspace is to incentivise development to provide basement car parking. This can only occur as part of a mixed use development, noting that shop top housing is already permissible with consent.

¹ Note: Assumes redevelopment of unconstrained sites to 75% of allowable FSR, that are currently accommodating less than 50% of allowable FSR on the site.

3 Hornsby Town Centre Master Plan

This section of the submission focusses on the Draft HTC Masterplan and discusses the various justifications for inclusion of the Site within the study area.

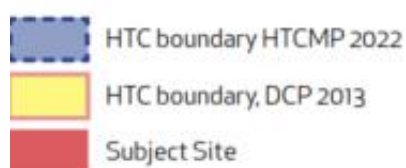
3.1 Master Plan Area

It is noted that there is a long history to progress planning amendments to revitalise the Hornsby Town Centre consistent with the Local Strategic Planning Statement and other studies. In this time there has been changes to boundaries, FSRs, heights and the progress of the LEP amendment.

The Parcel is not located within the HTC study area, despite the fact that the northern extent of the THC study area is situated more than 700 metres from Hornsby Station. Further the boundaries to the Hornsby Town Centre have evolved over time as shown in **Figure 3**.



Hornsby Town Centre boundaries, existing and proposed



Source: AJ+C

Figure 3. HTC boundaries

3.2 Hornsby Gateway

Whilst the site is identified within the Waitara Enterprise Corridor, its frontage to the Pacific Highway and proximity to existing high density residential development currently presents an aggressive transition from high-density development to the north and east to business and light industrial uses.

This transition may present as even more abrupt if the service station to the north at 194 Pacific Highway is developed, noting it is currently zoned for B4 Mixed Use, has a maximum height limit of 35.5 metres and FSR of 5:1. The grade between the Hornsby Westfield at Edgeworth David Avenue and the site southern extent of the site at the Pacific Highway is virtually level (grade of 0.7%)



Source: Google Streetview, 2022

Figure 4. View of Site from Pacific Highway

3.3 Residential Development

Whilst shop top housing is permissible within the B6 Enterprise Corridor Zone, it has not been taken up within the corridor, instead the lands being for urban services and industrial purposes. Indeed, there are no properties recorded as having been sold for residential purposes within the corridor from a review of the recorded real estate listings. This submission does not mean to undermine the need to retain employment lands within the enterprise corridor. It does, however, seek to request that Council consider improving the flexibility of local planning controls in order to deliver mixed use residential development where appropriate. If this is done appropriately then this will facilitate redevelopment of underutilised sites and increase land for urban services.

The current Floor Space Ratio of 1:1 and 10.5 metre height limit that applies to the Parcel would not enable the maximum FSR to be achieved given the required setbacks to the Pacific Highway and provision for external parking and loading areas. Additional commentary regarding this point is provided later in this submission.

Encouraging redevelopment incorporating shop top housing would require the provision of basement car parking, enabling the full ground floor site to be allocated to urban services. Part 4.2.1(a) of the Hornsby Development Control Plan also provides that the maximum building height

of commercial and mixed used sites affected by the 10.5 metre height control is two storeys (excluding basement carparking).

3.4 Commercial Development

As an exercise, GLN and AJ+C have reviewed development outcomes for an amalgamated parcel given that there are only two owners of the Site. The existing controls within the LEP and DCP present significant constraints to support redevelopment of the land including the demolition of all existing structures and driveways to achieve a 4 metre setback to the Pacific Highway (see **Figure 5**) and provision of car parking, currently only typically viable as at grade parking. The approach would not result in any increase in the commercial GFA allocated to urban services.



Source: Hornsby DCP

Figure 5. Required setbacks to the Pacific Highway

The type of urban service uses permissible in the B6 Zone typically do not require multi storey development where logistics generally dictate a single storey development from and occasionally ancillary offices or where business premises are proposed second storey structures.

Using a regular shaped section of the site of 2,925m² and assuming only 21m² for each external carparking space (i.e. car parking served by a single aisle without landscaping and no loading facilities) then the following would apply:

- Business premises (2 storey) - requires 49% of the site for parking but could achieve the 1:1 FSR
- Specialist Retailing (1 storey) – requires 33% of the site for parking but could only achieve an FSR of 0.67:1

- Vehicle Sales or Hire Premises or Vehicle Repair Station (1 storey) – 45% of the site required for parking but could achieve only 0.55:1
- Industry and Warehouse (1 Storey) – 19% of the site required for parking but only achieve an FSR of 0.81:1

Whilst there could be an adjustment to balance the car parking to FSR ratio above, this would unlikely make a significant change given the conservative nature of the carparking land take assumptions used. Moreover, the resultant redevelopment even if it were to occur would do nothing to improve the appearance of the site as a major approach to the Hornsby Town Centre. The only way to do this is to incentivise basement parking by setting planning controls which encourage shop top housing. In turn this will maximise the GFA for the employment land uses permissible in this zone.

The work by AJ+C at **Appendix A** shows the indicative redevelopment of this parcel to achieve a more appropriate urban design outcome given the site's location in this key part of the Hornsby Town Centre and the urban forms of adjoining land uses. The report notes that the potential upzoning of the site can be achieved without having any solar impacts on residential dwellings or Barker College, containing a Heritage Conservation Area and numerous local heritage listed items.

4 Conclusion

The site holds a prominent position at the 90 degree turn of the Pacific Highway after Barker College which heralds the approach to the Hornsby Town Centre. It is a significant parcel of over 6,800m² under the control of only two landowner groups. It is a site that is positioned for redevelopment except that the existing controls would not permit, after provision of car parking, any increases to the existing gross floor area (GFA), meaning this disparate grouping of buildings will not change to improve this important yet incomplete approach to the Town Centre, or bring the other benefits of removing car entry points from the Pacific Highway or increasing urban service GFA.

The existing planning controls, nor the minor changes to them as recommended in Council's Employment Lands Study will not encourage redevelopment and this site resulting in it remaining a poor but prominent approach to the Hornsby Town Centre for decades to come.

This submission focusses on implementing controls which will encourage redevelopment that is capable of providing basement parking, take up of the maximum GFA of 1:1 for urban services, additional overall FSR of 2.6:1 and height increase to between 18.5m and 29.5m for the shop top housing already permissible in the zone. Such an approach better facilitates the objectives to maximise the development potential of these employment lands.

To demonstrate the proposed changes to the controls and resulting Gateway development consistent with adjoining built form previously delivered to support the Hornsby Town Centre, this submission is supported by an urban design report prepared by Allen Jack+Cottier Architects (**AJ+C**) that highlights the potential for the Site to be developed for urban services and residential purposes.



APPENDIX A: AJ+C REPORT

Submission to DRAFT Hornsby Town Centre
Review and Masterplan
180 & 190-192 Pacific Highway; 1-9 Hornsby
Street, Hornsby



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Amos Fu

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Please provide your view on the project

I am just providing comments

Submission

A blanket change like this does not take into consideration a local areas' unique characteristics. Living in an area surrounded by bushland (which is much needed for its cooling effect and ensuring the native wildlife remains) like the Hornsby LGA also comes with bushfire hazards. Increasing the density of residential housing near rail stations like Asquith and further north will only increase the risk to the residents in the event of a catastrophic fire and evacuation is required. We know that these

types of fire risk days are increasing and the roads now barely cope with traffic when there is an incident on the freeway and traffic is diverted to the suburban roads.

There is also the issue of no planned increase to the aging drainage network, a train timetable that does not have the capacity to support the additional trains required (outside peak week time a train every 30mins from Hornsby heading north is not an incentive to use public transport), no planned upgrade to the electricity supply to accommodate the air conditioning that inevitably comes with residential units, the inadequate underground parking of these residential units resulting in choked suburban streets (cars are still needed in areas favoured by families to get to the weekend sports days, the evening school events, the weekly shopping day) and the pressure on the local schools to accommodate the new residents.

The building codes also need to be strengthened and followed up to avoid the issues seen almost daily in local social media pages - leaking, cracks in walls, flooding basements are the usual issues. Owner/residents have lost confidence in buying new apartments and many units are bought by investors who do not have the same duty of care to maintain or require a comfortable home.

Will the new homes come with an increase in local school availability? Is TAFE going to be properly funded to provide the much needed spaces for apprentices? Will the 5000 homes have to rely on the current drainage and is the electricity supply going to be upgraded? Will the new occupants have access to parking in these units because anyone with a family knows that getting to sport on a weekend is almost next to impossible without a car and it's a lucky person who can work near public transport as most have to travel by car.

Please allow the local council to develop plans to suit their area and support them with providing concurrent upgrades to the services needed for the increased population.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 9:18 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: epa-comments---hornsby-tod-rezoning.pdf

Submitted on Wed, 07/08/2024 - 09:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

NSW Environment Protection Authority

Last name

NSW Environment Protection Authority

I would like my name and personal contact details to remain confidential

No

Info

Email

environmentprotection.planning@epa.nsw.gov.au

Suburb/Town & Postcode

Parramatta 2150

Please provide your view on the project

I am just providing comments

Submission file

[epa-comments---hornsby-tod-rezoning.pdf](#) (138.95 KB)

Submission

Please find the EPA's submission attached.

I agree to the above statement

Yes



Your ref: Hornsby TOD rezoning
Our ref: DOC24/628892

Ms Monica Gibson
Deputy Secretary
Planning, Land Use Strategy and Housing
NSW Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Submitted via Planning Portal

Dear Monica,

I refer to the Hornsby Transport Oriented Development (TOD) rezoning proposal which is on exhibition until 9 August 2024.

The NSW Environment Protection Authority (EPA) understands the proposal is located within the Hornsby town centre area and builds on the adopted Hornsby Town Centre Masterplan. Features of the proposal include amendments to the Hornsby Local Environmental Plan 2013 (LEP) for planning controls relating to land use zoning, height of buildings and floor space ratio to allow for the creation of high and medium density residential development, mixed use, public recreation and infrastructure.

Based on review of the information provided, the EPA has identified that the proposal may interact with scheduled and non-scheduled activities as defined under section 5 of the *Protection of the Environment Operations Act 1997* (POEO Act). As such, the EPA has identified several matters to consider in the application of the proposal, to assist in delivering improved environmental outcomes and reduce possible land use conflict.

Detailed comments are provided at **Appendix A**.

If you have any further questions about this submission, please contact Claire McQueeney, Strategic Planning Unit, at environmentprotection.planning@epa.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Gabby Sutherland', is located below the 'Yours sincerely' text.

Gabby Sutherland
**A/Unit Head – Environment Protection Planning
Strategy and Policy Division**

7 August 2024

Appendix A – EPA comments of Hornsby TOD rezoning proposal

General Comments

The EPA seek engagement on planning matters that have the potential to pose a significant risk to the environment and human health. This could include issues such as a proposal or strategy seeking approval to locate sensitive receivers in proximity to:

- notified or regulated contaminated sites
- existing or proposed new heavy industrial uses
- other existing activities which hold a current environment protection licence (EPL).

Licensed Facilities that may interact with the proposal

The West Hornsby Sewage Treatment Plant (STP) is located greater than 1 kilometre west of the precinct area. The premises is licensed under EPL 1695. The STP has the potential to emit odours which may negatively impact on current and future residential receivers within its vicinity.

If increased flows from the proposed precinct are to be serviced by the West Hornsby STP, the EPA recommends that the department work with Sydney Water to ensure the STP has capacity to meet additional flows. If upgrades to the West Hornsby STP or wider reticulated systems (for example, sewer pipes and pumping stations) are proposed, these must be done in consultation with the EPA where the responsible party is the holder of an EPL.

Potential to interact with contaminated lands

The EPA notes the presence of potentially contaminated lands within the proposal area that do not require regulation under the CLM Act.

Rezoning should be supported by information demonstrating that the land is suitable for the proposed use or can be made suitable, either by remediation or by the way the land is used (see [Managing Land Contamination Planning Guidelines SEPP 55–Remediation of Land](#) (EPA and Department of Urban Affairs and Planning, 1998)).

Additionally, under section 60 of the *Contaminated Land Management Act 1997*, the EPA must be notified of contamination that meets certain triggers. These are outlined in the [Guidelines on the duty to report contamination under the Contaminated Land Management Act 1997](#) (EPA, 2015).

Water quality

Stormwater discharges from areas of increased residential density have the potential to impact on local surface water and groundwater quality.

The EPA recommend the use of the [NSW Water Quality and River Flow Objectives](#) (NSW WQO and RFOs) when assessing potential surface water and groundwater quality impacts from a proposed development. NSW WQO and RFOs provide the agreed environmental values, community values and long terms goals for assessing and managing the likely impacts of an activity on water for each catchment in NSW.

Additionally, the [Local Planning for Healthy Waterways using NSW Water Quality Objectives](#) (Department of Environment and Conservation, 2006) provides guidance on how to incorporate these objectives into strategic planning. [The Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-Use Planning Decisions](#) (NSW OEH and EPA 2017), provides a practical case study on how cost-effective management strategies can be used to accommodate urban growth.

Noise and air impacts from major roads and rail corridors

As you are aware, there are a number of major roads and rail corridors are located within the proposal area and have the potential to cause noise and air impacts on proposed residential receivers.

The EPA recommends that the department review the noise limits for development in proximity to busy roads contained in the [*State Environmental Planning Policy \(Transport and Infrastructure\) 2021*](#) (see cl 2.120), as well as the [*NSW Road Noise Policy*](#) (Department of Environment, Climate Change and Water NSW 2011) and [*Development Near Rail Corridors and Busy Roads – Interim Guideline*](#) (The NSW Department of Planning 2008) when determining the suitability of locations within the proposal area for increased residential density.

Waste management considerations

The proposed increase in residential and commercial receivers has the potential to burden existing solid waste management facilities. The EPA encourages the NSW Government to collaborate with Council and waste management operators to plan for increased volumes of waste resulting from the expected growth in the number of residential and commercial receivers.

Consideration of the Department of Planning, Industry and Environment 2021, [*NSW Waste and Sustainable Materials Strategy 2041, Stage 1: 2021-2027*](#) and [*Better Practice guide for resource recovery in residential developments*](#) (EPA, 2019) is recommended.

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 10:30 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 07/08/2024 - 10:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

■

Last name

■

I would like my name and personal contact details to remain confidential

Yes

Info

Email

■

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

Construction site will be too noisy and dusty. I don't know how long the construction will last. But it will definitely cause a lot of inconvenience.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 11:01 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 07/08/2024 - 11:00

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Michael

Last name

Fridolfsson

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby 2077

Please provide your view on the project

I object to it

Submission

I strongly oppose putting 40 story buildings next to the train station.

This will have a huge impact on the village character of Hornsby turning it into a Chatswood style CBD.

Additionally the financial impact on current residents by flooding the market with new apartments

can't be ignored, and current land owners should be compensated if this goes ahead.

The remainder of the plans I am ok with.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 1:40 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 07/08/2024 - 13:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Adamstown

Please provide your view on the project

I object to it

Submission

I object to only 5-10% affordable housing being included as part of the rezoning. Affordable housing should be as close to 15% as possible, as previously indicated by the NSW Government. The community will only welcome density when it delivers affordable housing.

This level of affordable housing should not impact the viability of projects. Given the land is not

rezoned yet, costs to developers associated with delivering affordable housing can be factored in to the price they purchase land. Developers just need clear requirements regarding affordable housing to ensure projects can be delivered economically.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 2:40 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: dvnsw-tod-letter.pdf

Submitted on Wed, 07/08/2024 - 14:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

REDFERN

Please provide your view on the project

I am just providing comments

Submission file

[dvnsw-tod-letter.pdf](#) (89.54 KB)

Submission

See attached PDF

I agree to the above statement

Yes

Department of Planning, Housing and Infrastructure
Locked Bag 5022,
Parramatta NSW 2124

7 August 2024

To whom it may concern,

**RE: Transport Oriented Development – Accelerated Precincts
Endorsement of People With Disability Australia response**

Domestic Violence NSW (DVNSW), on behalf of our 180+ members who represent the specialist domestic and family violence sector, write to endorse the response submitted by People with Disability Australia (PWDA), regarding the Transport Oriented Design (TOD) Precinct Plans.

Women with disability are 40% more likely to experience domestic and family violence; yet face significant barriers to leaving due to inaccessible services and housing – often forcing them to remain in abusive households. To provide pathways out of violence, the NSW government must ensure that all homes built within the TOD, are built to the Silver Livable Design Standard.

Approximately 34,000 women and children are on the social housing waitlist (DCJ, 2024). Increasing the proportion of affordable housing within the TOD from 15% to 50% will help support more women and children into safe and secure homes. The location of these homes close to transport supports victim-survivors on lower incomes, or who have fled without transport, to remain connected to employment, support networks, education, justice, police and the services they are engaged with such as health.

Women and children escaping abuse deserve affordable homes. Approximately 190,000 of the 275,000 Australian women who participated in the study *The Choice – Violence or Poverty* (A. Summers, 2022), were not employed and had no access to independent income. This data, when considered alongside rising rents and costs of living, highlights that the NSW government must ensure housing affordability aligns with a person's income and means.

DVNSW endorses all recommendations made by PWDA, including:

1. Ensuring every home under the TOD is built to at least the Silver Livable Design Standard
2. Increasing the proportion of affordable housing to 50%
3. Setting affordable housing rents at no more than 30% of a person's income

In relation to recommendation two, we further assert that victim-survivors should receive priority allocation of affordable housing within the TOD.

Thank you for considering our feedback. If you have any questions, please contact Delia Donovan, CEO of DVNSW on ceo@dvnsw.org.au or [REDACTED], Policy and Advocacy Officer on [REDACTED].

Yours sincerely,



Delia Donovan
CEO, Domestic Violence NSW

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 2:46 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 07/08/2024 - 14:45

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby, 2077

Please provide your view on the project

I object to it

Submission

I don't support this initiative because I believe there aren't enough public facilities to accommodate a population increase of 10 times the current size. We lack sufficient schools, hospital beds, public parking, and space on the Hornsby train line to support the additional people.

Furthermore, concentrating all the buildings on a single street will overwhelm the current

infrastructure, making traffic unsustainable and reducing our quality of life.

My suggestion is to distribute the buildings across the entire council area, rather than just one street. And plan to build more schools, increase the number of beds at the Hornsby Hospital and properly address the traffic concerns and limitations of the Hornsby train station.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 3:54 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: peats-ferry-rd-and-george-st-intersection.pdf

Submitted on Wed, 07/08/2024 - 15:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

█

Last name

█

I would like my name and personal contact details to remain confidential

Yes

Info

Email

█

Suburb/Town & Postcode

2077

Please provide your view on the project

I am just providing comments

Submission file

[peats-ferry-rd-and-george-st-intersection.pdf](#) (1.28 MB)

Submission

For the traffic signal phasing at the intersection between Peats Ferry Rd and George St, please consider the left turn traffic from Peats Ferry Rd into George St will be delayed by pedestrian crossing, which will be worse when there are more people on the area. It creates excessive delay for vehicles entering in the shopping centre as the green light time is short. Consider making the middle lanes through (into the Westfield shopping centre) and right turn and then make the left lane into left turn only. Please coordinate this with TfNSW.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 4:57 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 07/08/2024 - 16:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2077

Please provide your view on the project

I object to it

Submission

The TAHE's land was only controlled by a non residential floor use ratio of 0.5 to 1. What a poor use of the public land! There should be allowed more retail and employment spaces and less residential apartments on this particular land (as it can be achieved by other development, why rush it to the centre). You need to concentrate the non residential use on the most prime location, otherwise it wouldn't be recoverable in the future as it had been strata subdivided. More shops here, less

apartment in TAHE land, new residents can live slightly further, and it won't make a difference. If shops were pushed away, it won't be as effective. Look at the Sydney Gadigal station OSD, they have the first few floors as retail to maximise the foot traffic.

I agree to the above statement

Yes

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 7:32 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 07/08/2024 - 19:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Ben

Last name

McGowan

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby Heights 2077

Please provide your view on the project

I object to it

Submission

I am a big advocate for larger density but believe we MUST include more ambitious affordable housing mandates. This is a once in a generation opportunity for the community to make sure our housing developments have a mix of affordable housing and that young people and essential workers can continue to live in the Shire.

To this end the government must guarantee and ensure a mandatory affordable housing contribution of 15%-20% throughout the TOD Rezoning development precinct, that these homes are held in perpetuity and that they are actually affordable - pegged to 30% of a households income.

The government made a bit of a deal with the public that more density would bring more affordable housing through developer contributions. They must keep their word and show ambition - anything less is a capitulation to big developers at the expense of the community.

I agree to the above statement

Yes