

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 7:34 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: fair-housing-for-hornsby_.pdf

Submitted on Wed, 07/08/2024 - 19:33

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 Heights 2077

Please provide your view on the project

I object to it

Submission file

[fair-housing-for-hornsby_.pdf](#) (111 KB)

Submission

As outlined in the submission document, Fair Housing For Hornsby believes the proposal MUST include the following:

1. Ensure a mandatory affordable housing contribution of 15% throughout the TOD Rezoning development precinct;
2. Ensure the homes remain as affordable housing, managed by a registered community housing provider, in perpetuity;
3. Ensure the affordable homes are available to a diverse range of residents by including family sized apartments in development proposals - 3 bedroom units, for example - and that all affordable dwellings are capped at 30% of the occupants income, to guarantee genuine affordability.

I agree to the above statement

Yes

Fair Housing For Hornsby:

In conjunction with The Sydney Alliance, Fair Housing For Hornsby is a group of Shire locals stemming from faith groups, community groups and civil society who have come together to advocate for a fairer housing system in the Shire.

Fair Housing For Hornsby came to prominence in the lead up to the 2021 Hornsby Local Council Elections. In February 2021, an enthusiastic team of around 8 people came together around the need for more affordable rental housing in the Hornsby LGA. With Council elections scheduled for November providing political impetus, in September a community forum (Coming Home to Hornsby) was held (via Zoom due to Covid) to which all local councilors and candidates were invited. Around 160 people attended, representing over 40 local community and religious organizations. Councilors and candidates were asked to use their power to commit to include a minimum of 10% affordable rental housing in the Hornsby Town Centre Masterplan being prepared by Council at the time.

Honoring that commitment, in July 2022, Council's draft Masterplan was released including provision for 11% affordable rental housing. The completed Masterplan (adopted by Council in November 2023) retained this provision. The team continues to engage with Council via attendance at Council meetings, feedback on announcements and policies connected with affordable housing and occasional meetings with Councillors and Council staff.

The recent Hornsby TOD rezoning proposal has the opportunity to either enhance or subtract from the work of Fair Housing For Hornsby in collaboration with Hornsby Shire Council. This submission has been constructed in the hope of the former.

Hornsby Shire Council Housing Realities:

ABS demographic data reveals that in 2021 (it is worth noting that the housing crisis has only accelerated since) Hornsby Shire Council was home to 1909 households in need of affordable housing. 26.5% of all renters in the Shire were in rental stress (defined as housing costs exceeding 30% of household income). These figures increased to 89% for those on 'very low incomes', and 48% for those on 'low incomes'. This all existed in an environment where median unit rents increased, on average, by 4.8% per year (compared to 3.9% in Greater Sydney) between 2018 and 2023, while those who were able to access social housing in the LGA decreased by 3.1%.¹

The housing crisis has only deepened in the ensuing period. To give a concrete example, the current median rent for a two bedroom apartment in the Hornsby Shire is \$600 per week. This requires a household income of \$104,000 per year to ensure that a household renting such a property would not be in rental stress. Current statistics show that there are 72 two bedroom

¹ <https://housing.id.com.au/hornsby/population-households#how-are-households-forecast-to-change>

apartments available within the Hornsby Shire (none of which are affordable housing dwellings) for the 717 renters interested in them.²

It is not difficult to appreciate that this is a community widely experiencing the realities of the housing crisis. We believe the NSW State Government *must* show more ambition to reverse these trends.

As is evident above, there is a growing cohort of Hornsby residents undergoing severe housing stress. Buying homes and units is becoming impossible; and even the ability to rent has moved out of reach for those on very low, low incomes and, soon enough, those on median incomes. The Hornsby TOD Rezoning Proposal is a once in a generation opportunity to reverse this trend, and ensure Hornsby can continue to be home to people from all walks of life.

Hornsby TOD Rezoning Proposal

The Hornsby TOD Rezoning Proposal includes a large-scale rezoning of the land directly surrounding Hornsby Train Station and purports to deliver up to 5000 new dwellings. Fair Housing For Hornsby stands with the NSW State Government in the idea that this style of densification, proximal to public transport and other vital infrastructure, is essential for an equitable and sustainable Sydney.

However we consider it lacks sufficient ambition to address the critical need for housing in our Shire. Indeed as we set out below, Fair Housing For Hornsby is deeply concerned that the current Rezoning Proposal would result in fewer affordable housing dwellings in the LGA than has already been incorporated in the Hornsby Town Center Masterplan by the Hornsby Shire Council following a comprehensive community consultation process. We assume that this is an oversight by the NSW Government and that rather than its intervention in the Town Center project producing less affordable housing it would have anticipated that it would produce more.

The Hornsby TOD Rezoning Proposal as it is presented at the moment provides for a required level of affordable housing in the range of 5-10%. This proposed rate of contribution by developers and the resulting 250-500 affordable homes falls well short of community need and expectation.

Not only that, this outcome fails to take into account the result of the extensive community consultation process that has already been completed by the Hornsby Shire Council. That process resulted in Hornsby Council agreeing to provide affordable housing at the rate of 11% within the Town Center precinct. Surely any affordable housing contribution rate placed within the Hornsby TOD by the Rezoning Proposal should not produce a result which is lower than the result already achieved through this community consultation process.

Consequently it is the view of Fair Housing For Hornsby that the minimum rate of affordable housing mandated in the Hornsby TOD Rezoning Proposal should be 11%. Further, given the NSW State Government's stated ambition to increase affordable housing across NSW, there is every reason why that figure should be in excess of 11%. The environment in which the 11% outcome was produced were the conditions facing the Hornsby Shire in the rental market of 2021. Since that time, housing affordability in the Shire has decreased significantly, making the need for affordable housing in our area even more critical.

With this in mind, Fair Housing For Hornsby is imploring the NSW State Government to show more ambition on the mandatory affordable housing contribution requirements. *We believe that a mandate of 15% affordable homes throughout the new rezoned development precinct would be proportionate to the ambition of the plan, and genuinely start to address the housing crisis in Hornsby Shire Council.*

Furthermore, Fair Housing For Hornsby is pleased to see the affordable dwellings must be managed by a community housing provider and held in perpetuity. It is essential, however, that these homes are available to a diverse set of households. To this end, Fair Housing For Hornsby believes that the TOD Rezoning Proposal must guarantee these developments allow for a range of household sizes - *inclusive of three bedroom apartments to allow for families* - and that these homes must be genuinely affordable - *capped at 30% of the occupants income to guarantee they remain out of housing stress.*

The Hornsby TOD Rezoning Proposal is a once in a generation opportunity to address the housing crisis in the Shire. To this end, Fair Housing For Hornsby believes the NSW State Government must prioritize the following:

1. *Ensure a mandatory affordable housing contribution of 15% throughout the TOD Rezoning development precinct;*
2. *Ensure the homes remain as affordable housing, managed by a registered community housing provider, in perpetuity;*
3. *Ensure the affordable homes are available to a diverse range of residents by including family sized apartments in development proposals - 3 bedroom units, for example - and that all affordable dwellings are capped at 30% of the occupants income, to guarantee genuine affordability.*

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 8:26 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: submission---155-peats-ferry-road.pdf

Submitted on Wed, 07/08/2024 - 20:20

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

Sydney 2000

Please provide your view on the project

I object to it

Submission file

[submission---155-peats-ferry-road.pdf](#) (966.7 KB)

Submission

File attached

I agree to the above statement

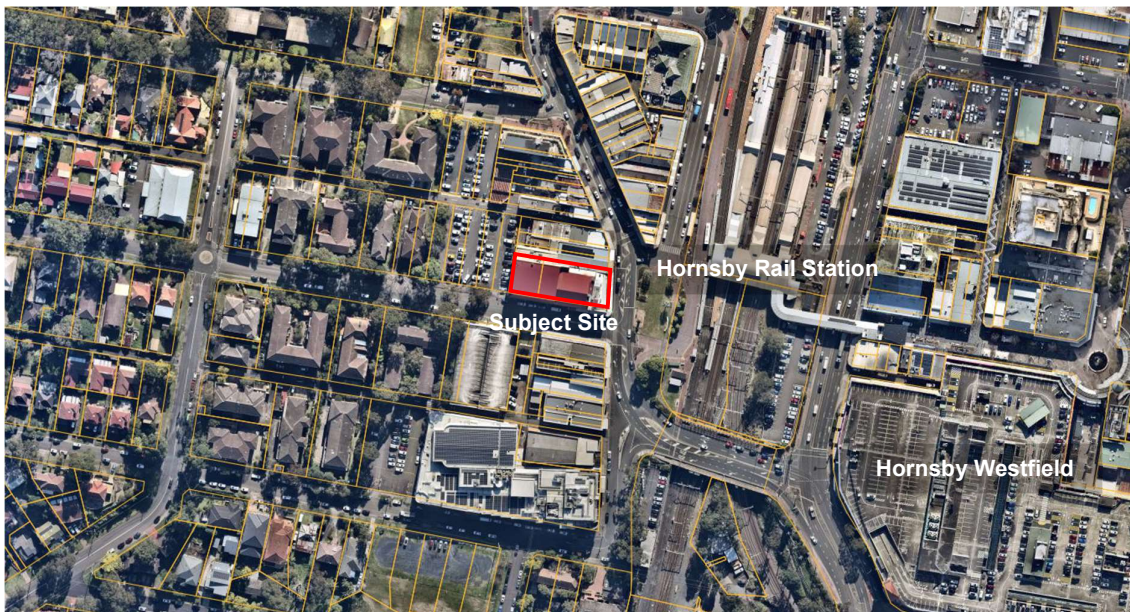
Yes

Submission: Hornsby TOD Rezoning Proposal

155 Peats Ferry Road, Hornsby

Thank you for the opportunity to provide a submission in response to the Hornsby TOD Rezoning Proposal prepared by the Department of Planning, Housing and Environment. This submission focusses on the site at 155 Peats Ferry Road, Hornsby at the intersection of Peats Ferry Road and William Street (subject site). *Figure 1* identifies the subject site.

Figure 1: Subject Site



Historically, Hornsby Town Centre has served as the primary commercial centre within the Hornsby Shire local government area. The TOD Rezoning Proposal represents a consistent planning direction for the Hornsby Town Centre as established by Hornsby Shire Council in that it reaffirms the centre's function to concentrate commerce and housing provision whilst protecting the predominant character of its lower density suburbs. This intent is supported by a broader vision to deliver a high quality, high density urban environment that is vibrant and attractive in areas well serviced by infrastructure.

The principles and approach presented by the Hornsby TOD Rezoning proposal are supported and reflect the Government's response to curbing a critical undersupply of diverse, affordable housing in areas well supported by existing transport options, amenities, services and facilities.

Hornsby is among only a few strategic centres within the Sydney metropolitan area that is established and has ready access to existing transport, health and education infrastructure. Hornsby Town Centre is also in the fortunate position in that it can accommodate growth not subject to any substantive infrastructure expenditure by Government to realise housing in the short and medium term. This represents a significant opportunity for Government to accelerate the delivery of housing in Hornsby and significantly contribute towards its mandate under the National Housing Accord.

The subject Site

The subject site is 1,313 square metres in area with dual street frontage to Peats Ferry Road and William Street. The site is retail/commercial in nature and within 50 metres of Hornsby rail station.

The TOD Rezoning Proposal includes the following key planning controls for the subject site (*Table 1*):

Table 1: Key Planning Controls

Zoning	MU1 Mixed Use
Floor Space ratio	3:1
Minimum Non-Residential FSR	1:1 (within the overall 3:1 FSR)
Height of Building	51.5 metres / 15 storeys

The site is not constrained environmentally, future redevelopment of the site is capable of sensitively retaining its heritage art deco façade to Peats Ferry Road and is capable of accommodating a podium and tower form behind. The site is also capable of developing independent of adjoining properties and is not predicated on consolidation with early architectural and urban design testing having been undertaken for the subject site.

Notwithstanding the opportunities the subject site presents, its strategic location within 50 metres of Hornsby rail station and ability to accommodate access from a secondary street, the proposed height and density controls do not appear to reflect the sites capacity to deliver housing relative to other areas identified in the Hornsby Urban Design Framework.

Alignment of planning controls is essential to ensure renewal and investment in Hornsby Town Centre. This precondition is consistent with the Government's intent for the State-led rezonings to support and optimise investment in infrastructure and unlock housing supply in well located precincts.

Although supportive of the underlying intent of the TOD Rezoning Proposal, this submission has considered the height and density controls proposed by the TOD Rezoning Proposal and recommends further testing of the planning controls be undertaken to ensure the intent of the Rezoning Proposal has the opportunity to be realised.

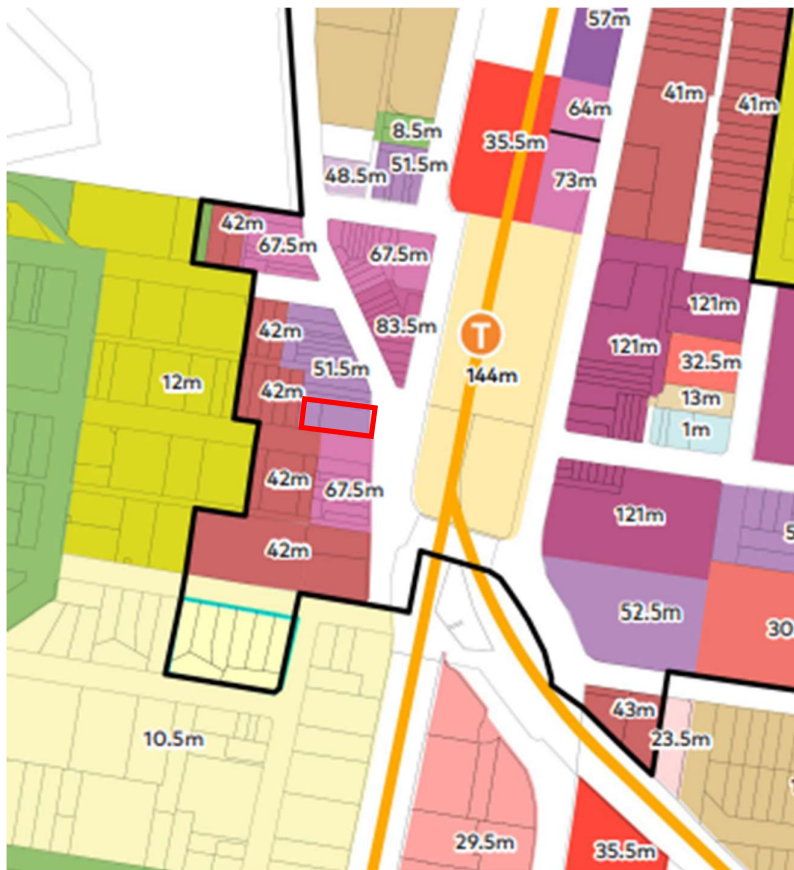
Height of Building

The TOD Rezoning Proposal nominates a variety of maximum building heights across the town centre. The subject site is located within an area along Peats Ferry Road, between William Street and Dural Street within a nominated area with a maximum building height of 51.5 metres / 15 stories. Sites along Peats Ferry Road to north and south are prescribed a maximum building height of 67.5 metres / 20 stories (*Figure 2*).

There is no rationale nor justification for the reduced building heights along this section of Peats Ferry Road. Given the strategic location of sites (along Peats Ferry Road) between William Street and Dural Street, in direct proximity to Hornsby rail station (circa 50 metres), it is considered further emphasis should be placed on these sites to accommodate residential development and reflect the height datum proposed on the east of the rail line.

On this basis, it is recommended the *Height of Building* control for the subject sites along Peats Ferry Road (between William Street and Dural Street) be reviewed and increased equal to adjoining sites (67.5 metres) and to reflect the height datum proposed east of the railway line and the site's location directly opposite the rail station and geographic centre of Hornsby Town Centre.

Figure 2: Proposed Maximum Height of Building



Proposed Floor Space Ratio

The Urban Design Framework and Planning Controls as exhibited state that this involved *reviewing existing planning controls (including controls for height and floor space ratio) around identified transport hubs to ensure development is feasible to deliver increased density. Without such alignment, housing targets will not be met.* (Page 6 Urban Design Framework and Planning Controls)

In this regard, *Table 2* below provides a floor-by-floor analysis of what would reasonably be expected to be delivered on the subject site across 15 floors as proposed in the Urban Design Framework and Planning Controls.

Table 2: Potential FSR Breakdown

Floor	Use	Gross GFA	Efficiency	Net GFA	Estimated Residential Units
Ground Floor	Retail	1,000	85%	850	0
2	Commercial/ Communal	1,000	85%	850	0
3	Residential	750	80%	600	7
4	Residential	750	80%	600	7
5	Residential	750	80%	600	7
6	Residential	750	80%	600	7
7	Residential	750	80%	600	7
8	Residential	750	80%	600	7
9	Residential	750	80%	600	7
10	Residential	750	80%	600	7
11	Residential	750	80%	600	7
12	Residential	750	80%	600	7
13	Residential	750	80%	600	7
14	Residential	750	80%	600	7
15	Residential	750	80%	600	7
Total		11,750		9,500	87

Based on the above analysis, a review of the Urban Design Framework and assumed planning controls for the Hornsby TOD precinct, there appears to be considerable misalignment between the proposed height and floor space controls proposed for the subject site.

The following proposed assumptions (*Table 3*) are made within the Urban Design Framework and Planning Controls (*Page 91*):

Table 3: Urban Design Framework Assumptions

Average Apartment size:	90sqm
Non-Residential GBA/GFA Efficiency:	85%
Residential GBA/GFA Efficiency:	80%
Maximum residential floorplate	1,000sqm (Page, 14 Hornsby Precinct Design Guide)
Podium Height:	two floors (Page, 17 Hornsby Precinct Design Guide)

The subject site is proposed to have a maximum height of 15 floors and FSR of 3:1 of which a minimum 1:1 must be for non-residential purposes. This would equate to an overall gross floor area of approximately 3,940sqm.

Based on this approach, a future development proposal comprising two podium levels (per the Precinct Design Guide) with a conservative gross floor area of 1,000sqm per floor would result approximately 2,000sqm of non-residential floor area or FSR of 1.5:1.

Remaining would be approximately 1,900sqm of gross floor area to be delivered across 13 storeys resulting in a floor plate of approximately 150sqm per storey. This is an obvious and significant flaw in the proposed planning controls for the subject site.

Applying the assumed planning controls within the Urban Design Framework, conservatively proposing a 1,000sqm metre podium floor plate across two floors and 750sqm residential tower floor plate, the floor space ratio achieved is approximately 9:1.

This would be expected to deliver in the order of 1,700 square metres (net) of commercial floor space and 87 residential units within 50 metres of Hornsby rail station. Where a 67.5m height limit is applied as recommended above, the subject site would deliver in excess of 120 residential units.

The subject site is capable of being delivered independent of adjoining sites and given its dual frontage, has the ability to accommodate vehicular and loading access from William Street. Importantly, adjoining sites will not be isolated and have the ability, if consolidated, to deliver a reasonable development outcome with suitable podium and tower design solution consistent with ADG expectations. In this regard, the landowner remains open to demonstrating this to the Department if requested.

The proposed planning controls as exhibited are not aligned and do not promote for the orderly or economic development of the subject site. Further, the proposed planning controls will simply not unlock private investment as envisaged for the Hornsby Town Centre, will not introduce critically needed housing including affordable housing or advance the renewal of an existing building within a highly strategic location that has long exceeded its economic life. In short, what has been proposed for the subject site will not deliver on the intended outcomes of the TOD Policy.

The intent of this submission is to express support for the principles of the Hornsby TOD planning framework and assist in accelerating:

- housing supply in well located areas that is supported by amenities, services and facilities
- a mixed-use development consistent with its master planned intentions within direct proximity to Hornsby rail station
- increased availability of affordable housing in Hornsby
- improved utilisation of existing transport, health and education infrastructure.

On this basis, it is strongly recommended planning controls for the subject site be retested to ensure there is clear alignment and ensure that renewal as planned can be reasonably delivered.

Conclusion and Recommendations

The TOD Rezoning Policy, as exhibited will not deliver the intended outcomes for the Hornsby Town Centre including supply of critically needed housing consistent with the Government's commitment under the Housing Accord.

There is a demonstrable conflict between the planned development outcome and the planning controls proposed to deliver this outcome. The subject site is strategically located across Peats Ferry Road from Hornsby rail station, is not predicated on consolidation with adjoining properties, has a dual street frontage enabling access from William Street for parking and loading and can achieve a podium and tower form consistent with the ADG whilst retaining the heritage façade of the site.

The variation in building heights proposed along Peats Ferry Road presents no rationale particularly as sites within the geographic centre, with the most direct access to transport and with no sensitive adjoining land uses are proposed with a lower maximum height than properties further from the rail station.

The maximum floor space ratio applied to the subject site has also been identified as unworkable and will result in no housing being delivered. The floor space ratio must be reviewed to align with the maximum height of the development which is argued should reflect adjoining sites at 67.5 metres and feasibility tested to ensure it will encourage the renewal of the subject site.

On this basis, where no change to the proposed planning controls is applied to the subject site as recommended, this will not advance its renewal, fail to deliver new housing and affordable housing on what is amongst the most prominent sites in the Hornsby Town Centre and not meet the objectives and intent of the TOD Rezoning Policy.

In this regard, the following recommendations are presented for consideration:

Recommendation 1:

The Height of Building control for the subject site and adjoining sites along Peats Ferry Road (between William Street and Dural Street) be reviewed and increased to 67.5 metres / 20 stories.

Recommendation 2:

Planning controls for the site as identified in the Urban Design Framework be retested to ensure there is alignment between the proposed maximum height of building and associated floor space ratio planning controls.

Thank you for the opportunity to submit the above comments. Should the Department seek further information we would be happy to further engage on a more detailed site planning discussion for the subject site and we look forward to the TOD rezoning being activated later this year.

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 August 2024 11:41 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 - 23:40

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

Hi all,

First of all, it's a great initiative, Kudos to everyone.

My question is how would it solve the housing price skyrocketing issue, in my Family myself and my spouse are earning, on what basis the houses will be sold, do you have any criteria that only less income people only can afford these new dwellings . Though we earn sufficiently we still couldn't

afford a house in Hornsby because a house price starts with 1.8 million +, can't afford that much Liability.

And if we go for Apartments , Paying Strata is another pain.

Would be great if the council could clear our doubts.

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: Thursday, 8 August 2024 8:52 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

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

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

The platform to the city (platform 1) is full in the morning

Please provide detail on how this will be rectified with so many more people moving into the area.

I'm sure if you look at the whole station it will look underutilised because the other platforms are mostly empty in the morning, but the platform to the city is full, people standing shoulder to shoulder.

There is no space for more commuters, especially when you consider workers being encouraged back to the office (for example the NSW government back to office mandate for government employees as of 6 August 2024)

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, 8 August 2024 9:52 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 09:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Nisha

Last name

Gautam

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Parramatta

Please provide your view on the project

I object to it

Submission

As someone who moved out of family home 3 years ago, i moved to Parramatta suburb and lived in a shared house with my mates. I was paying 250 per week whereas my mate was paying the other half. In 2 years period, the \$500 apartment has increased to \$780 which is \$390 per person each week. I work in disability sector and even with my payslips it is really hard to cover cost of living. We need more affordable housing in Parramatta Suburb.

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, 8 August 2024 9:59 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 09:59

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 Parramatta

Please provide your view on the project

I object to it

Submission

Thank you for the opportunity to submit to the Hornsby TOD.

Hello, I am someone who currently works and lives in Sydney. I work as a disability support worker and an outside school hours educator, despite having two jobs to support myself I still find myself struggling to keep up with the cost of living, especially the cost of housing. Every year my rent

increases significantly and I have no other choice but to struggle and cope with it. Additionally, as a young person who has casual jobs, I found it extremely difficult to lease a home initially and now that I did get a lease I try not to complain about the safety issues and broken things in my house because of the fear of not having my lease renewed because it is so hard to find another home.

Having a range of affordable housing is not beneficial. I would like to see a higher percentage of affordable housing, with 10% as the fixed minimum or ideally, 15%. Having a range is not useful in this context. Hence, I am in favour of increased density, more housing being affordable is the least that can be done with the current 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: Thursday, 8 August 2024 10:07 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 10:06

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Catherine

Last name

Coghlan

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

ALLAMBIE HEIGHTS

Please provide your view on the project

I object to it

Submission

Thank you for the opportunity to make a submission to the Hornsby TOD rezoning proposal. I am a social worker and mother of three children. My husband is an engineer. We are struggling to find affordable housing in Sydney, though our families have lived here for generations and have always been hard-working, well-educated people who contribute to our local community and are involved in multiple community organisations like sporting clubs and our local church. I would like to make a

submission to the NSW government's consultation process for the TOD accelerated developments. I am concerned that none of these developments will be affordable for families like mine, or they won't be built in a way that families like mine can thrive and experience the kind of liveability we should all be able to access in a city that is as wealthy as Sydney. If these developments proceed without 15% designated for affordable rental homes, the government will have failed to create a Sydney where all workers, both low paid or well paid, can belong.

I object to the Hornsby TOD rezoning proposal in its current state because the mandatory affordable housing contribution of between 5-10 per cent is not enough for Hornsby. There will be so many low paid workers who will be forced to leave Hornsby if the mandatory affordable housing contribution is not at least 10%. I would like to see the Premier's promise of "up to 15%" honoured closer to 15% than the lowest goal of 5%.

I support the government's commitment to increase the density of housing in locations that are close to transport and amenities but it has to be in perpetuity, it needs to be accessible, it needs to be built to high building standards (including energy efficiency). In each development there also needs to be a range of unit sizes to accommodate single people and also families like mine.

Due to my husband's work, we currently live on the Northern Beaches but it is unaffordable for our family and we are considering where else in Sydney we could relocate to, but we fear the hours of travel that we would then face. My work takes me all over Sydney so I see the pain that too many people are experiencing because it is unaffordable to rent or buy a house in Sydney. Please lift the affordable housing contribution to 10-15% for Hornsby. I have been told that the Hornsby council has already committed to 10% for the Hornsby Town Masterplan - please don't undermine this commitment.

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, 8 August 2024 10:12 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 10:11

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

2066

Please provide your view on the project

I object to it

Submission

Thank you for the opportunity to submit to the Hornsby TOD. I believe we need 10% of affordable housing in Hornsby, not a range. It makes a difference of 250 affordable housing units. I support affordable housing being regulated by a not-for-profit. I would love to live near the train station.

I am currently employed in the retail sector while completing my master's degree. I have resided in

the Eastern suburb for five years, where I have established a community and participated in various activities, including work, church, and social engagements with friends.

Two years ago, I signed a lease for a one-bedroom, one-bathroom apartment at a monthly rent of \$580. However, this year, the rent increased significantly to \$890. After months of searching, I finally found more affordable housing in Lane Cove. Despite this, the move has presented challenges, particularly with the daily commute back to the Eastern suburb for work, social connections, and community involvement. Since relocating to the north, I have experienced a profound sense of loneliness due to the distance from my established community. I want to see more affordable housing.

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, 8 August 2024 10:17 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 10:16

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

Bankstown

Please provide your view on the project

I object to it

Submission

The housing crisis in Hornsby, characterized by soaring rent costs, a deficit of affordable housing, and escalating homelessness, requires immediate government intervention to provide secure and adequate housing for all residents. Each month, I struggle to pay the rent, often having to cut back on other essentials, leading to a stressful and uncertain living 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: Thursday, 8 August 2024 10:29 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 10:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Johannah Nicole

Last name

Musni

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Rooty Hill 2766

Please provide your view on the project

I object to it

Submission

Thank you for the opportunity to submit to the Hornsby TOD.

I am Johannah Nicole Musni from the Philippines and I experienced challenges in acquiring an affordable rental home in NSW, Sydney. My husband and I are currently living with my husband's cousin here at Rooty Hill because finding our own home has been a challenge since last year. There

was a time when we were doing a house inspection and there were at least 50 of us lined up in a long queue just to see the rental unit. It became harder and harder to find one so we resorted to just staying with our cousin for the time being. I also noticed the huge difference from the rental price: from 250-350/week last year to 500-650/week this year. My husband and I are both working in a warehouse as casual freight handlers. As casual workers, we do not have regular work shifts and we are on call. We are also supporting our children back home and what we are earning now is still not enough for us to live on our own yet.

I don't believe the 5-10% range is helpful for affordable housing, I want to see a higher % so I object to this submission. It should be 15% , or at least the top of the range at 10%. This is a huge difference of 250 affordable homes.

I also support affordable housing in perpetuity and density. We need affordable homes right now and I am fervently hoping this can be addressed.

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, 8 August 2024 10:36 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: proposal-objection3-(003.docx

Submitted on Thu, 08/08/2024 - 10:35

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

Please provide your view on the project

I am just providing comments

Submission file

[proposal-objection3-\(003.docx](#) (15.35 KB)

Submission

See attached

I agree to the above statement

Yes

Proposal Objection:

Proposal to request rezoning of strata 13880 to 24 stories in view of 36-story Westfield development.

To: The Planning Committee

Subject: Objection to the Planning Approval for Westfield's 36-Story High-Rise Adjacent to a 15-Story Building

Date: 6/8/24

Introduction

I am writing to formally object to the Transport Oriented Development Rezoning Proposal which grants Westfield's proposed 36-story high-rise building, which is set to be located directly adjacent to a 15-story building (our address). This objection emphasizes the need for equitable building heights in the interest of maintaining urban cohesion and maximizing the availability of dwellings within the community.

1. Equitable Building Heights

Urban development should strive for consistency and fairness, particularly in terms of building heights:

Skyline Balance: The stark contrast between a 36-story high-rise and an adjacent 15-story building creates an imbalanced and visually disruptive skyline. Equitable building heights contribute to a more harmonious and aesthetically pleasing urban environment.

Community Fairness: Granting approval for a significantly taller building directly next to a much shorter structure can be seen as preferential treatment. Ensuring similar height restrictions across adjacent developments promotes fairness and maintains a sense of equality within the community.

2. Maximizing Dwellings and Community Benefits

One of the primary objectives of urban planning is to maximize the availability of housing while maintaining liveable conditions:

Increased Housing Density: While the proposed 36-story building may add a significant number of dwellings, there is potential to achieve similar or greater housing density through more equitable means, such as allowing for moderately taller structures across multiple developments rather than concentrating height in a single project.

Distribution of Population Growth: A more even distribution of height and dwelling units across adjacent developments would help to mitigate potential issues related to congestion, strain on local services, and infrastructure overload, ensuring that population growth is managed sustainably.

3. Urban Cohesion and Liveability

The planning process should prioritize urban cohesion and the liveability of the community:

Respect for Surrounding Developments: The proposed disparity in building heights does not take into account the scale and character of surrounding developments. A more thoughtful approach

would involve surrounding developments to match the height of the Westfield building to create a more consistent and integrated urban fabric.

Public Spaces and Amenities: Equitable building heights contribute to a more welcoming public realm, reducing the overshadowing of public spaces and ensuring that all residents have access to sunlight and a comfortable living environment.

4. Alternatives for Better Outcomes

There are alternative approaches that can meet the goals of both increasing dwellings and maintaining urban equity:

Moderate Height Increase Across Developments: Rather than approving a single, towering structure, the planning committee could consider allowing modest height increases for multiple nearby developments. This approach would achieve the goal of adding dwellings without compromising urban cohesion.

Incentivizing Affordable Housing: By distributing height allowances more equitably, the city could also incentivize the inclusion of affordable housing units in multiple developments, ensuring that the benefits of increased density are shared across the community.

Conclusion

In light of these concerns, I urge the Planning Committee to reconsider the stark and inequitable difference in the proposal for a 36-story high rise project adjacent to a 15-story project at Strata 13880. This is an opportunity to maximise the availability of dwellings in an ideal location close to transport. We would therefore propose an increase to the planned 15-story building height at 13880 to 24 stories. This would achieve increased cohesion of the built environment and skyline, as well as achieving the primary goal of maximising accommodation close to transport hubs.

Sincerely

A large black rectangular redaction box covering the signature area.

Hornsby

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 August 2024 10:39 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 10:39

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

2077

Please provide your view on the project

I object to it

Submission

My name is [REDACTED], and I have worked in retail at a supermarket. The high rent in Hornsby makes it almost impossible for me to be financially independent. I live with my brother right now, and I can't contribute much to the rent. This situation causes me a lot of stress and affects my mental health. I also feel like I'm not able to fully support my family, which adds to the pressure I'm under. We urgently need more affordable housing in Hornsby. The government's proposal of 5-10%

affordable housing is not enough. We need a higher percentage to truly make a difference. I support increased density in housing, as it can help address this issue. More affordable housing would help people like me live closer to our families and find local jobs. It would allow me to have my own place, be financially independent, and fully support my family. Affordable housing is crucial for stability and a better future.

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, 8 August 2024 10:48 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 10:47

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 work in the area proposed for rezoning many jobs will be lost. Lots of business owners have no where to go and lose a lot of money from there shop fit out costs. There is lots of old houses on big land with in 1200 meters of Hornsby station and not in a fire zone where the owners would take on being rezoned . Go back to Chris minns nsw government plan to rezone 1200 meter radius using more house's for development . keep the old local shops.

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, 8 August 2024 10:58 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: notice-of-objection-by-owner-in-strata-plan-13880,-hornsby-nsw-2077.pdf

Submitted on Thu, 08/08/2024 - 10:48

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

Dural NSW 2158

Please provide your view on the project

I object to it

Submission file

[notice-of-objection-by-owner-in-strata-plan-13880,-hornsby-nsw-2077.pdf](#) (1.51 MB)

Submission

We formally object to your departments proposed inequitable building height of our building Strata Plan 13880 26 Florence St, Hornsby NSW 2077 of 15 storeys and change to the original proposed height of 24 storeys as planned by Hornsby Shire Council. Hornsby Shire Council's planning development that is far more equitable has had changes made as a direct result of substantial lobbying by a major corporation, Westfield for their benefit only and without due consideration to the other surrounding land owners and residents. All of the benefits your department states you want to achieve in the Hornsby CBD have now been forsaken for the sole benefit to Westfield. Your department needs to review and adopt Hornsby shire Council's plan that is far more equitable to all concerned

I agree to the above statement

Yes

8th August, 2024

Planning Committee
Department of Planning, Housing & Infrastructure
12 Darcy street,
Parramatta. NSW 2150

Dear Ms Sargeant (Executive Director)

Proposal Objection:

Proposal to request rezoning of Strata Plan 13880 address 26 Florence Street, Hornsby. NSW 2077 to 24 storeys in view of adjacent building, 36 storey Westfield development

Introduction

We are writing to formally object to the Transport Oriented Development Rezoning Proposal which grants Westfield's proposed 36 storey high-rise building, which is set to be located directly adjacent to our strata plan 15 storey building. This objection emphasizes the need for equitable building heights in the interest of maintaining urban cohesion and maximizing the availability of dwellings within the community.

Our property is Lot 8 in Strata Plan 13880 situated in 26 Florence Street, Hornsby NSW 2077 owned by Tartine Pty Limited ACN002 230 551 as trustee.

1. Equitable Building Heights

Urban development should strive for consistency and fairness, particularly in terms of building heights:

Skyline Balance: The stark contrast between a 36 storey high-rise and an adjacent 15 storey building creates an imbalanced and visually disruptive skyline. Equitable building heights contribute to a more harmonious and aesthetically pleasing urban environment.

Community Fairness: Granting approval for a significantly taller building directly next to a much shorter structure can be seen as preferential treatment. Ensuring similar height restrictions across adjacent developments promotes fairness and maintains a sense of equality within the community.

2. Maximizing Dwellings and Community Benefits

One of the primary objectives of urban planning is to maximize the availability of housing while maintaining liveable conditions:

Increased Housing Density: While the proposed 36 storey building by Westfield may add a significant number of dwellings, there is potential to achieve similar or greater housing density through more equitable means, such as allowing for moderately taller structures across multiple developments rather than concentrating height in a single project. This your department has stated in your information publications and meetings. You clearly state that stepping of building heights is preferred. Stepping from 36 storeys to only 15 storeys is not stepping. The stepping from 36 storeys to 24 storeys is more appealing and equitable to the central business district of Hornsby.

Distribution of Population Growth requires more even distribution of height and dwelling units across adjacent developments would help to mitigate potential issues related to congestion, strain

on local services, and infrastructure overload, ensuring that population growth is managed sustainably.

3. Urban Cohesion and Liveability

The planning process should prioritize urban cohesion and the liveability of the community:

Respect for Surrounding Developments: The proposed disparity in building heights does not take into account the scale and character of surrounding developments. A more thoughtful approach would involve surrounding developments to match the height of the Westfield building to create a more consistent and integrated urban fabric. 36 storeys by Westfield will have a significant effect on the surrounding area sunlight to Florence, Hunter and Albert streets, the planned open areas of the plazas in those streets, visual appeal, reduces the ability by adjacent buildings to install and use solar power.

Public Spaces and Amenities: Equitable building heights contribute to a more welcoming public realm, reducing the overshadowing of public spaces and ensuring that all residents have access to sunlight and use of solar power for a more desirable comfortable living environment.

4. Alternatives for Better Outcomes

There are alternative approaches that can meet the goals of both increasing dwellings and maintaining urban equity:

Moderate Height Increase Across Developments: Rather than approving a single, towering structure, the planning committee must and should consider allowing modest height increases for multiple nearby developments. This approach would achieve the goal of adding dwellings without compromising urban cohesion.

Incentivizing Affordable Housing by distributing height allowances more equitably, the city could also incentivize the inclusion of affordable housing units in multiple developments, ensuring that the benefits of increased density are shared across the community not to the benefit of only one property owner a large corporation, Westfield. It is clear the changes to the initial planning development of the Hornsby CBD by Hornsby Shire Council that was acceptable to all Hornsby residents provided a stepping of building heights from Westfield 24 storeys to adjacent buildings including our property of 24 storeys down to 15 then 12 storeys of buildings along from our building. This provided all of the benefits stated above. Not just the benefit to one large corporation, Westfield.

The new plan has obviously been produced as a result of substantial lobbying by Westfield without consideration of other landholders and Hornsby residents .

Conclusion

In light of these concerns, we urge the Planning Committee to reconsider the stark and inequitable difference in the proposal for a 36 storey high rise project adjacent to a 15 storey property, our Strata Plan13880, 26 Florence Street, Hornsby NSW 2077. This is an opportunity to maximise the availability of dwellings in an ideal location close to transport. We propose an increase to the planned 15 storey building height of our property to 24 storeys as was the initial plan developed by Hornsby Shire Council. This would achieve increased cohesion of the built environment and skyline which your Department clearly demands, as well as achieving the primary goal of maximising accommodation close to transport hubs.

We would appreciate your reply by our email address, [REDACTED] and phone number [REDACTED]

Yours Sincerely,



Trustee Director



Trustee Director

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 August 2024 11:02 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 11:01

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

Parramatta

Please provide your view on the project

I am just providing comments

Submission

a range is helpful for affordable housing, I want to see a higher % so I object to this submission. It should be 15% , or at least the top of the range at 10%.

I support greater disability access, and want to see gold and platinum disability access in this plan. And I support density.

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, 8 August 2024 11:06 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 11:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Eddie

Last name

Ma

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Dulwich Hill

Please provide your view on the project

I object to it

Submission

I am objecting to this rezoning proposal due to the lack of affordable housing included in the proposal.

Of the 5000 total dwellings proposed in the TOD, only 250-500 affordable housing dwellings are proposed, or 5-10%.

This is well short of the 15% affordable housing target that was previously promised.

Sydney is in the grips of a once in a generation housing crisis, the uplift that would result from the TOD rezoning should provide a public benefit through an ambitious affordable housing target of a minimum of 15% of total dwellings to ensure low & medium income households can afford to live & work close to amenities & public transport.

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, 8 August 2024 11:09 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 11:08

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

2142

Please provide your view on the project

I object to it

Submission

Thank you for the opportunity to submit to the Hornsby TOD.

In Hornsby, I've seen firsthand the challenges many face in securing affordable housing. One of my close friends, a single mother, struggled for years to find a place within her budget, eventually moving far from her support network.

I don't believe a range is helpful for affordable housing. I want to see a higher percentage, so I object to this submission. It should be 15%, or at least the top of the range at 10%.

Moreover, these homes need to remain affordable forever, not just for a temporary period of 10 years. Ensuring long-term affordability is crucial for maintaining community stability. I also support greater disability access and want to see gold and platinum disability access in this plan, alongside increased housing density to support growth.

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, 8 August 2024 11:48 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 11:47

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

westryde

Please provide your view on the project

I object to it

Submission

Thanks for allowing me to submit in the Hornsby Precinct State Rezoning. My name is ██████. I stay at West Ryde. I work casually as a sales assistant and I am also a full-time mother of a toddler. I do not believe in the range of housing, it should be 15% or the top range. Affordable housing should be regulated by not-for-profits. The cost of living has paralyzed my finances in every aspects. Rent takes a huge chunk of my husband's income (60%). I pay 650\$ every week. My husband works 7 days a

week. Sending my daughter to a daycare is nearly impossible. After all that money, I still do not have a space with central heating and cooling. The electricity bill is frightening. My daughter wears so many layers in winter that she can pass for a sumo wrestler. Is affordable housing not everybody's basic right? If so why are we struggling to survive each week?

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, 8 August 2024 11:56 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 11:55

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

anqi

Last name

liang

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Haymarket

Please provide your view on the project

I object to it

Submission

As a worker in a supermarket as a cashier, I feel the rising cost of living. This can lead to a lot of people not having the savings to buy a house.

I have noticed that the cost of renting and the cost of living in Sydney has been rising over the past few years, which has made me want to buy a house. Especially in these years, landlords are raising rents

very high and there are a lot of things that come with living in a rented house. For example, whether you can have pets or not. But, house prices have also risen very quickly in the past few years, and they've become so expensive that I've had to seek financial support from my parents. Moreover, my salary was not enough to pay the high mortgage. At that time, I was happy and excited when I learnt that the NSW government had an affordable housing programme. I think everyone who settles in Sydney would like to have a home of their own here. Therefore, I support this programme.

However, when I read the report of this plan, I don't think a range is helpful for affordable housing. I would like to see a higher percentage of affordable housing, so I am against this proposal. It should be 15%, or at least a maximum of 10%.

I support the expansion of disabled access and would like to see gold and platinum disabled access standards included in the scheme. Ensuring that new development is accessible to all is essential to creating an inclusive community where everyone has the opportunity to thrive.

In addition, I support increasing the density of development projects in the city. This allows for more efficient use of land and resources, providing more green space and mixed-use developments that benefit the entire community. If properly managed, higher densities can improve accessibility to facilities, public transport and services, making urban living more sustainable and enjoyable. In addition, affordable housing managed by not-for-profit organizations must be supported to ensure that they remain affordable in perpetuity. Affordable housing allocations must be consistent across all sites to avoid setting a bad precedent and to ensure that all new developments contribute equally to solving the housing crisis.

In summary, I would expect you to apply a consistent 15% affordable housing requirement across all new development. This approach, coupled with strong support for disabled access and higher densities, will help to create a more equitable and sustainable community in Hornsby. Thank you for considering my comments.

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, 8 August 2024 1:02 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 13:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last

[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 support it

Submission

I am currently working within Hornsby Councils Master Plan Rezoning areas. There are so many old houses on huge blocks with in 1200metres radius from Train stains. I believe we need more town houses or Duplex rather than just units in Hornsby to keep aussie life style. I think the house owners would encourage and agree for rezoning as well. 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: Thursday, 8 August 2024 1:13 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

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

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

Parramatta

Please provide your view on the project

I object to it

Submission

Thank you for allowing me to contribute to the Hornsby TOD.

My name is ██████████, and I am a Disability Support Worker living in Parramatta. My partner and I have lived in various apartments across Sydney, constantly facing rent increases that force us to move

frequently. This is mentally overwhelming and time-consuming, requiring us to put time out of our busy schedules to find a new place, adding stress to our busy lives. The rising rents also make it difficult to find safe, accessible, and well-maintained housing which complicates the situation for us. I am not the only one experiencing this issue. I have friends who have had to sacrifice safety and accessibility to find an affordable rental unit, leaving them to live in poorly-maintained homes far away from public transport and located in low-lit areas. This instills risk and fear, affecting their daily lives and mental health from having to live in rental units like this. Affordable housing would solve this problem.

In my opinion, a range is ineffective for affordable housing. A higher percentage is necessary, it should be 15% or at least 10%. Therefore, I object to this submission.

I support closeness to transport, housing consistency across 15% across sites and affordable housing being regulated by not-for-profits.

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, 8 August 2024 1:25 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: tod-rezoning-proposal-letter_0.docx

Submitted on Thu, 08/08/2024 - 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

HORNSBY 2077

Please provide your view on the project

I object to it

Submission file

[tod-rezoning-proposal-letter_0.docx](#) (14.22 KB)

Submission

See objection letter attached.

I agree to the above statement

Yes

Dear Sir/Madam,

RE: HORNSBY TOD REZONING PROPOSAL

As a long term resident of Hornsby, I am strongly opposed to the rezoning proposal.

I am particularly concerned about the number of new dwellings being considered and the height allowed. Numerous 36 storey buildings are planned across the road from my residence and I strongly object to the increased noise and traffic these will bring as well as the shadows these buildings will cast.

The original "Hornsby masterplan" mentioned that 4,500 new homes would be built. The current rezoning proposal indicates that 5,000 new dwellings will be built in the town centre. If each of these dwellings has 1 car this means 5,000 additional cars on the road. As a lot of families have more than 1 car, this could mean 5,000 up to a possible 10,000 plus more cars in the centre of Hornsby. New buildings will probably only have 1 parking spot per unit so where will these additional cars be parked? As these new dwellings are all in a very confined area, this only equals gridlock. The roads can't handle the amount of local traffic at the moment! Not everyone will use public transport as, at times, it can be unreliable and whole weekends where track work shuts down the network makes travel even more chaotic.

Where will additional schools be built to accommodate the influx of people? Will public transport/roads be upgraded? What about essential services and additional hospital facilities? How does the government intend to support the delivery of these necessary upgrades?

Also, once these monstrosities are built (probably cheap, nasty and poorly as with other buildings in and around Sydney), what is to stop foreign investors buying units and leaving them empty to create 'ghost' buildings? Imposing a 'levy' on these buyers if they don't rent them within say 6 months is **NOT** going to be a deterrent. If they can afford to pay the exorbitant prices then a levy/fine is not going to make a difference.

Governments seem to be of the opinion that "bigger is better" but this is not the case. Less is more. While I do agree with the new greenspaces, I can see these being reduced to cram in more people. **The people who reside in and around Hornsby town centre also deserve to say they live in the Bushland Shire, not the Concrete Ghetto.**

Some Council Mayors in the Sydney metropolitan area (together with many residents) have been outspoken in saying that the proposed development will ruin their area. It's about time governments say 'no more, we are full' in order to protect current residents quality of life, mental health as well as the delicate ecosystem we coexist with.

Yours faithfully,



Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 August 2024 1:22 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 13:22

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 Hornsby TOD rezoning proposal for the following reasons.

Increased Traffic Congestion: As the population grows, more residents lead to an increase in the number of vehicles on the road, resulting in traffic jams and longer commute times.

Higher Risk of Accidents: With more cars and pedestrians in close proximity, the likelihood of accidents, including car collisions with pedestrians, increases. In recent years, this rise in population in Hornsby area, coupled with a culture of rushing, has caused many drivers to neglect their duty to yield to pedestrians at crossings. This disregard for pedestrian safety creates hazardous situations, significantly raising the risk of accidents and injuries.

Insufficient Infrastructure: Existing roads, public transport, and utilities may not be able to handle the additional demand.

Strain on Public Services: Local schools, hospitals, and emergency services may become overwhelmed by the increased population.

Noise Pollution: Higher population density often leads to more noise from vehicles, construction, and general activity, which can affect residents' quality of life, leading to stress and dissatisfaction.

Environmental Impact: More buildings can result in the loss of valuable green spaces, contribute to heightened pollution levels, and adversely affect local ecosystems.

Insufficient Amenities: Existing facilities like parks, gyms, and shops may not be able to accommodate the needs of a significantly larger population.

Potential for Increased Crime: Higher population density can correlate with increased crime rates, affecting residents' sense of safety.

Long-Term Sustainability Concerns: The rapid growth associated with such a large development may not be sustainable in the long run, leading to future issues.

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, 8 August 2024 1:55 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 13:55

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

BLACKALLS PARK

Please provide your view on the project

I object to it

Submission

My main objection is the watering down of the ministers previous commitment to up to 15% of affordable housing.

I and my family can no longer afford to live in this area despite having grown up here and we would like to see the government following through on its commitment to affordable housing here.

I feel the needs of people also the disabled amongst us, is also being steadily ignored and eroded towards the bare minimum of provision and gold or platinum access should be included consistently to maintain diversity in our communities, and I believe, maintaining tolerance and equity, in all such development proposals across the Sydney metropolitan area.

Make no mistake this is a deeply emotive and voting issue for myself and my friendship circle.
Kind 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: Thursday, 8 August 2024 2:07 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 14:07

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 wish to formally object to the Hornsby rezoning proposal. My main concerns are the strain on infrastructure, exacerbating existing issues with traffic, parking, and public transport

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, 8 August 2024 2:42 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 14:42

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

hiu ming

Last name

wong

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Parramatta

Please provide your view on the project

I object to it

Submission

Thank you for this opportunity to submit to the Hornsby TOD.

I have worked as a casual waitress, earning minimum wage. I cannot afford to miss any work and must struggle to secure at least two full-day shifts each week just to cover my rent and bills. My rent has increased from \$310 to \$360 this year. I chose to rent a granny flat near the train station due to its affordability compared to apartments or studios, and because being close to the station is vital for

my commute. However, the living conditions are unacceptable. The flat is uninsulated and infested with mould. In winter, it feels like a freezer; in summer, it becomes a sauna. These conditions have drastically harmed my health. I find it unbearable to endure the extreme temperatures and hazardous air quality. I wish I could have found another affordable option, but the fierce competition for affordable housing made it impossible.

Affordable housing is not just a necessity; it is the foundation of a thriving future for everyone. I believe that only 5% to 10% of affordable housing in Hornsby does not sufficiently address the urgent need for more affordable options. Therefore, I object to this submission.

I call for a higher allocation of 15% affordable housing in perpetuity in Hornsby, ensuring that 1 in 7 homes is affordable. Only a 15% allocation of affordable housing in perpetuity can dramatically increase my chances, as well as those of many others enduring similar hardships, of securing a safer and more suitable home.

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, 8 August 2024 2:43 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 14:43

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

parramatta

Please provide your view on the project

I object to it

Submission

My name is ██████████ and I am an process worker of Sunnyfield. I am passionate about working in the Parramatta community where I live, and I am also working for Parramatta Mission now.

The rising cost of living has significantly impacted my family, particularly through increased rent. Our rent for a 2-bedroom apartment in Parramatta went from \$600 to \$720 per week at the end of last

year. To manage costs, we moved to a smaller unit this year, but moving costs a lot of money and energy. We spent a lot of money and time on packing and buying new furniture. Additionally, childcare fees have also risen. As a result, we have had to reduce the number of days my son attends childcare to save money. Since we are a low income family, the financial burden is significant for both of us. My husband has to work longer hours to earn enough money, while I have to spend more time taking care of our son due to reduced childcare availability. Physically, we are more exhausted than we used to be. Psychologically, we are both experiencing increased anxiety compared to the past.

I am seeking a place with reliable transportation to facilitate sending my son to school, and we also need more affordable housing. For instance, it is proposed that all new residential developments within Hornsby contribute 5-10 percent towards affordable housing. I believe the maximum contribution of 10 percent is necessary. Additionally, I support affordable housing being regulated by not-for-profit organizations and being held in perpetuity. Therefore, I object to the project as it currently stands.

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, 8 August 2024 3:14 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 15:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Cedric

Last name

Parker

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

WAITARA

Please provide your view on the project

I am just providing comments

Submission

We are not just facing a housing crisis in NSW - but a situation that impacts on the quality of life for everyone in the community. I urge the powers that be to be bold by insisting that all new Build To Rent (BTR) developments have a requirement that at least 10% of units are allocated to Community Housing specialists as Affordable Housing. Those developments that are within a 200-metre radius of stations should allocate 15% of units as Affordable Housing.

In expensive suburbs, many essential workers (police, teachers, nurses, and carers) cannot afford to live where they work. This negatively affects the quality of service provided there in these occupations - to the detriment of the community.

It is also essential that Affordable Housing units are granted in perpetuity and that rents never exceed 30% of household income. This will enhance stability in each suburb and result in a far more equitable housing scenario to the benefit of 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: Thursday, 8 August 2024 3:23 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 15:23

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

Homebush West, 2140

Please provide your view on the project

I object to it

Submission

I work in International Airport, and I live in Flemington. I have lost couple of jobs and I could not afford moving to Hornsby and Epping area as the rent is too high. I want to see more affordable housing In Hornsby and i think it should be 10% minimum, however, 15% would be the best.

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, 8 August 2024 3:28 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 15:27

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

2082

Please provide your view on the project

I object to it

Submission

I have many concerns with this proposal, including:

- The 40 storey height of the buildings are completely out of step with the current character of the area and are not being accompanied by the required increase in infrastructure support and spending or community wellbeing considerations

- Waterway pollution levels are already regularly above safe levels - this will only get worse given there are no plans currently available regarding upgrades to the struggling wastewater treatment facilities

- The impact on our local fauna and biodiversity will be enormous and there are not enough details regarding safeguards for these, especially given the green corridor from the National Park directly up to the town centre will be lost

This huge development should not be rushed through given the enormous detrimental impact it will have on our community and lifestyle, the wildlife, traffic, and waterways.

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, 8 August 2024 4:02 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

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

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

Revesby, NSW 2212

Please provide your view on the project

I object to it

Submission

I am a renter who currently lives in a house over 20 minutes walking distance from the train station and groceries. Due to rapidly increasing rents, I cannot afford to rent a room closer to the train station or the centre of the suburb. This situation has become very frustrating for me. My daily commute to work takes excessive time, and carrying bags of groceries for over 20 minutes is challenging. Alternatively, taking a bus between the train station and my home adds extra transportation costs.

Regarding the range of 5-10% of affordable housing in the TOD proposal, I believe it is not reasonable. I want to see a higher percentage, so I object to this proposal. It should be 15%, or at least the top of the range at 10%.

TOD projects often lead to significant investments in infrastructure and amenities, making these areas more attractive and increasing property values. Without a higher percentage of affordable housing, renters like me would be priced out of these communities. By providing affordable housing near transit hubs, we can significantly reduce transportation costs. Proximity to reliable public transportation means we can save money, allowing us to allocate more of our income to other essential needs.

In addition, affordable housing in TOD areas can provide greater access to job opportunities, education, and other essential services. Proximity to transit can open up a wider range of employment options, potentially leading to better job matches and higher wages. This can significantly improve the quality of life for renters like me.

Given these compelling reasons, it is clear that a higher percentage of affordable housing in TOD projects is essential. A commitment to 15% affordable housing, or at least the upper limit of 10%, would better align with the goals of fostering inclusive, sustainable, and thriving communities.

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, 8 August 2024 4:24 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 16:24

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

Parramatta 2150

Please provide your view on the project

I object to it

Submission

I am living in Parramatta. I have personally witnessed how expensive the cost of living especially the transport fare and rental fees. According to my experiences as a casual worker, I do not have guaranteed shift which means no guaranteed earning as well. In relation to my experience, whenever there are shifts available, I tend to take them despite of the distance in between areas. Based on my perspective and opinion, I can see how important this project is to many people because closer

transport can bring not just convenience to individuals but most importantly, it can add up to the household income. According to my perception, I would like to propose to increase the affordable housing to 15% across all sites to support in bringing long term solution not just to housing crisis, but also to the other underlying problems associated with high cost of living.

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, 8 August 2024 4:58 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 16:58

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

Thank-you for the opportunity to review and comment on the Masterplan for Hornsby. Whilst I acknowledge that change is inevitable for Hornsby and Sydney in general, and I actually do support a development plan with a modest increase in population,

I do not support the plan proposed based on the following:

1/ Towers of excess of 36 stories.

- Towers of this height reduce sunlight to the immediate neighborhood
- Will the existing Westfield Hornsby structure be demolished whilst these towers are being built?
- Demand for electricity may be more excessive and in my opinion, the Hornsby precinct electricity grid seems to be unable to cope with existing demand (to the best of my knowledge, I recall there have been three blackouts within the past 12 months, all exceeding 3-4hours)

2/ Road Infrastructure and Car Parking

- I do not see any evidence where the existing road network will be upgraded to cope with the amount of additional traffic expected to be generated.
- I acknowledge that additional car spaces will be provided however this does not seem enough to cope with a growing population. My understanding is that not all residences will be provided with car spaces. Where do those without a car space park their car? Street parking currently is limited.

3/ Green Space

- Whilst I acknowledge that additional green spaces will be provided, I question whether it will be enough to cope with the demand of an increasing population

4/ Current Industry along George, Hunter Sts and on the Western side of Hornsby

Whilst I appreciate and acknowledge that these areas are prime for residential development, where do the existing businesses relocate to?

- Where do existing jobs go if these businesses are closed down?

Once again, thank-you for providing the opportunity to review and comment

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, 8 August 2024 5:25 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: 8-august-2024---minister-paul-scully---submission---tods---teresa-brierley.pdf

Submitted on Thu, 08/08/2024 - 17:22

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

SPEERS POINT 2284

Please provide your view on the project

I am just providing comments

Submission file

[8-august-2024---minister-paul-scully---submission---tods---teresa-brierley.pdf](#) (48.96 KB)

Submission

I have submitted a file for my submission seeking an increase in the provision of the number of affordable housings.

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, 8 August 2024 5:40 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 17:39

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

Hornsby, 2077

Please provide your view on the project

I support it

Submission

While development is expected, the total hapless way that nothing else is considered always amazing me.

For example; With all the new housing you are suggesting, families will come. Families have children. Children need to attend schools. The schools in Hornsby area are already at capacity, yet no

consideration is ever given to providing extra schools in these plans. Not to mention the traffic around the already existing schools. Nothing is ever done. There was a planned Coed high school back in the early 1980's towards the end of Somerville Road, but that land was sold off. Stop making the same ridiculous mistakes over and over again please.

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, 8 August 2024 5:41 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 17:41

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Byles Creek Valley Union Inc

Last name

Byles Creek Valley Union Inc

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Beecroft 2119

Please provide your view on the project

I object to it

Submission

HORNSBY TOD REZONING PROPOSAL

Byles Creek Valley Union Inc. is a community group set up with the aim to protect the unique Byles Creek Valley as well as the natural environment, biodiversity and heritage especially those within the Hornsby LGA. We therefore have numerous concerns about the potential introduction of the TOD.

BIODIVERSITY AND TOPOGRAPHY

Hornsby Shire locally nicknamed the “Bushland Shire” is set on ridge tops surrounded by bushland. This means the Shire is rich in biodiversity but it also means we have a responsibility to the numerous threatened and endangered species and populations of both flora and fauna that rely on the urban edges for habitat and connectivity.

Our suburbs are built often on ridgetops and for this reason in the past our suburbs were established by those wishing to escape the smog and congestion of the “big” city to find a healthier lifestyle whilst sensitively living amidst nature. This led to a camaraderie where locals then set up groups such as the Beecroft Cheltenham Civic Trust and eventually Byles Creek Valley Union Inc to ensure the ongoing protection of the natural environment that makes these areas so important for the continued survival of our vitally important natural world. As David Attenborough has stated, we are NOT the only species on this planet and it is time humans learnt to take care of this world and all species which rely on it for survival.

The Valley is home to a local Critically Endangered Population of Gang-gang cockatoos and this area is documented as the last breeding ground of the Gang-gangs in metropolitan Sydney. It is also a stronghold for successful breeding of Powerful owls as well as being home to numerous documented threatened and endangered species.

KNOWN AQUIFERS AND IMPACT OF TOD ON WATERWAYS INCLUDING THE SYDNEY HARBOUR CATCHMENT

More precisely, the waterways in our suburbs of Beecroft and Cheltenham feed into Lane Cove National Park via the pristine Byles Creek and Devlin Creek, the Lane Cove River and then Sydney Catchment. We have numerous underground springs and aquifers and past SEPP developments requiring excavation have resulted in ongoing issues due to the interruption of these aquifers. Multi storey developments as will be potentially built as a result of the TOD are most likely to exacerbate these issues. Furthermore, the impact of stormwater runoff, stormwater and sewage infrastructure, erosion and sediment control, has already been documented as causing ongoing degradation of the waterways as well as habitat to native species of both flora and fauna.

BUSHFIRE

The valleys and ridgelines in Beecroft and Cheltenham especially on the eastern side of the railway are extremely steep. Development especially in this part of Beecroft is extremely limited due to slopes greater than 18 degrees and therefore flame zone ratings. This is not an area where high density development is appropriate as it would be putting existing and future residents at risk. The infrastructure is insufficient for the already existing requirements of Planning For Bushfire Protection 2019. This seems to be greatly ignored by many Bushfire Consultancy Companies with past APZs in Flame Zone including one being a mere 60cm backing onto and deep within Byles Creek Valley, heavily forested, over 18 degrees under the threat and where other developments have required 65 metre and 56 metre APZs.

It would appear Consent Authorities including Councils but more importantly the Bushfire Consultants require greater scrutiny.

OEH and NATIONAL PARKS

Consent Authorities must take into account the impact of proposals on National Parks and their waterways.

The valleys and connectivity to Lane Cove National Park and Pennant Hills Park provide habitat to threatened and endangered species as is documented in numerous reports including the extensive

research in the Study for the Byles Creek Planning Proposal. This is presently in front of the NSW Dept of Planning and is at the finalisation stage. Regardless of the outcome of the Planning Proposal, the results from the Byles Creek Study have clearly demonstrated the unsuitability of this area and any of catchment to Byles Creek including the further valleys and tributaries not included specifically in the reports.

Similarly in Hornsby the impact upon Berowra Valley National Park must be considered as again the town centre is on a ridge adjacent to Hornsby Park which adjoins the Berowra National Park. Again, the impact must be considered and it should be considered now when this TOD is being assessed. There are parts of Sydney where the TOD is inappropriate and will cause long term impacts upon biodiversity, connectivity, existing green corridors and as a result threatened and endangered species and populations will be in even more dire situations than there are presently. As Australia already has the worst record of extinction of native species, this further nod to inappropriately site higher density construction would be potentially catastrophic.

CONSTRUCTION

All higher density constructions must start to take into account the impact on birdlife and nocturnal animals. Hornsby Shire and especially Beecroft and Cheltenham are local strongholds for Powerful Owls and also their prey consisting greatly of possums.

While there are recovery plans which are to be considered, it appears the consideration is minimal whilst development is forefront. Loss of mature canopy and hollow bearing trees and then loss of open space able to accommodate replacement like for like large trees is majorly adding to the demise of prey species and as a result, Powerful Owls. There MUST be setbacks all around all but most importantly around these higher density constructions.

Night lighting MUST be appropriate and comply with Australian Standards for nocturnal animals in ALL new construction and be an ongoing condition for the developments once constructed.

Glass panels should be avoided but if used MUST be non reflective as glass panels that reflect kill and injure an inordinate amount of birds, including our Powerful owls.

Construction hours must be restricted and known habitat for Powerful owls must be fully protected with NO development within 100 metres of a known nest tree.

HERITAGE

It seems the TOD does not adequately but MUST take into account the heritage of areas. In the past these areas with examples of special development, outstanding properties of significance and old mature gardens have been classified for decades as Heritage Conservation Areas. These have and should continue to have special protections from development which would impact or even in many cases destroy this heritage fabric.

CONCLUSION

We do not believe the TOD as proposed allows for unique suburbs with unique requirements be this biodiversity values, connectivity, canopy and significant forested gullies, habitat for threatened and endangered species and populations, severe bushfire risks, proximity to National Parks, steep topography, pristine waterways etc. Such areas MUST be assessed on their merits and some completely removed from the TOD altogether such as Beecroft and Cheltenham.

BCVU Inc. thank you for considering our submission as we are extremely concerned about the potential impact of the TOD on Hornsby Shire particularly Beecroft and Cheltenham.

Yours sincerely

Byles Creek Valley Union Inc.

AGAIN -WE ARE NOT THE ONLY SPECIES ON THIS PLANET - WE MUST THEREFORE ENSURE ALL SPECIES HAVE THE ABILITY TO SURVIVE AND THRIVE.

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, 8 August 2024 6:03 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 18:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

William (Bill)

Last name

Aitken

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 am just providing comments

Submission

Having worked for over 15 years to encourage local, state and federal governments to increase the availability of both social and affordable housing in the local, state and wider communities, I support the overall concept of the Hornsby TOD with some concerns and reservations, given the deepening of living costs and current costs of construction.

1. These concerns are exacerbated when one considers that the current median rental for a 2br

apartment in Hornsby LGA is approx. \$700 p.w. and that the usual definition of 'affordable' is taken as 30% of gross earnings, meaning that a household paying such a rental would need an income well in excess of \$100,000.00 per annum. For many in the state public service, police, nurses etc. who work in the area - is this Housing affordable? And how many of the 3,450 workers in jobs claimed to be created by the TOD will become local residents?

2. This raises the next point: the number of proposed affordable rental homes is being set at between 5 and 10% or between 250 and 500. This is hardly something to get excited about when Council's own Town Centre Masterplan set the Affordable figure at 11%

As this current plan will not reach fruition until around 2040 one wonders what the community's needs will be then.

The percentage must be set at the upper level and the Government should seriously consider a percentage of the planned houses to be given over to Social Housing.

3. While we are given assurances of the \$250 million Infrastructure Fund, where is the allowance for new schools, new hospital and medical services - these were not mentioned in what I read.

4. To increase density and accommodate around 10,000 new residents in silos that will go from 35.5m in height to 144m (40 floors) will impact negatively on a community that has always been committed to family and space.

5. There needs to be clearer definition as to the impact on transport, parking and general amenity and how both existing and future residents will cope.

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, 8 August 2024 6:06 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: submission---hornsby-tod-precinct-regis-aged-care.pdf

Submitted on Thu, 08/08/2024 - 18:05

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

Sydney

Please provide your view on the project

I am just providing comments

Submission file

[submission---hornsby-tod-precinct-regis-aged-care.pdf](#) (463.69 KB)

Submission

See attached submission file.

I agree to the above statement

Yes



**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Ltd
ABN 50 105 256 228

8 August 2024

Mr Luke Downend
Manager, Place and Infrastructure Planning, Land Use, Strategy and Housing
Department of Planning Housing and Infrastructure
[REDACTED]

Dear Luke,

SUBMISSION - HORNSBY TRANSIT ORIENTATED DEVELOPMENT PRECINCT - 245-249 PEATS FERRY ROAD HORNSBY

Urbis Ltd has prepared this submission on behalf of Regis Aged Care Pty Ltd (**Regis**) in response to the public exhibition of the Explanation of Intended Effect (**EIE**) for the Hornsby Transport Oriented Development (**TOD**) Precinct rezoning proposal which the NSW Department of Planning, Housing, and Infrastructure (**DPHI**) has placed on public exhibition until 9 August 2024.

We have prepared this submission in the context of the Regis landholding at 245-249 Peats Ferry Road Hornsby (**the site**), which consists of seniors housing and one dwelling house.

For our review of the exhibition material, we understand the vision and objectives for Hornsby's TOD Precinct rezoning proposal aim to bolster the housing supply in the Hornsby Town Centre, diversify land uses to include residential, commercial, and recreational spaces within a walkable distance from the Hornsby train station, and enhance the community's vibrancy through attractive public spaces. The EIE also seeks to increase affordable housing and align closely with the objectives and outcomes of the Hornsby Council's (**Council**) adopted Hornsby Town Centre Master Plan 2023, fostering a dynamic urban centre. The **site** offers a strategic opportunity to actualise this vision, with the potential to meet housing and place objectives outlined in TOD EIE.

Regis makes the following submission requests to the public exhibition of the Hornsby TOD EIE:

1. **Include 245-249 Peats Ferry Road Hornsby in the Hornsby TOD Precinct Boundary** due to the sites strategic location within a 1,200-metre walking distance of the Hornsby Rail station and Town Centre, its capacity to accommodate additional height and density its size and its single ownership.
2. **Capitalise on the opportunity to provide additional housing in Hornsby** in an existing low density residential area within 1200m of the Train Station and Town Centre in line with the TOD principles, rather than restricting additional housing only to the town centre.
3. **Respond to the aging population in Hornsby LGA** and provide increased opportunity for diverse housing options such as seniors housing in close proximity to the Hornsby Train Station and Town Centre.

1. REGIS AGED CARE PTY LTD

Regis is one of Australia's leading aged care and senior housing providers, and currently cares for over 7,200 individuals across Australia.

The mission at Regis is to empower its residents to lead fulfilling lives and achieve their wellbeing goals. Regis' services include retirement living, residential care, home care, respite care, and day therapy programs. Regis is committed to delivering projects that enable senior residents to live with choice, dignity, and well-being. Regis Hornsby provides 70 single rooms for residents. Regis is looking to redevelop the site and potentially expand the seniors housing facility.

2. THE SITE

The site is an irregularly shaped "L" lot, intersecting Peats Ferry Road, Watson Avenue, and Silver Street, as depicted in Figure 1. It is legally identified as Lot 2 /DP736748, and Lot A and B/ DP384457. The southeastern portion houses the Regis Aged Care facility. The northeastern portion, specifically at 249, is a residential dwelling which is heritage listed under the *Hornsby Local Environmental Plan 2013* (LEP).

A key feature of the site is its proximity to public transport and amenities, being just **1.1km walking distance (approximately 10 minutes)** from **Hornsby Railway Station and Hornsby Town Centre** (refer to Figure 2).

The total area of the site is 7050m² and it is under single ownership. This unique combination of features presents a range of opportunities for future development.

The site is zoned as R2 Low Density Residential under the LEP. This zoning permits the development of Seniors Housing, aligning with the existing use of a portion of the site for aged care.

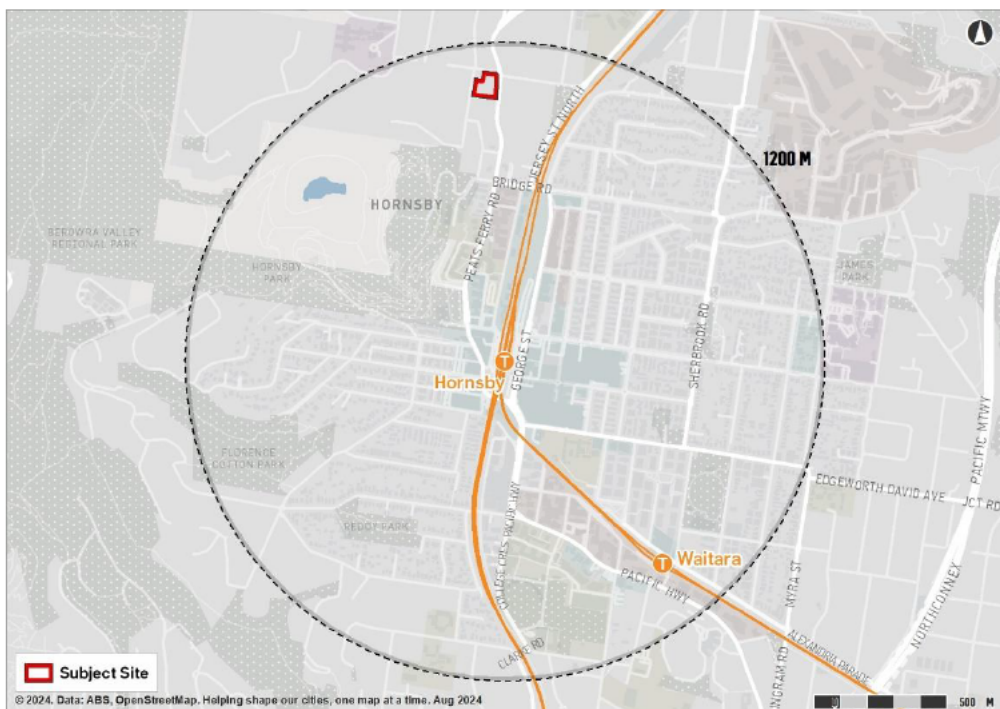
The site is subject to an 8.5m height limit. There is no specified floor space ratio and there is a minimum allotment size of 500sqm. The surrounding area is primarily composed of low and medium density residential housing.

Figure 1 – Site Location



Source: Nearmaps

Figure 2 – Site Context within 1200m radius from Hornsby Station



3. INCORPORATE THE SITE INTO THE TOD TIER 1 PRECINCT BOUNDARY

The EIE acknowledges that the TOD Tier 1 precincts initially identified a 1,200-metre radius for potential rezoning. However, the subsequent refinement of the precinct boundary to align with Hornsby Council's Town Centre Master Plan unfortunately led to the exclusion of this site and its surrounding low density residential area from the TOD Tier 1 precinct boundary.

This decision overlooks the site's strategic location within a short walking distance of the Hornsby Station and Town Centre, which aligns with the principles of TOD.

Moreover, the site's status as a large, single-entity owned landholding uniquely positions it to expedite the delivery of housing and infrastructure. Unlike other areas within the precinct, it is free from the constraints of lot amalgamation, enabling a more efficient development process.

The EIE outlines that it is proposed to increase the maximum building height within the Precinct to a range between 16m – 144m (up-to 40 storey buildings) and an FSR range to between 2:1 FSR to 8:1 FSR. The proposed site and surrounding sites within proximity of the train station could comfortably accommodate an increase in the maximum building height to and FSR and should be considered in future modelling of heights and densities.

The site's capacity to accommodate additional height and density, along with its large size of 7050m², makes it well-suited to manage potential impacts of increased development. Delivery of housing in well-located areas, and residential density on the proposed site would be a consistent response by the Government to align its policy and actions. Furthermore, a density uplift on the site would also demonstrate a stronger alignment key Government priority for more 'diverse' housing, in this case being seniors housing.

Given these factors, Regis proposes an amendment to the TOD Tier 1 precinct boundary to include this site and expand the boundary to 1200m.

Regis strongly believe that this inclusion would be a key strategic move to incentivise its site redevelopment aspirations.

Such a density uplift aligns with the broader goals of the Hornsby Local Housing Strategy 2020 and the TOD EIE and contributing to the sustainable growth of the Hornsby area. This amendment would ensure that the principles of TOD are fully realised, promoting sustainable, transport-oriented development in Hornsby.

In terms of seeking specific built form controls, our client has not been able, in the short time available to undertake design analysis to establish a precise density increase.

We'd therefore welcome the opportunity to engage with DPHI post exhibition on this aspect. Should DPHI wish not to re-exhibit changes and proceed to finalise with minor changes to areas designated for change, we request that site be identified as a site suitable for further investigation with DPHI to provide some strategic status and clarity for Regis to embark on a master planning exercise.

4. CAPITALISE ON THE OPPORTUNITY TO PROVIDE ADDITIONAL HOUSING WITHIN HORNSBY LGA

The Hornsby Local Housing Strategy 2020 (Housing Strategy), states that 70% of Hornsby Shire is comprised of National Parks and reserves, and thus is non-developable land. It's clear that there are limited locations for additional housing within the Local Government Area (LGA).

The Urban Design Framework (UDF), prepared by Cox Architecture, aims to review, validate and clearly document the proposals and strategies within Hornsby Shire Council's Hornsby Town Centre Masterplan that align with the objectives of the TOD program.

The UDF's strategy of increasing land use intensity on both sides of the train station aligns with the principles of TOD. This approach supports anticipated growth while maintaining a compact centre and preventing urban sprawl. However, given the limited availability of developable land in Hornsby LGA, there is a significant opportunity to expand the precinct boundary and increase the height and density of sites within a close walking distance of the Hornsby train station. This approach would not only maintain a compact and well-managed centre, but also maximise the potential for additional housing in Hornsby.

Overlooking sites that are capable of uplift and are conveniently located near the station and town centre is a missed opportunity in terms of housing supply and diversity. Therefore, it's crucial to identify and consider compatible sites for potential development and include them within the expanded TOD Tier 1 Precinct boundary of 1,200 metres. This strategic move would effectively utilise available land, cater to the growing housing demand, and contribute to the sustainable growth of the Hornsby area.

The master planning and technical studies undertaken by DPHI are a step in the right direction. However, it's crucial to broaden the perspective and consider the wider Hornsby area (1,200m from the station) for additional housing. This is indeed a unique opportunity to provide more housing in close proximity to rail and town centre locations, and it's essential to capitalise on it.

5. RESPOND TO THE AGING POPULATION IN HORNSBY LGA & PROVIDE INCREASED OPPORTUNITY FOR DIVERSE HOUSING

As identified in the Hornsby Local Housing Strategy 2020, (Housing Strategy) demand for residential aged care and seniors housing is likely to continue. The Housing Strategy notes that more housing diversity is needed to meet the needs of Hornsby's evolving households, age structures, incomes and cultural backgrounds.

Hornsby's growing aging population require a range of housing options to meet different needs. The Housing Strategy confirms there is strong support from communities for an increase in housing diversity, balanced with the protection of the character of neighbourhoods. To enable people to age in place there needs to be well located seniors living development close to services including transport, health services and retail.

Seniors housing developments should not just be about providing a roof over heads, but also about fostering social connections, promoting physical activity, and ensuring easy access to essential services like transport, health services, and retail. This is crucial for supporting the wellbeing and engagement of our ageing population. The current TOD precinct may inadvertently limit the availability

of seniors' developments in areas that support these essential aspects of ageing well. This is a concern that needs to be addressed.

The TOD program presents an excellent opportunity to respond to this challenge. By expanding the precinct boundary and increasing the height and density of sites within close proximity to the Hornsby train station, this will create more opportunities for diverse housing options, including seniors housing. The Regis site provides this opportunity.

This strategic move would not only cater to the growing demand for seniors living but also contribute to the sustainable growth of the Hornsby area. It would enable the ageing population to live in well-located, vibrant, and connected communities, close to essential services and amenities.

6. SUMMARY & RECOMMENDATIONS

The vision and objectives for Hornsby's TOD Precinct are designed to enhance the housing availability in the Hornsby Town Centre, broaden land uses to encompass residential, commercial, and leisure areas, all within walking distance from the Hornsby train station

Regis proposes the following recommendations for the Hornsby TOD EIE public exhibition:

1. Expand the Hornsby TOD Precinct Boundary to 1,200m from the station to include 245-249 Peats Ferry Road and 1 Watson Avenue, Hornsby, and either establish a set of new planning controls or identify the site for further investigation.
2. Broaden Hornsby's vision to include more housing near within 1200m of the Hornsby Train Station and Town Centre, not just within the town centre.
3. Address the needs of Hornsby's ageing population by creating more opportunities for diverse housing options

Regis welcomes the opportunity to work with DPHI on the refinement of the Hornsby TOD Precinct and look forward to ongoing dialogue on the subsequent detailed master planning and planning control implementation.

If you have any question with respect to this submission, please contact either Belinda Thomas on [REDACTED] or the undersigned.

Yours sincerely,

A handwritten signature in cursive script that reads "Stephen White".

Stephen White
Director
[REDACTED]
[REDACTED]

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 August 2024 6:20 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 18:19

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

North Parramatta

Please provide your view on the project

I object to it

Submission

I appreciate this opportunity to submit my thoughts on the Hornsby rezoning proposal

I am a resident of North Parramatta, being born at Westmead hospital, I have lived in Australia my entire life and seen the opportunities this county can provide. I work in the portable air conditioning business. My role consists of maintaining, delivering and installing cooling systems for banks, police

stations etc. As my skills are transferable to other companies, this allows me to work in different areas of greater Sydney. The only issue I encounter is that there is not enough affordable housing for these areas.

I believe that affordable housing set in perpetuity is an important thing to maintain. Another thing is that there should be no range for affordable housing, the highest percentage of 10% should be met.

Thanks for your considerations.

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, 8 August 2024 6:33 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 18:33

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

barbel

Last name

winter

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Newcastle

Please provide your view on the project

I object to it

Submission

the labor government promised up to 15% social/affordable housing in all Tier 1 ToDs

the allocation is way too low

I expect the Libs to be in the developers pockers

this is not worthy of a Labor Government..

how does this deliver to essential workers and deliver socially just outcomes??

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, 8 August 2024 7:43 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 19:42

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

Issues of concern .

The dwelling population is planned to rise from 181 to 5168 .Currently the occupants are served by the Hornsby Aquatic & Leisure Centre .However it remains as is ?

The local open sore of Hornsby The Brick Pit has not been included in this master Plan ? Why not Solar energy is the manstream method of climate change recovery . This has a diplomatic nod in this

plan .Wake up please ,this impacts on my Grandchildren.

Commuter car park . Do you think the existing facility will be OK ,not so it needs the same expansion
,Hornsby /Asquith side streets are choked with cars now ,your plan will amplify this problem . Do
something about it PLEASE

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, 8 August 2024 8:46 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: submission---simpson---2024-08.pdf

Submitted on Thu, 08/08/2024 - 20:44

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, 2077

Please provide your view on the project

I am just providing comments

Submission file

[submission---simpson---2024-08.pdf](#) (65.3 KB)

Submission

Thank you for the opportunity to make a submission. My thoughts, suggestions and comments can be found in the submission file.

I agree to the above statement

Yes

Submission by [REDACTED]

August 2024

Our family has lived in Hornsby Heights for 4 years, having a mini-tree change from the centre of Blacktown, where we lived for 20 years. We have appreciated that Hornsby is an urban centre, but on the edge of the bush. For work I commute to the city via train and my partner travels by car to the Westmead Health precinct. We do our shopping in Hornsby and utilise local gyms, restaurants and other facilities. Whilst in some ways I would prefer Hornsby to remain at its current density, I recognise the need for additional housing, and can see the benefits to amenity that more residents can bring. Having seen and lived through some changes in Blacktown as well, I know that if not done well, it could lead to long term issues that wouldn't easily be resolved.

In no particular order, there are some key areas that I think need better consideration

Zones

I personally think that the precinct boundary map does not encompass enough space and that there are many older low-rise apartments in close proximity to the proposed precinct that are ripe for recycling into more suitable modern buildings (albeit with sensible height restrictions).

To the west of the train line, the zone should extend south to Webb Avenue, East To Frederick Street and North to Dural Street. Noting that it should include apartment buildings along Peats Ferry Road up to Watson Avenue.

On the Eastern side it should extend from Bridge Road in the north to Sherbrook Road in the east and Edgeworth David Avenue in the South.

For the Western Heritage zone, pedestrianising Station St would be great, but to consider a lot of the building stock on Coronation/Station/Peats Ferry as "Heritage" ignores the ugly brutalist building along with others that could/should be torn down. There are obviously some buildings that would be great to retain, but the demise of many others would not be lamented. If this zone could actually become village like with restaurants, cafes, small retailers and light traffic (with sufficient parking) then it would be a jewel in the district. I often smile at the mural in Dural Lane, which is an idealised version of what the zone should be like, but falls well short of.

In all zones, and whilst recognising the need for affordable housing, new developments must be attractive places to live for diverse needs, not penalty boxes for those unable to afford a house. By making apartments that are attractive and commodious, there is the ability to attract downsizers and other types of accommodation seekers, making housing stock more attainable to more people.

Public Transport

I agree with the proposal to move bus interchanges to each side of the station at the northern end and to open up a northern entrance and concourse to the station.

I agree that making a one way loop on the western side by putting a street from opposite St Peter's Anglican at Hornsby through to Jersey Street and making a one way loop to Coronation street makes sense.

Public Transport Parking

The new car commuter car park on Jersey Street is excellent except for a few points:

- There is no northern access to the station
- The pedestrian crossing of Jersey Street is poorly lit and dangerous.
- There are far too few car parks. I am aware that Transport NSW has concerns regarding induced demand, but it would be appropriate to triple the number of spaces.

Multi-level car parks with sufficient access in and out on both the eastern and western side of the train line are a necessary part of ensuring that the infrastructure matches the current and future need.

Regular Parking

Not only is there a need for commuter parking, but also for shopping parking. Whilst it would be nice to dream that people will walk, cycle, bus or train to the shops, most will still drive, and having access to reliable parking on both the eastern and western sides is critical, and not have it overrun by people who can't get a park in their apartment. A replication of the RSL multi-level car park across the William St to Dural Street public car park would be great

Apartment Parking

I would welcome the opportunity to accompany anyone involved in providing apartment approvals in reviewing the streets around areas already considered medium or high density, such as Lords Avenue in Asquith, or any other part of Sydney.

Current requirements for the provision of parking in apartment buildings are woefully inadequate, with a vast overestimation of how people will prefer public transport. This unfortunately ignores reality and reduces the amenity for both the apartment dwellers and the surrounding area, benefitting no one. Each apartment should have access to two car spaces. The streets in the precinct and surrounds will be terrible otherwise.

Traffic Management

This is one of the key areas of concern. Hornsby was always a bottle neck which I can still remember from when I was a little kid in the back seat going to visit my grandparents on the Central Coast before the freeway was open. The lack of sufficient suitable crossings of the train track is the primary reason for this. If the plan is to increase density, then realism must reign and planners concede that traffic volumes will increase in line with the real population numbers, not based on a belief that new residents will be "activated" and won't use their cars as much.

If we accept that:

- Clarke Road in the south is not suitable for heavy traffic volumes.
- Baldwin Avenue at Asquith is awkward and unsuitable to turn north onto the highway (or indeed needs its own set of lights to allow that to occur safely).
- Ku-Ring-Gai Chase Road and Yirra Road at Mt Colah already serve as a dog legged outlet from NorthConnex and the freeway, which do not (in their present form) have much capacity for increased volumes.
- The intent is to try and keep traffic on the southern end of Peats Ferry Road to local traffic,

Then Bridge Road becomes a critical piece of infrastructure. This is despite it being a poor choice given the two turns involved, which increases the transit time compared to a normal intersection and means the traffic that can get through each change of lights is reduced.

To get from east to west and north to south these are the routes that need improving:

- Pacific Highway / George St / Bridge Rd / Jersey Street North, which is by default the main thoroughfare. Particularly bad is heading south where the phasing of lights at the Peats Ferry/ Westfield Car Park/Edgeworth David intersection is terrible and causes cars to bank back.
- Pacific Highway / Ingram Road / Myra St / Edgeworth David / Sherbrook Rd / Bridge Road / Jersey Street North. This could be a secondary alternate route which skirts around the centre of Hornsby. This would require significant upgrade to a number of the mentioned roads, with dual lanes, consistent 60km/h speed limit and reduced street parking, along with improvements to the intersections of Edgeworth David Avenue and Myra Street and the double roundabout at Sherbrook and Bridge Rds.
- With further improvements to the kink in Sherbrook Road north of Bridge Road, some traffic could be directed north towards the Yirra Road crossing, taking some pressure off the Bridge Road crossing.

General and Other Notes

There are a few other areas to consider:

- With increasing population in the north west of Sydney and if Hornsby grows as a centre, then more traffic will come through Galston Gorge, however little suited it is to the task. Effectively that means that parking on Peats Ferry Road between Galston Road and Bridge Road needs to be removed at all times of day.
- The Fire Station on Bridge Road may need to be relocated. Given the existing traffic density, my concern is that it will become increasingly difficult for the emergency services to get through traffic build ups at peak times.
- Right hand turns from George Street into Linda Street need to be prevented to ensure a better flow of traffic.
- Asquith. Whilst increasing density, allowing for the shops on the Pacific Highway at Asquith to be redeveloped to an appropriate height would be a good move. Ideally you would turn the front of the shops towards Wattle Street, and redirect Wattle Street through 7 Amor St (potentially resulting in a roundabout connecting Wattle St to Lords Avenue) merging the Church of Christ to the Shopping Block. By allowing the height to be increased both the shops along the Highway and the Coles and Chemist sites could be redeveloped, and with a light traffic Wattle St connection, a small village feel could be achieved.
- As an example of apartments done wrong, parking on Amor St between Bouvardia St and the Highway and along Lords Avenue in Asquith should be restricted to one side only, as all the excess cars from the apartments make getting down either road impossible if two cars are trying to pass.

Conclusion

Whilst it would be lovely to press pause and have no development, I know that's not going to happen, but if the need is there, then the infrastructure needs to be there to support it BEFORE it

all happens. Reducing the amenity of the areas will only deter people from moving there and annoy the existing population.

I will confess I would like to go into more detail and be more specific and have done more research for this submission, but time constraints mean I have been able to do little more than make mere suggestions, without sufficient science, but sufficient experience in living in both this area, as well as other places where density was increased.

I welcome any opportunity to discuss further.

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 August 2024 9:06 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 21:06

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Marguerite

Last name

Dale

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Wahroonga 2076

Please provide your view on the project

I object to it

Submission

I have been part of a Social Justice group for over 20 years and our concerns and lobbying for affordable housing over the years have so far fallen on deaf ears.

A particular case in point was the development of units in College Crescent in 2005 which had initially included a number of units earmarked for affordable housing. These were forgone in favour of

extra parking.

It is gratifying to learn that the housing crisis has finally been taken seriously, with Council now willing to allocate 5-10% of all new developments in the TOD to affordable housing.

However, it is my concern that the target should be at least 15% as rents have become way out of range of essential workers such as first year teachers, police and nurses. Two bedroom units go for around \$600 per week so that would mean that the occupants would need a salary of \$102,000 pa to cover all living costs.

It is essential that an allocated Housing Commissioner or Community Housing Provider be in charge of managing the units in perpetuity.

Please ensure that there is a range of 2 and 3 bedroom units to accommodate families and that the rents are capped at 30% of the occupants income if at all possible.

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, 8 August 2024 9:42 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 21:41

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

2076

Please provide your view on the project

I support it

Submission

I support the proposed Transit-Oriented Development (TOD) project but have significant concerns that need addressing before final approval.

While housing development is essential in NSW, it appears that the State Government, in its push to increase housing supply, has not adequately planned for the necessary infrastructure investments to

support this growth.

My primary concerns, based on the publicly available information, relate to four key areas: school funding, parks and playgrounds, affordable housing, and sewerage infrastructure.

1. School Funding

Primary schools within the Hornsby LGA are already struggling to accommodate the growing population. Moreover, the availability of government school options in the area is limited. Normanhurst Boys and Hornsby Girls are selective schools, while Asquith Boys and Girls are single-sex schools that require significant investment to cope with projected population increases due to the proposed rezoning. This need for investment also extends to Pennant Hills High School, Ku-ring-gai High, and Turramurra High, which, though outside the Hornsby LGA, serve local residents.

The TOD team's communication indicates that their analysis shows sufficient space to accommodate population growth. However, space alone does not equate to adequate facilities. My first-hand experience with these schools suggests that many are already operating at capacity. If further research has been conducted by the TOD team or the Department of Education, it has not been made public and should be. Immediate investment in educational facilities is crucial.

2. Parks and Playgrounds

As the population in Hornsby LGA continues to grow, ensuring adequate green space for recreational activities is essential. Westleigh Park was intended to address this need, but the recent decision by the State Government to demand the return of \$36 million in funding threatens to derail this project. Our area is already known for its lack of sufficient sporting facilities.

Adding over 12,000 new residents to Hornsby without a corresponding increase in recreational and sporting facilities is untenable and will exacerbate existing deficiencies.

3. Affordable Housing

Housing is a basic human right, yet the proposal to build only 250-500 affordable homes is insufficient. The Hornsby LGA is one of the most expensive areas in Sydney, and as a renter, I can personally attest to the challenges of finding affordable housing here. Additionally, many of these affordable homes are only guaranteed for a 10-year period, meaning that as the population grows, the availability of affordable housing will diminish.

It is imperative that more affordable housing be made a mandatory component of the Hornsby TOD development. While this may slightly impact the profits of property developers, it will have a significant positive impact on the lives of those who need access to these homes.

4. Sewerage Infrastructure

The Hornsby Heights wastewater treatment plant is already at capacity as of 2024, and the West Hornsby plant, which is likely to serve the new developments, is expected to reach capacity by 2026. Despite this, there has been no indication of planned investments in wastewater treatment facilities to meet the increasing demand. This is particularly concerning given the potential for more wastewater to enter our waterways, especially as climate change increases the frequency of storm and flooding events.

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

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, 8 August 2024 11:37 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 08/08/2024 - 23:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Ryan

Last name

Nguyen

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

I am living in Rhodes now.

Please provide your view on the project

I object to it

Submission

Thank you for the opportunity to submit to the Hornsby TOD.

I'm a young person finishing my last semester of a Master Degree. I have moved out from my family for 3 years to live independently. During this 3 years of living independently, I have moved 6 times, among which at least 4 times were due to the increase in rent and I was not be able to afford, even I

always work maximum hours allowed during my study time and holiday time. I went from being able to afford my own space in a studio only 2 minute walk from the station with the price \$300 to paying \$350 for a single room in a shared apartment 10 minute from the station and not even having my freedom to live because the landlord put the camera within the home for monitoring purposes. Hornsby used to be a place I spent my relief time with shops and entertainment precinct when I lived with my family in the Northern suburbs, now it has become impossible to live anywhere close by this area.

I don't believe 5% is enough to support affordable housing for everyone on the low and medium income including me so I object to this submission. It should be at least 10%, which makes a difference of 250 affordable homes, and 15% is absolutely much better if achievable.

I support affordable housing in perpetuity so I don't have to move so often and want to see displacement of existing low-cost housing and households. And I want to have the closeness to transport.

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, 9 August 2024 6:16 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 06:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Joy

Last name

Connor

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Sydney 2000

Please provide your view on the project

I support it

Submission

From The Wellspring Community of Australia inc

We understand that the proposal provides

capacity to deliver up to 5,000 new dwellings and create an additional 3,450 jobs

potential for up to 12,000 m2 of open space for new and upgraded parks, a new library, community centre, cultural and creative facilities
increase in tree canopy of up to 50% street coverage
better connectivity for walking and cycling, including road upgrades.

All of the above must be not just dreams but realities mandated and locked down and accountable .
In addition We must have at least 20% affordable homes which are mandatory affordable housing
This would be 1,000 affordable homes in perpetuity and managed by a registered Community
Housing Provider. Our city is in crisis. Hornsby must lead the way. The previous affordable target of
10% in a Hornsby development set a new benchmark for the city. We need leadership for a higher
target or we will look like New York.

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, 9 August 2024 8:39 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: tod-letter.pdf

Submitted on Fri, 09/08/2024 - 08:34

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

ALEXANDRIA

Please provide your view on the project

I am just providing comments

Submission file

[tod-letter.pdf](#) (555.3 KB)

Submission

Our attached letter outlines our recommended inclusion of sites along Forbes street Hornsby into the Hornsby Masterplan. These sites are located within 400m of the Hornsby train station. If the transport orientated development controls were applied to these sites then they could in the future house approximately 644 residential apartments. This is explained in further detail in our letter attached with this submission.

I agree to the above statement

Yes

09 Aug 2024

TOD LETTER

19-23 FORBES ST HORNSBY [24_002]

To whom it may Concern

We are writing on behalf of landowner Turn Oze Pty Ltd, the owner and DA applicant for 19-23 Forbes St. Our following submission to the Hornsby TOD rezoning proposal recommends the inclusion of properties located along Forbes Street Hornsby, within 400m of the Hornsby train station.



400m radius from Hornsby Station with Forbes Street properties circled in yellow

Our concern with the current masterplan is that it overlooks the sites along Forbes Street and the area south of the Hornsby train station. There is little to no justification for excluding these sites, especially when they meet the essential requirements of providing housing within walking distance to supermarkets, restaurants, open spaces, and public transport

ARCHITECTURE URBAN STRATEGY

Smith and Tzannes Pty Ltd
ABN 96 142 020 693

M1/147 McEvoy Street
Alexandria NSW 2015

+ 61 2 9516 2022
email@smithtzannes.com.au
smithtzannes.com.au

DIRECTORS:
Peter Smith
Andrew Tzannes

Nominated Architect:
Peter Smith NSW ARB 7024

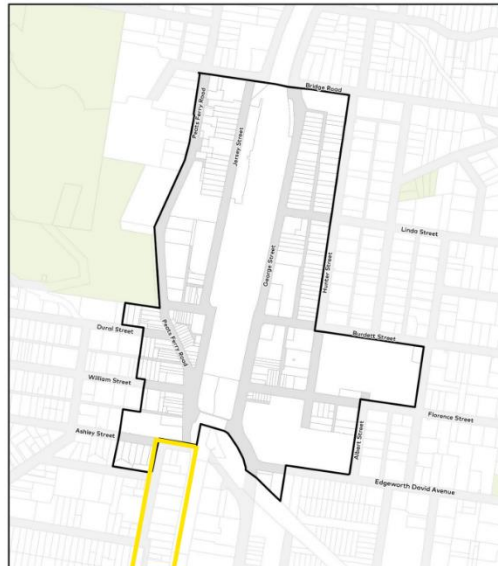
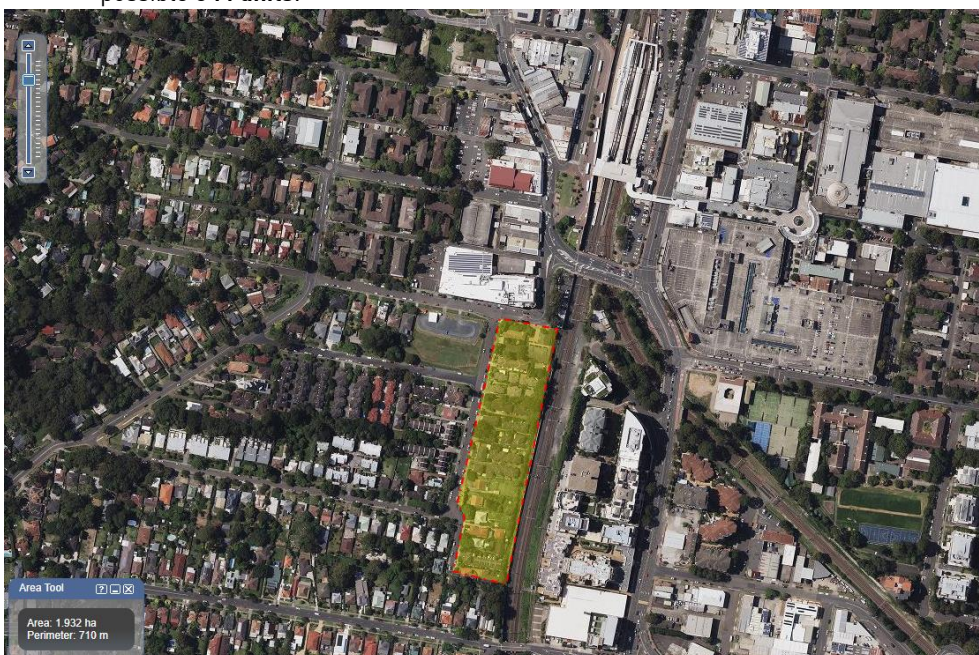


Figure 1: Land Application Map

Proposed outline of Masterplan which excludes properties to the south including Forbes Street (in yellow)

If the transport-oriented development uplift were applied to this section of the Hornsby centre, the following could be achieved:

- A site area of 19,320 hectares with a 3:1 Floor Space Ratio (FSR) would yield **57,960m²**
- 57,960m² divided by 90m² (average approx. area of a unit) would yield a future possible **644 units**.



My client currently has approval to develop 20 townhouses on the site. However, if this site were included in the transport-oriented development rezoning, with controls of 3:1 and a maximum height of 21 meters, it could accommodate an apartment building with 60 units, primarily consisting of 2 and 3-bedroom apartments. Our client is ready to commence construction immediately, which would enable these units to be delivered to the market quickly, thereby helping to meet the urgent housing targets sooner.

We strongly urge the department to consider including sites further south, particularly along Forbes Street, in the masterplan for the Hornsby TOD rezoning.

Yours Faithfully
SMITH & TZANNES,



Director

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 9 August 2024 9:12 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 09:11

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

ANA

Last name

ZAMORA

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

CAMPBELLTOWN

Please provide your view on the project

I object to it

Submission

Hello my name is Ana Zamora

I have been in the childcare industry for over 10 years and resonate with the latin community and baptist organisations.

I wanted to take the time today to support those (including myself) who is looking for more affordable housing options in Sydney.

I object to the proposed 5-10% and have a strong push for the government to provide a minimum of 10% but realistically a 15% would be needed as a minimum. The difference would mean almost 300 homes for individuals.

The closeness to transport is essential for individuals who are needing to use transport options to get to and from their work especially as it's not close for those needing to commute to the CBD.

What is being proposed is not what the community was offered and we require a bigger commitment from you.

Thank you for your 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: Friday, 9 August 2024 10:14 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 10:14

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

Hurstville

Please provide your view on the project

I object to it

Submission

Thank you for the opportunity to submit to the Hornsby TOD.

My name is ██████████, and I work as a job coach for people with disabilities. I live in a shared apartment in Hurstville, where I pay \$300 weekly rent.

Recently, the property owner raised concerns about rising utility costs, particularly electricity. He requested that my roommates and I minimize our use of the air conditioning during the summer, especially in the evenings when temperatures are at their peak. The electricity bill for the last month exceeded \$280, which the landlord deemed unsustainable. He suggested that we limit our use of cooling appliances to cut down on costs.

As someone working to support individuals with disabilities in finding and maintaining employment, I understand the challenges of living on a limited income. The high cost of living in Sydney is a significant burden, with rent consuming a large portion of my earnings. The restrictions on basic utilities only add to the difficulty of managing day-to-day expenses. The idea of finding affordable housing in the future feels more and more unattainable, especially with new developments likely to be priced out of reach for people like me.

I believe it is crucial that affordable housing be prioritized in these developments. I object to the proposed range for affordable housing percentages, as I don't believe it goes far enough. A minimum of 10% should be set aside for affordable housing, ideally managed by not-for-profit organizations and kept affordable in perpetuity. This is necessary to prevent the displacement of existing low-cost housing and households and to ensure that those with modest incomes, like myself, can continue to live in areas close to essential services and public transport.

Additionally, I support greater density in these developments, as well as the inclusion of gold or platinum disability access standards. This will help create inclusive communities that are accessible to all residents, regardless of their physical abilities.

Thank you for considering my submission.

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, 9 August 2024 11:17 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 11:17

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

2166

Please provide your view on the project

I object to it

Submission

Dear NSW Planning department,

Hope this message finds you well.

My name is [REDACTED], I am a youth worker at Mission Australia and an assistant organiser at

Sydney Alliance. Due to the nature of my work, I have the opportunity to spend time with vulnerable individuals who are struggling with high rent, inconvenient housing location, and the constant increase of the price of groceries and other essential items. In several housing forums, I heard stories of renters/social housing dwellers having to walk for 20 minutes to get to the train station, which is not relatively convenient, especially when having the limited ability to walk (e.g. seniors, ect) and when walking with heavy groceries' bags and personal items. Besides, young people I have worked with have to walk the same distance or longer, taking around 20-30 minutes from the refuges to the stations for school or university, which is not quite safe to walk back to the refuge, especially after finishing group meeting with classmates or a shift in the evening. Therefore, I believe more affordable housing near public transport is needed to ensure those who are already vulnerable are better supported, not further marginalised. I support for density, I support for more affordable housing being regulated by NGOs, and the guarantee of the consistency of 15% as promised by Minister Scully or at least 10% of affordable housing is delivered across different suburbs. Thank you for spending the time considering my submission.

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, 9 August 2024 11:33 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: hornsby-tod-rezoning-submission-fobv.pdf

Submitted on Fri, 09/08/2024 - 11:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Karen

Last name

Benhar

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 file

[hornsby-tod-rezoning-submission-fobv.pdf](#) (218.17 KB)

Submission

Hi,

Please find attached the submission from Friends of Berowra Valley Inc.

Kind regards,
Karen.

I agree to the above statement

Yes



Friends of Berowra Valley Inc.
www.friendsberowravally.org.au
info@friendsberowravally.org.au
ABN 24 051 852 379

Re: Hornsby Accelerated TOD Rezoning Proposal
Thursday, 8 August 2024

Hornsby Accelerated TOD Rezoning Proposal

Thank you for the opportunity to give feedback on this proposal. The aim of Friends of Berowra Valley (FoBV) is to protect the natural landscape, heritage and biodiversity of Berowra Valley.

We have many concerns with this rushed proposal which does not take into account the impact to the environment or the social fabric of Hornsby Shire.

Edge effects

The town centre is on top of a ridge, part of it directly above a steep valley forming part of Berowra Valley National Park. Parts of the development is adjacent to Hornsby Park which joins Old Man's Valley and then to Berowra Valley National Park. This creates a green corridor from the National Park directly up to the town centre.

The Office of Environment and Heritage published "Guidelines for Developments Adjoining Land Managed by the OEH." The introduction of this document states "These guidelines have been prepared for use by councils and other planning authorities when they assess development applications that may impact on land and water bodies managed by the Office of Environment and Heritage (OEH)."

Councils and other consent authorities need to consider the following issues when assessing proposals adjacent to NPWS land and their impacts on the park, its values and NPWS management of the park:

- erosion and sediment control
- stormwater runoff
- wastewater
- management implications relating to pests, weeds and edge effects
- fire and the location of asset protection zones
- boundary encroachments and access through NPWS lands
- visual, odour, noise, vibration, air quality and amenity impacts
- threats to ecological connectivity and groundwater-dependent ecosystems
- cultural heritage
- road network design and its implications for continued access to the park.

FoBV believes that these issues can be addressed by water sensitive urban design. However liveability for people and wildlife seems to have been forgotten in the rush to cram as many people

as possible into the Town Centre. The green corridor has been lost and the huge height of the buildings (40 storeys) would need to be accompanied by a huge increase in infrastructure spending.

Waterway Health

The health of the waterways surrounding Hornsby are rated by their own [Water Scientists as Fair](#). Crosslands located on Berowra Creek is often not safe to swim. Swimming at the Fishponds is a fond memory of the past. We would like to see mention of how the local wastewater treatment facilities are going to be upgraded to improve their current poor performance. If the waterways are already struggling to cope with the current population, how will they cope with this huge increase in population?

Development Out of Sync with the Character of the Area

We are aware that 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.

Currently the tallest buildings permitted in the centre of the precinct are proposed to be 144m high which equates to 40 storeys high. That means that should the in-fill affordable housing provisions be applied to the Hornsby TOD Accelerated 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.

These massive towers would need to be accompanied with an upgrade to the local infrastructure with road widening, Fire Station upgrades, sewerage treatment centre upgrades and stormwater system upgrades.

Biodiversity

FoBV welcome the potential for green roofs and solar panels but note that very few areas are designated as green spaces. We are concerned the limited green infrastructure will only enhance fauna species already well adapted to the urban environment. We recommend the development of DCPs and specifications to control plant species selection, habitat provision and bird friendly building design to ensure that the area is functional for a wide range of fauna.

Effect of light on fauna

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 into them with usually fatal consequences. Other nocturnal fauna is attracted by bright lights at the edge of bushland areas and may be lured into dangerous urban areas. Blocking a major aerial route into the surrounding bushland will be a risk to micro-bats which depend on green corridors.

Glass

Studies show that billions 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 those hard reflective surfaces as unobstructed passageways to the sky and nearby vegetation and fly straight into them. Guidelines will need to be developed to ensure the green roofs and walls are not death traps for fauna.

Performance spaces

Outdoor performance areas at the Quarry, Hornsby Park and Hornsby Square are either in use or designed for the future. FoBV is concerned about the apparent absence of indoor performance spaces. We are concerned about this for two main reasons:

- External performances, particularly at night, disturb the local fauna. The Powerful Owls of the Quarry are an obvious example.
- Weather – The weather is not always suitable, as we have discovered over the past few years. As the effects of climate change increases, unsuitable weather will increasingly disrupt outdoor performances

Hornsby needs an interior performance space seating approximately 500 people similar to facilities provided by Willoughby (499 seats in the Concourse), The Hills (350 seats in The Pioneer Theatre), and Parramatta (538 seats at The Riverside Theatre). Hornsby needs a theatre for local groups such as Beecroft Orchestra, and The Golden Kangaroos, local schools and visiting guests.

Community Centre

Cramming up to 10,000 to 15,000 more people into such a limited space has the potential to create social isolation and alienation. We recommend that every attempt is made to create a heart to the development by including a community centre that encourages people to work together, some ideas could be:

- Social services for the elderly.
- Community education services.
- Environmental education services.
- A reverse garbage centre that encourages fixing of old stuff rather than chucking it out and any idea to encourage a circular economy.

Recommendations

1. A pathway for upgrades to Wastewater Treatment Facilities to improve waterway health.
2. Infrastructure upgrades such as road widening, fire station upgrades and storm water system upgrades.
3. The development of DCPs and specifications to control, among other things, management of night light, plant species selection, habitat provision and bird friendly building design.
4. An indoor performance space.
5. A community centre that encompasses the idea of connection to the environment and each other.

Kind regards,

Karen Benhar

Friends of Berowra Valley Inc.

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 9 August 2024 11:37 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 11:36

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

Yagoona 2199

Please provide your view on the project

I object to it

Submission

Thank you for the opportunity to make a submission to the Hornsby TOD.

My name is [REDACTED]. I am a mother of three children. I work as a youth worker with Wesley Mission. I reside in Yagoona. Early this year, we experienced difficulty in securing an affordable house. Having lived in Guildford for some time where I have built an African community, we have to

look for another accomodation as the landlord kept increasing the rent. Unfortunately we couldn't secure an affordable house in that area hence, we moved to Yagoona. Moving to Yagoona, we pay \$550 per week for a 2 bedroom flat which is still not affordable for us as we have to pay other bills including tuition fees for my 3 children. Moreso, the energy bill has been increasing over the past months with the last bill above \$1300 due by the end of August. Sadly, we cannot afford to use heaters during this winter just to save energy costs. I don't believe a range is helpful for affordable housing, rather I want to see a higher % of affordable in Hornsby as I'm planning on moving to the area due to my job proximity. I object to this submission, 15% is preferable or at least the top range of 10% incearse.

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, 9 August 2024 12:04 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 12:04

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Vivien

Last name

Fan

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 am just providing comments

Submission

Hi There

At the moment my neighbour's son need to spend almost one hour commute time one way to go to our local high school in St Ives.

There is congestion during peak hours around the Westfield area.

If you are setting for success. Please work with Transport for NSW to provide wider road and work with Department of Education for more quality high schools otherwise this development plan just looks like a way to get developers and council happy without really considering residents needs.

Thanks

Vivien

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, 9 August 2024 1:13 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 13:12

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

Rosehill 2142

Please provide your view on the project

I object to it

Submission

A range is helpful for affordable housing, with a difference of 250 affordable housing. I want to see a higher % so I object to this submission. It should be 15%, or at least the top of the range at 10%.

I support greater disability access and want to see gold and platinum disability access in this plan. And I support density.

I work as a disability support worker and live in the Parramatta area. Living in a large, shared house with 11 other occupants, I've come to understand the complexities and vulnerabilities of our local power grid, especially during the harsh winter months.

Recently, our household faced a significant power issue highlighting the importance of a reliable energy system. The main switch of our two-story, 12-room house began tripping repeatedly, leaving us without electricity for days. This outage couldn't have come at a worse time, right in the middle of winter when temperatures plummet and the need for heating is critical.

The lack of power affected every aspect of our daily lives. We had no hot water for showers, couldn't use our washing machines for laundry, and most importantly, we were unable to use our heaters. I found myself particularly ill-equipped to handle the cold without proper heating.

Electricians worked tirelessly to identify and fix the fault, but even after repairs, we were left with limitations. The underlying issue seemed to be the high-power demand for our numerous heaters, which the house's electrical system struggled to support. We were advised to avoid using heaters to prevent further power outages, leaving us in a difficult situation as we tried to stay warm during the coldest part of the year.

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, 9 August 2024 1:23 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 13:23

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Israt

Last name

Jahan

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Wiley Park

Please provide your view on the project

I object to it

Submission

Over the past 1.5 years, the relentless surge in rental housing costs has significantly affected our lives. Our rent has spiked three times, causing substantial strain on our finances. As a result, my partner has taken on additional work driving for Uber after their regular job, leaving us with minimal time to spend together. The unyielding pressure of managing the ever-increasing cost of living has taken a toll on our relationship and personal well-being, creating challenges in finding moments of

relaxation and connection amidst the financial strain. It is imperative to see a tangible change towards more affordable housing options. we want 10% affordable housing.

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, 9 August 2024 1:46 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: chia-nsw-submission---tod-hornsby-precinct.pdf

Submitted on Fri, 09/08/2024 - 13:45

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Michael

Last name

Carnuccio

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2016

Please provide your view on the project

I am just providing comments

Submission file

[chia-nsw-submission---tod-hornsby-precinct.pdf](#) (312.02 KB)

Submission

Please refer to attached submission from the Community Housing Industry Association NSW.

I agree to the above statement

Yes

9 August 2024

Department of Planning, Housing and Infrastructure
12 Darcy Street
Parramatta NSW 2150
Via submission portal

Submission: Transport Oriented Development – Hornsby Accelerated Precinct

The Community Housing Industry Association NSW (CHIA NSW) welcomes the opportunity to provide feedback on the Hornsby TOD rezoning proposal.

CHIA NSW represents the not-for-profit community housing industry in NSW. Our members currently own or manage more than 54,000 homes across NSW for individuals and families who cannot afford to rent or purchase a home on the private market. Since 2012, community housing providers (CHPs) have delivered nearly 5,800 new homes across NSW, representing an investment of over \$2 billion. Critically, these are new homes that the private sector cannot – or will not – deliver in response to housing need.

CHIA NSW supports the NSW Government's efforts to increase housing in locations close to transport and services. Increasing opportunities for new homes is critical to addressing the worsening housing crisis in NSW. To be effective, the accelerated TOD precincts must include affordable housing options for a broad range of income groups.

This submission focuses on aspects of the proposals that are critical to affordable outcomes in the precinct. Additional comments on the draft affordable housing contribution scheme are provided at Attachment 1.

The need for mandatory affordable housing requirements

CHIA NSW strongly supports the inclusion of affordable housing contribution requirements in the precinct. This is consistent with the NSW Government's commitment under the National Planning Reform Blueprint to phase in inclusionary zoning to support permanent affordable, social and specialist housing.

The evidence of the entrenched housing crisis in NSW is well established. For many people in NSW, affordably renting a home, let alone owning one, is a dream. Without urgent, ambitious action, this dire housing situation will only worsen.

Simply increasing the supply of homes on the market, no matter how ambitious the targets, will not reduce housing costs sufficiently for those on the lowest incomes, including essential workers in low paying jobs. This is evident from a consideration of recent supply trends.

Between 2006 and 2021 the number of homes in NSW increased by 23.1%, outstripping the 17.4% increase in householdsⁱ. Despite this, housing became more expensive. Median rents increased by 83% and property prices increased by 116%ⁱⁱ. This outpaced the rise in median household income of 77%ⁱⁱⁱ and inflation of 38%^{iv}. As a result, housing was further pushed out of the reach of lower income households.

Housing Australia estimates that 132,600 households in NSW are in need of social and affordable housing.^v Without sufficient interventions, unmet housing need could reach over 320,000 households by 2041.^{vi}

Affordable housing contribution requirements ensure that development responds to the full range of housing needs, providing maximum public benefit. They also help to offset the impacts of development activity, which can itself directly exacerbate affordability issues by displacing lower cost homes from supply and/or increasing property values and rents. CHIA NSW notes that the rezoning proposal includes significant amounts of employment generating uses, which will further contribute to the need for affordable housing options in the precinct for low-waged workers.

Optimising affordable housing outcomes

To ensure the TOD Program delivers a diversity of homes across the housing spectrum, it is critical accelerated precincts adopt the maximum feasible affordable housing contributions requirement.

The exhibited proposal sets out a target range for affordable housing requirements in the precinct. The basis for this range is unclear as no feasibility analysis has been published. It is also unclear how consent authorities are to apply the range to individual development applications. The use of a target range, rather than a prescribed rate, will create uncertainty, add unnecessary complexity to the approvals process, and result in inferior outcomes.

The planning provisions for the precinct must specify a clear rate for sites within the precinct. These must be based on the applicable uplift to be achieved within the precinct. Higher rates must be applied to sites that will benefit from higher amounts of uplift – consistent with the approach proposed in the Crows Nest Accelerated Precinct.

CHIA NSW notes that there is government-owned land within the Hornsby Precinct. A 30% affordable housing requirement needs to be applied to these sites, consistent with current NSW Government commitments applying to housing delivery on publicly owned land.

Given the extent of development uplift that will be realised in the precinct, the TOD Program provides a prime opportunity to adopt higher affordable housing requirements. When the TOD Program was initially announced, the NSW Government committed to rates of up to 15% in accelerated precincts.

It is therefore disappointing that contributions in the range of only 5% to 10% are anticipated for the Hornsby Precinct. While a lower rate may be necessary in the initial years of the precinct, given prevailing market conditions, a higher target is likely to be feasible in the future as development returns increase and requirements are costed into land purchases. The final planning package for the precinct must commit to increasing rates over time, consistent with the approach being taken in the tier 2 TOD precincts.

There is clear evidence that carefully implemented contributions requirements do not impede development, as developers incorporate the contribution into the land purchase price.^{vii} The Centre for International Economics, in its evaluation of infrastructure contributions reforms in NSW, also concluded that over time, infrastructure costs will be factored into lower land values, rather than higher housing prices.^{viii}

CHIA NSW recommends that the affordable housing contributions scheme for the precinct, and associated LEP provision, includes a clear trajectory for increasing the affordable housing requirement over time to ensure higher rates are factored into land price expectations. An example of such an approach is the [Sydney](#) Local Environmental Plan.

Affordable housing must be retained over the long-term

CHIA NSW strongly supports requirements for any affordable housing delivered to be retained in perpetuity. Providing affordable housing in perpetuity benefits both current and future generations by providing a permanent increase in supply for people who cannot access home ownership or (market) private rental housing. This supply can then be leveraged to support the delivery of more affordable homes over time. Over the long-term, this will likely result in more affordable housing in the system than is likely if affordable housing is only required to be provided for a temporary period of time.

Application of the Affordable Housing Ministerial Guidelines

CHIA NSW supports an income-based definition of affordable housing. Accordingly, it is recommended that prescribed conditions of consent be set in the Environmental Planning and Assessment Regulation 2021 requiring affordable housing in the precinct to be delivered in accordance with the NSW Affordable Housing Ministerial Guidelines. This is consistent with the requirements for in-fill affordable housing under the Housing SEPP.

Dedication of affordable housing to a registered community housing provider

CHIA NSW supports the requirement for affordable housing delivered in the precinct to be managed a registered CHP. Additionally, CHIA NSW strongly recommends that ownership of the affordable housing be transferred to the CHP.

The public would reasonably expect that there is oversight to ensure the homes continue to be operated as affordable housing, that properties are appropriately allocated to eligible tenants, and maintained at a reasonable standard.

Without transparent monitoring and registration requirements, subsequent owners have limited motivation to comply with the affordability requirements. Research by CHIA NSW has highlighted the extent of non-compliance when no requirement for management by a CHP was in place. It found that as many as 30% of projects completed by private developers did not comply with the ARHSEPP requirements.^{ix}

As purpose-driven and highly regulated organisations with an established track record of over 40 years, CHPs are best placed to own and manage affordable housing over the long-term. Requiring affordable housing to be owned and operated by a CHP registered under the National Regulatory System for Community Housing (NRSCH) provides an assurance mechanism. This independent and robust regulatory system ensures high standards of service is provided, that homes continue to be operated as affordable housing, that properties are appropriately allocated to eligible tenants, and maintained at a reasonable standard.

Ownership of affordable homes by registered CHPs will deliver additional benefits. Research by Paxon Group^x, commissioned by CHIA NSW in 2023, demonstrated the cost efficiencies that arise as a result of transferring ownership of affordable housing to CHPs. In addition, the research found that up to an additional 27% homes could be delivered by CHPs leveraging the asset value of the transferred homes.

This finding aligns with evidence quoted by the [Australian Housing and Urban Research Institute](#) (AHURI). Under the Nation Building and Economic Stimulus Program's Social Housing Initiative, 6,276 social homes were transferred to CHPs in NSW. As a result, CHPs leveraged an additional 1,310 homes.

The nature of affordable housing contributions

The draft affordable housing contributions scheme exhibited with the rezoning proposal provides the option for affordable housing requirements to be provided as either in-kind or monetary contributions.

CHPs have raised concerns with the quality of dwellings allocated for affordable housing through in-kind contributions. This includes concerns over the quality of homes delivered and increased operating costs and inefficiencies associated with managing a fragmented portfolio of homes scattered across multiple strata buildings. The provision of an in-kind contribution of dwellings would be most beneficial in larger schemes, where larger clusters of completed affordable housing dwellings could be delivered.

Where in-kind provision is proposed, it needs to be a condition of consent that evidence of an agreement with a registered CHP for the management and ownership of the affordable housing is submitted before an occupation certificate can be issued. CHIA NSW recommends that the developer engages early with a CHP to ensure the design of the affordable housing is fit-for-purpose, the needs of future tenants are accounted for, operational costs are reasonable, and to consider management and maintenance arrangements including arrangements for access to shared communal facilities.

For smaller schemes, an equivalent monetary contribution would likely be more beneficial, to avoid the fragmentation of affordable housing supply across multiple buildings and the operational inefficiencies that brings.

Monetary contributions can be put towards the delivery of purpose-built affordable housing which is not subject to strata fees and other potential operating inefficiencies. CHPs can combine these contributions with other funding sources to leverage additional homes. This includes concessional financing available from Housing Australia and funding available through the Housing Australia Future Fund (HAFF) and National Housing Accord Facility (NHAF). In preparing applications for funding under these programs, many CHPs are identifying a long-term pipeline of potential projects that could be deployed should additional funding become available.

When combined with savings in construction and operating costs due to CHPs' not-for-profit status and GST exemptions, monetary contributions can deliver more affordable homes compared to in-kind contributions.

Timely implement

Need clear schemes with rezoning, avoid missed opportunities and speed up delivery of affordable housing.

Summary of recommendations:

- Implement the maximum feasible mandatory affordable housing requirement within the TOD precinct. The final planning provisions for the precincts must prescribe a clear requirement for each site, not a target range.
- Adopt a consistent methodology for determining contribution rates across the TOD accelerated precincts, based on the applicable uplift beyond existing controls. Apply higher rates to sites benefiting from significant additional uplift.
- Apply a contribution requirement of 30% to government owned land within the precinct.
- The planning framework for the precinct must include a clear trajectory for increasing the affordable housing requirements over time.

- Affordable housing must be required to be retained in perpetuity.
- Require ownership of all affordable housing delivered within the precincts to be transferred to a registered community housing provider.
- For larger schemes, where an in-kind contribution is required, the Design Guide should require developers to engage early with a CHP to ensure the design of affordable housing is fit-for-purpose. It needs to be a condition of consent that evidence of an agreement with a CHP for the management and ownership of the affordable housing is submitted before an occupation certificate can be issued.
- A monetary contribution should be required for smaller schemes, to leverage more homes and avoid operational inefficiencies.
- Prescribed conditions of consent requiring application of the NSW Affordable Housing Ministerial Guidelines.

CHIA NSW appreciates the opportunity to provide feedback on the TOD rezoning proposal. Please don't hesitate to get in touch if you require any further information about this submission. CHIA NSW looks forward to continued engagement with the NSW Government on planning reforms.

Kind regards,



Michael Carnuccio
Manager - Policy
 CHIA NSW

References

ⁱ Based on a comparison of Census data.

ⁱⁱ Based on a review of DCJ Rent and Sales Reports.

ⁱⁱⁱ Based on Census data.

^{iv} ABS Consumer Price Index.

^v National Housing Finance and Investment Corporation (2023) *State of the Nation's Housing 2022-23*, NHFIC, Sydney.

^{vi} van den Nouwelant, R., Troy, L. and Soundararaj, B. (2022) *Quantifying Australia's unmet housing need – A national snapshot*, prepared for the Community Housing Industry Association, University of NSW City Futures Research Centre.

^{vii} Gurran, N., Gilbert, C., Gibb, K., van den Nouwelant, R., James, A. and Phibbs, P. (2018) *Supporting affordable housing supply: inclusionary planning in new and renewing communities*, AHURI Final Report No. 297, Australian Housing and Urban Research Institute Limited, Melbourne.

^{viii} The Centre for International Economics, (2020) *Evaluation of infrastructure contributions reform in New South Wales - Final Report*, prepared for the NSW Productivity Commission.

^{ix} Community Housing Industry Association NSW (2021) [Taking Action on Affordability](#).

^x Paxon Group (2022) *Local Council Partnerships for Provision of Affordable Housing*, prepared for Community Housing Industry Association NSW.

Attachment 1 – Comments on the draft Hornsby Precinct Affordable Housing Contributions Scheme

Issue	Comment	Recommendation
1.3 Exemptions from contributions	CHIA NSW supports exempting social and affordable housing and boarding houses from the contributions scheme. However, this exemption should only apply where the homes are secured in perpetuity.	For the avoidance of doubt, specify the exemption only applies to social and affordable housing delivered by or on behalf of a government housing agency or a registered community housing provider.
1.8 Definition of community housing provider	In NSW, some regulated providers of community housing are registered under the NSW Local Scheme instead of the National Regulatory System for Community Housing (NRSCH). This includes a number of Aboriginal controlled organisations. The NSW Local Scheme has requirements similar requirements to the NRSCH. Further detail is available from the NSW Registrar of Community Housing .	Update definition to include reference to the NSW Local Scheme.
2.1 Contribution rates	<p>The use of a target range, rather than a prescribed rate, will create uncertainty, add unnecessary complexity to the approvals process, and result in inferior outcomes.</p> <p>CHIA NSW is concerned about the potential for variations to the contribution rate to be sort where other community benefit items are provided. It is not clear what types/quantum of community benefit would satisfy this requirement and under what circumstances. The provision of affordable housing must not be a secondary priority to other forms of infrastructure.</p>	<p>The final scheme must prescribe a clear requirement for each site within the precinct.</p> <p>The scheme must make clear that affordable housing is critical social infrastructure and its provision is not a secondary priority. The provision of other community benefit items must not come at the expense of affordable housing.</p>
Dedication of dwellings	As outlined in this submission, ownership of homes by registered CHPs maximises affordable housing outcomes. The draft scheme needs to provide the option for dedication of affordable housing, free of charge, to a registered community housing provider of Council's choosing. This is	Amend sections 2.1.1, 2.3, 3.1 and 3.4 to provide the options for dedication of dwellings directly to a registered CHP of Council's choosing.

	consistent with the contribution schemes established in other council areas, such as in the City of Sydney and Penrith City.	
2.1.1 Early engagement with CHPs	As noted in this submission, CHPs have raised concerns with the quality and appropriateness of dwellings offered as in-kind affordable housing. Given their expertise in the delivery and operation of social and affordable housing, CHPs are well-placed to assist councils with determining the appropriateness of in-kind contributions being proposed.	Amend section 2.1.1 to require early engagement with a CHP to ensure the design of the affordable housing is fit-for-purpose, the needs of future tenants are accounted for, operational costs are reasonable, and to consider management and maintenance arrangements including arrangements for access to shared communal facilities.
Retention of affordable housing in perpetuity	As outlined in this submission, CHIA NSW supports the retention of affordable housing over the long-term. Clarity needs to be provided as to arrangements for disposal of properties in the future to enable portfolio optimisation, with proceeds to be reinvested into replacement affordable housing. This would include cases where properties have reached the end of their life, no longer meet the profile of need, or where recycling of assets will be leveraged to grow the portfolio of social and affordable homes.	Include a provision in the scheme outlining the circumstances under which affordable housing assets may be recycled. For example, the Canada Bay Affordable Housing Contribution Scheme allows Council discretion to remove any restrictions on title to facilitate the sale of affordable rental housing where Council is satisfied equivalent, or better, replacement stock is to be provided within the LGA.

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 9 August 2024 2:00 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 13:59

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Sue

Last name

Warren

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

Hi,

I acknowledge and appreciate the requirement to increase housing for the state. However the documents on exhibition have not provided a clear strategy on how local infrastructure will be upgraded to ensure the current residents are not impacted by the increase in population.

The current traffic and parking situation is dire in Hornsby Town Centre, you may be aware that the kiss and ride parking on Jersey Street and public parking on George Street is completely full before 8am daily. The proposed parking locations on the eastern fringe of the town centre is not a viable solution for us, the commuters. The consolidated multi deck parking beneath the towers on George Street is also too far from the main entrance of the train station.

The current concourse for Hornsby works perfectly fine, I don't quite understand why we would look to waste more money on another concourse that goes to the current library. That is a complete waste of money.

I also want to highlight that Eastern side of the Hornsby Town Centre train station currently has no green space and the proposed solution of putting green space on the Western side of the train station is a poor outcome. I do not want to cross the train station to access green public space, we need more green space where the people are.

Further to the above I reject the Hornsby TOD rezoning proposal because it has not considered the impact to the community through the lack of infrastructure planning.

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, 9 August 2024 2:13 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: draft-hornsby-tod-rezoning-submission---hornsby-shire-council.pdf

Submitted on Fri, 09/08/2024 - 14:11

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 am just providing comments

Submission file

[draft-hornsby-tod-rezoning-submission---hornsby-shire-council.pdf](#) (318.47 KB)

Submission

Please see attached submission.

I agree to the above statement

Yes



9 August 2024

NSW Department of Planning, Housing and Infrastructure
Via Planning Portal

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

Dear Ms Sargeant

Hornsby TOD rezoning proposal

Thank you for the opportunity to provide comments in relation to the *Explanation of Intended Effect: Hornsby Transport Oriented Development Precinct 2024* (EIE) and supporting documents, placed on public exhibition from 9 February 2024 to 9 August 2024.

At its meeting on 14 August 2024, Council will consider Director's Report No. PC 18/24 concerning the exhibition package. The report recommends a submission be forwarded to the Department of Planning, Housing and Infrastructure presenting Council's view on the proposed planning controls to implement the Hornsby Town Centre Masterplan (the Masterplan) and outlining concerns which should be addressed prior to finalisation.

As the date for the close of submissions is prior to Council's August Council meeting, this draft submission is provided in advance of Council's consideration of the matter. A copy of the report and the meeting minutes to confirm the submission will be forwarded to the Department after the meeting.

As you would be aware, Council's vision for the Town Centre and Masterplan to implement that vision represents years of investment and dedication by Council in consultation with the local community. It appears that Council's Masterplan has generally been implemented as adopted for the majority of the Town Centre. It is also pleasing that the EIE confirms that any rezonings will be confined to the boundaries of the Masterplan precinct.

However, the rezoning as proposed jeopardises the delivery of essential infrastructure, transport upgrades, open spaces and may lead to land banking and speculation by landowners in contrast to the aim of the National Housing Accord to deliver housing opportunities. Concern is also raised that progression of the proposal in its current form would hinder Council's achievement of its housing target as development within the Town Centre represents a significant component of our planned housing initiatives.

Council's commitment at the local level to plan for the future of the Hornsby Town Centre included liaising closely with the NSW Government including relevant agencies. With the announcement of the State-led TOD rezoning, Council was optimistic this would facilitate a whole of government approach to implement our local planning work and assist delivery of the infrastructure required to support the level of development anticipated under the Masterplan.

Unfortunately, no certainty has been provided in relation to infrastructure funding and it remains unclear how the rezoning would assist expedite housing supply or improve feasibility.

Fundamental to Council's Masterplan being supported by our constituents is that it identifies critical infrastructure and facilities to benefit the community. Without clear commitments to funding and delivering

local and State infrastructure as part of the rezoning process, it is highly likely that significant improvements such as Hornsby Square, a new bus interchange and pedestrian rail overpass will not be delivered. A foreseeable outcome of the exhibited proposal is that current and future communities will be left behind in their access to high quality public spaces and transport, which is not the vision adopted by Council on behalf of our current or future residents.

Further, where changes are proposed to the Masterplan vision, they appear to be limited to providing economic benefits to State Government land without an associated commitment to timeframes for housing or job delivery or identification of the provision of infrastructure or other public benefits. It is also noted that the proposed changes depart from the North District Plan's vision for Hornsby in respect to job delivery and town centre vibrancy.

Council's key issues with the TOD rezoning are outlined below and further detail is provided in the attachment to this letter.

State infrastructure provision

Recommendations:

- 1. The NSW Government commit to the schedule of works for State infrastructure provision, including public transport upgrades and open space on Transport for NSW lands, as identified in the HTC Masterplan.***
- 2. The NSW Government specify a funding plan, including which projects will be funded through the \$520 Million infrastructure fund, future capital works budgets and the Housing and Productivity Contribution.***

Discussion:

Development of the Masterplan was informed by a detailed analysis of State infrastructure and requirements to service future communities of the Town Centre. This included extensive consultation with State agencies. The Masterplan identifies that improvements to State infrastructure primarily relate to TfNSW assets, with necessary improvements to roads, public transport, open space and community infrastructure estimated to be in the order of \$258 million.

Importantly, the Masterplan identifies opportunities for development of Government land along, or over, the rail corridor, the proceeds from which would assist in funding some of the supporting infrastructure required.

The infrastructure improvements are justified by a Transport Plan that was exhibited alongside the Masterplan. State agencies were given the opportunity to provide feedback on the location and extent of proposed upgrades, with TfNSW engaged directly. As noted in a report to Council on submissions in November 2023, ongoing post-exhibition engagement resulted in a consolidated submission from TfNSW indicating in principle support for the Masterplan and a commitment to continue discussions with Council regarding implementation and delivery.

The Hornsby TOD Urban Design Framework (UDF) indicates a softening in commitment by the NSW Government to infrastructure improvements in the precinct. Specifically, the UDF Public Transport Strategy states that upgrades to the bus interchange requires discussions with TfNSW and the Open Space Strategy notes that the Jersey Street Park is subject to further investigation. These are disappointing statements that introduce uncertainty concerning the commitment by the State Government to provide these essential public benefits.

Housing Productivity Contribution

As part of the TOD precinct announcement, the NSW Government announced \$520 million in funding of State infrastructure through the Housing and Productivity Contribution (HPC). The Hornsby TOD rezoning

package provides no certainty regarding the quantum of funding that will be provided to fund State infrastructure.

Council has previously made representations to the Minister for Planning and Public Spaces and the Department on this issue and provided a priority shortlist of infrastructure which should be funded through the HPC as follows:

- 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).

The allocation of funds under the HPC for acquisition of Hornsby Square properties would act as a catalyst and improve development feasibility within the Town Centre. It is of clear community benefit as an outcome of increased development and would be a clear signal to the community and developers that both Council and the State Government are committed to the future vision for the Town Centre and the delivery of housing supported by infrastructure.

The finalisation of the Hornsby TOD process should clearly identify which projects will be allocated funding through the HPC. It should also recognise that the State government has many mechanisms at its disposal for funding and delivering such infrastructure. It should commit to a schedule of State government infrastructure works in its entirety, regardless of the responsible agency, to provide certainty for all stakeholders.

Local infrastructure provision

Recommendation:

- 3. The NSW Government endorse the exhibition of a Section 7.12 local development contribution plan with a five per cent levy.***

Discussion:

In November 2023, with adoption of the Masterplan, Council resolved to prepare supporting documentation, including an Infrastructure Funding Strategy and a Local Contribution Plan. Council officers began preparing these documents soon after the adoption of the Masterplan, with a consultant preparing a draft contributions plan based on Quantity Surveyor reports undertaken throughout the development of the Masterplan.

The consultant identified the works required to support the Masterplan and the proposed apportionment to development in the Town Centre was deemed to be appropriate as a 5% development contribution levy would be consistent with Department of Planning, Housing and Infrastructure's *Section 7.12 Fix Development Consent Levies Practice Note – February 2021*. This information was provided to the DPHI to assist preparation of the Hornsby TOD rezoning package.

It is understood the draft development contributions plan, works schedule and supporting reports provided to DPHI have been independently reviewed by the Department's consultants. The exhibited *Hornsby Infrastructure Delivery Plan, June 2024* identifies that the cost of local infrastructure is estimated to be around \$229 million and, concerningly, states that a 7.12 development contribution plan is '*not necessarily intended to recover the full cost of infrastructure, rather, a simple mechanism to collect contributions toward infrastructure.*' The report does not indicate that any infrastructure items identified by Council are non-essential.

This position is inconsistent with the DPHI practice note for 7.12 contributions, where it states that a levy of more than 2 per cent may be sought if *'financial modelling is provided demonstrating that a maximum 2% levy on the cost of development is insufficient to deliver identified infrastructure in the proposed timeframe.'*

The Hornsby TOD EIE, Section 3.2 Local Contributions, suggests a contributions plan with a four to five per cent levy is being drafted, subject to finalisation of infrastructure items and consideration of feedback obtained during this exhibition. This lack of certainty is a major risk for the Hornsby TOD precinct, as applications may be lodged after rezoning, but before a development contribution plan has been finalised to support the rezoning.

Local contributions have been extensively tested throughout the development of the Masterplan process, with independent review by DPHI consultants. This work should be expedited by DPHI, with a 5 per cent levy exhibited and put to the Minister for approval.

Affordable housing scheme

Recommendation:

- 4. The NSW Government revert its changes to the Hornsby Affordable Housing Scheme and commit to the provision of at least 10 per cent affordable housing contributions on public land.***
- 5. The NSW Government confirm that all affordable housing dedications be made to Council.***

Discussion:

The Masterplan identifies that 5% of residential development on private land, and 10% of residential development on public land be dedicated for affordable housing. This reflects that public development does not share the same profit incentive that private development does, with public development also having the opportunity to achieve community benefit and policy objectives of the government. It also follows the NSW Government's June 2023 commitment that developments on surplus public land include a minimum of 30% affordable and social housing. That commitment signalled an expectation that the NSW Government would take a larger role in the provision of affordable housing in well located areas.

Following adoption of the Masterplan, Council officers began preparation of the draft Hornsby Affordable Housing Scheme, drawing upon feasibility studies undertaken to support the Masterplan. In December 2023, the NSW Government announced it would lead the rezoning of the Hornsby Town Centre, in line with the recommendations of the Masterplan. As part of this work, the NSW Government requested the working draft Hornsby Affordable Housing Scheme to finalise for exhibition and undertook its own feasibility studies in support. This has resulted in the exhibited draft Hornsby Affordable Housing Scheme (draft AHS).

The draft AHS exhibited as part of the TOD rezoning requires dedication of 5 to 10% of all new residential development for affordable housing. It does not provide guidance on how the scale is determined on a case-by-case basis, suggesting development on public, as well as private land would be subject to the 5% dedication.

The finalised Hornsby Affordable Housing Scheme and amendments to the Hornsby LEP 2013 and related documents should be updated to reflect the NSW Government's commitment to affordable housing provision on public lands.

Amalgamation and incentive provisions

Recommendation:

- 6. The NSW Government require that height and density planning controls be contingent on amalgamation and the provision of public benefit.***
- 7. An acquisition provision be applied to the Hornsby Square site.***

Discussion:

The Masterplan was adopted on the premise that local land owners would be required to partner with each other to prepare and lodge planning proposals that would achieve the Masterplan vision. A Council or State led rezoning process was not anticipated.

The decision to require private planning proposals was informed by Council's consultants, with extensive development industry experience, who found there would be a higher risk of land banking, escalation of property prices and other delays to development by mass upzoning. This finding was based on their experience that landowners are disincentivised from partnering with each other to achieve the higher land values and consolidated developments where individual land parcels are rezoned.

This conclusion was supported by discussions with landowners within the precinct who confirmed rezoning of lands would likely increase landowner expectations making amalgamation discussions more difficult and project feasibility less certain.

This approach of requiring amalgamation discussions prior to rezoning would also assist negotiations for planning agreements to deliver public benefits such as new open space on private lands by requiring the inclusion of the land in any planning proposal. As a result, all landowners would share the benefit of any uplift in rezoning only where amalgamation is achieved.

The Hornsby TOD rezoning proposal makes attempts to address this issue with the UDF outlining an amalgamation strategy and the EIE stating that an amalgamation plan is being investigated. Such a plan, with clear statutory weight, is critical to the delivery of consolidated sites of high quality and the delivery of public spaces such as Hornsby Square. This plan should be developed in partnership with Council to ensure delivery of critical infrastructure to Council and community satisfaction.

Other TOD precincts, including the Kellyville and Bella Vista TOD and the Macquarie Park TOD, outline incentive provisions granting additional floorspace and/or height (or exceptions to controls) where development proposals include open space or other public benefits. As such, it is established the NSW Government anticipates the delivery of public benefit would be acceptable to developers prior to unlocking development potential.

It is recommended that similar provisions be applied in the Hornsby TOD precinct, specifically around development of the Central Heart precinct for delivery of various community benefits, including the new library, community centre and open space. This approach would also be appropriate for NSW Government owned land to give further certainty to its commitments for improved public transport facilities, links across the rail line and improvements at Jersey Plaza.

Further, an acquisition provision should be applied to the NSW Government for the Hornsby Square site, providing additional certainty to local landowners and developers regarding the delivery of critical infrastructure on the site. However, if the acquisition is to be attributed to Council, it should be fully funded by the HPC or alternatively within a development contribution plan, as discussed above.

Changes to height and floor space and provision of employment uses on public lands**Recommendation:**

- 8. *Reinstate non-residential floorspace requirements on Transport for NSW lands to HTC Masterplan requirements.***

Discussion:

The Masterplan was prepared with the aim of providing substantial increases to both residential and employment generating land uses. The Strategic Centre status of Hornsby linking major rail and road corridors, and established range of commercial and urban services offers significant opportunities to

strengthen the economic base of Hornsby Shire. This is discussed in Council's Employment Lands Study, which recommends that centres in the Shire, particularly the Hornsby Town Centre, see a range of employment generating uses intensified.

The Hornsby TOD proposes to reduce the requirements for employment generating land uses, specifically on land owned by the NSW Government. These lands, owned by TAHE, are currently required to deliver 2:1 FSR for non-residential land uses, with the rezoning proposal seeking to reduce this to 0.5:1. No strategic planning explanation is provided, beyond a broad statement regarding increasing the residential component of a future development.

This outcome is contrary to Local Planning Direction 7.1 Employment Zones, which states that planning proposals must not reduce the total potential floor space for employment uses and related public services in Employment Zones. It is also contrary to employment policies of the NSW Government which call for similar outcomes.

The NSW Government is well placed to deliver and utilise employment floorspace on the TAHE site, locating any number of government and supporting jobs adjacent to the rail corridor. This location could be a major attractor for NSW Government employees in the northern and Central Coast regions and strengthen the local economy of the Hornsby Town Centre. Further, it is possible that increasing residential development on the TAHE site may saturate the market for residential development on neighbouring sites, slowing overall development in the Centre.

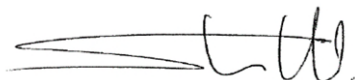
It is recommended that the NSW Government commit to delivery of employment floorspace on the site for utilisation by public service employees. At a minimum, justification should be provided as to why the only significant changes to Council's Masterplan relate to improvements for the development opportunities on State Government land. Further, a timeframe and commitment should be provided for the development of the State lands and relocation of the bus interchange.

In summary, Council urges the NSW Government to:

- Commit to the delivery of critical State infrastructure in the Hornsby TOD Precinct and provide a timeline and roadmap for delivery;
- Support Council in the finalisation and implementation of a development contribution plan for the precinct with a 5 per cent levy on future development;
- Commit to the delivery of affordable housing in the Precinct, with 5% and 10% percent contributions on private and public lands respectively, not a general 5 to 10% contribution across the precinct;
- Work with Council to prepare amalgamation and incentive provisions that provide sound and efficient outcomes across the precinct and an acquisition provision over the Hornsby Square land; and
- Recommit to delivering employment floorspace on the TAHE site.

I would like to reiterate Council's willingness to continue to collaborate with the State Government and secure appropriate infrastructure to support the planning work completed for the Hornsby Town Centre.

Yours faithfully



Steven Head
General Manager

TRIM Reference: F2020/00096

Attachments: Hornsby TOD rezoning proposal – Detailed comments

Hornsby TOD rezoning proposal – Detailed comments

This attachment to Hornsby Shire Council's TOD rezoning proposal submission includes detailed and site-specific comments.

Subject	Comment	Recommendation
A. Urban Design Guide structure and application area	<p>The Urban Design Guide (UDG) applies to the entire Hornsby TOD Precinct (Precinct), including the western heritage precinct. This is also reflected in the Urban Design Framework (UDF).</p> <p>Through previous studies and rezonings, Council has developed a carefully considered development control plan that relates to the West Side.</p> <p>The current structure of the UDG takes a mixed position of duplicating and superseding existing DCP controls, with UDG controls more suited for the large scale development associated with the eastern portion of the precinct. This could create confusion and inconsistent outcomes, should the UDG or DCP be updated over time.</p>	<p>The UDG should not apply to the Heritage Precinct on the Hornsby West Side.</p> <p>The application area for the UDG should be limited to north of Coronation Street and east of Station Street, inclusive of those streets and the new Cenotaph Park.</p> <p>As noted above, the EIE and UDG have also identified the need to consider amalgamation provisions across the Precinct. This will need to carefully consider implications for this area, given its fine grain nature and implications for consolidation.</p>
B. Consistency in controls and documentation	<p>Inconsistency has been noted in some controls in the Explanation of Intended Effect, the UDG and UDF, such as height controls in the rail corridor.</p> <p>The UDF land ownership (figure 67 has several errors)</p> <ul style="list-style-type: none">- 20 Burdett Street is incorrectly identified as Council land- 296 Peats Ferry Road is Council land, however, the southern lot is Crown land- 302-308 Peats Ferry Road and 45 Jersey Street are not shown as Council land- Hornsby Park is shaded, however, it is a mix of Crown and Council Land- 59 Florence Street is shaded, however, it is Council land.	<p>Review all existing and proposed planning controls in the EIE, UDF and UDG for consistency and confirm with Council prior to finalisation.</p>

Subject	Comment	Recommendation
C. Central Heart precinct infrastructure commitments	<p>The Central Heart precinct is proposed to deliver a significant portion of the community infrastructure in the Hornsby TOD area. This includes a community centre, library and plaza, amounting to about \$150 million.</p> <p>The rezoning proposal acknowledges development feasibility is an ongoing concern for developers. This is reflected in changes to the TAHE site, with a reduction in employment floorspace. However, the NSW Government has introduced significant uncertainty regarding the provision of affordable housing across these sites. These feasibility and funding issues are also a substantial risk for Council owned sites.</p> <p>As discussed above, the NSW Government is considering a development contribution rate that would not meet the costs of the proposed community benefits. Further, projects for HPC funding have not been identified. Should infrastructure funding not be committed to, delivery of the Central Heart precinct as proposed would be put at risk.</p>	<p>As noted in the above recommendations regarding State infrastructure provision, a portion of HPC funds should be allocated to the acquisition of the proposed Hornsby Square Site to improve the feasibility of the Central Heart Precinct. This acquisition should be undertaken by the NSW Government.</p> <p>If this is not done, the NSW Government should approve a development contribution levy that fully funds the acquisition and construction.</p> <p>It is also noted that the NSW Government is considering the delivery of Hornsby Square on the current Westfield site. This is discussed further below.</p>
D. Central Heart Proof of Concept Calculations	<p>The UDF identifies the proof of concept design for the Central Heart precinct would deliver over 24,000sqm of non-residential floorspace, an effective non-residential FSR of almost 2:1. The proposed planning controls for non-residential floorspace are 0.5:1 FSR, or 7,163sqm.</p> <p>No detail is provided in the design drawings regarding the discrepancy. This sets the expectation that the Central Heart precinct will deliver non-residential land uses well beyond the obligations of landowners.</p> <p>It is noted the rezoning proposal reduces the non-residential FSR obligation on the TAHE site, improving development feasibility on the site, an inconsistent approach.</p>	<p>Update the UDF to clarify an expectations in the Central Heart Precinct that aligns with the proposed planning controls.</p>

Subject	Comment	Recommendation
E. Hornsby Square	<p>The EIE suggests that Hornsby Square may be located to the south of Florence Street Mall as part of a future Westfield development. This option has not been considered under the HTC Masterplan and would be contingent on a very large development. No details are provided of the planning controls to be implemented to achieve an outcome or clarify the obligations of land owners including design, location or delivery.</p> <p>This creates significant uncertainty for current property owners, infrastructure planning and funding. It also brings into doubt overall open space provision, as loss of the Hornsby Square component would require the provision of additional public space elsewhere within an already confined and constrained precinct.</p> <p>Should the NSW Government not accommodate acquisition of Hornsby Square, the EIE's suggestion to relocate Hornsby Square may be necessary to deliver open space. Significant effort is required to identify how and where this would be achieved. Concern is also raised regarding implications for the future library, which has been sited to take advantage of a high amenity open space immediately adjacent.</p>	<p>The NSW Government should commit to the Masterplan vision for the location, extent and embellishment of Hornsby Square.</p> <p>An acquisition provision should be included over the Hornsby Square properties with the acquisition authority being the NSW Government.</p> <p>Should the NSW Government not commit to the Masterplan vision for the location, extent and embellishment of the Hornsby Square, a relocated square should be identified. This must be completed as part of the rezoning process, with clear requirements for the staging, design and dedication, to Council's satisfaction.</p> <p>The finalised rezoning should include a similar portion of the Hornsby Westfield site for public open space as an incentive provision for the delivery of yield across the entire site.</p>
F. Burdett Street Park	<p>The UDG states that Burdett Street Park will be the landing for the northern concourse pedestrian access. It also states that 70 per cent of facades adjacent to the park should be active.</p> <p>The EIE Section 2.2 also states that there will be a 1m maximum building height on proposed open space locations. The EIE mapping has only identified the Hornsby Square site as having the height limit within the Masterplan area. A 1m height limit has</p>	<p>Planning controls and the UDG should allow for flexible open space and design outcomes at Burdett Street Park. The identified 1m maximum height should only be applied to the Hornsby Square site.</p> <p>Planning controls and UDG clauses should only require alignment with Council's upcoming</p>

Subject	Comment	Recommendation
	<p>not been envisioned by the HTC Masterplan on other open space sites, such as Burdett Street Park.</p> <p>These controls would limit design outcomes for the landing, delivery of the park and potential integration with surrounding built form elements (eg podiums).</p>	<p>Public Domain Guidelines (as previously provided to DPHI for consideration) to Council's satisfaction.</p>
	<p>The northern concourse pedestrian access and landing will require coordination between the developer of the site and TfNSW/TAHE as part of their development to the west. This does not appear to be acknowledged in the rezoning proposal.</p> <p>Given the height differences from Hornsby Station to Burdett Street Park, the design of the entire concourse, through TAHE land, George Street and the landings, will need carefully consideration. This means the design of buildings in the Rail Corridor and at Burdett Street Park will need to accommodate the project, in tandem.</p> <p>Lack of a mandated design approval process for the pedestrian access and landing at the Burdett Street Park site may limit the achievability of this important piece of infrastructure.</p>	<p>The UDG should establish a design approval process for the pedestrian access and landing at the Burdett Street Park site.</p> <p>Clearly identify Burdett Street Park as the landing site for the new northern pedestrian entrance to Hornsby Station and Coronation Street, to be delivered by the NSW Government.</p>
	<p>The EIE identifies that Burdett Street Park is to be delivered by Council. This does not reflect that the site has combined Council/State infrastructure as the landing for the northern concourse pedestrian access, limiting funding responsibility by the NSW Government.</p>	<p>The UDF, UDG and/or funding arrangements should establish that delivery of the northern concourse would be coordinated by Council and the NSW Government and that the landing would be co-funded and delivered by Council and the NSW Government.</p>
<p>G. Funding of new Jersey Street Laneway</p>	<p>The EIE, UDF and UDG identify a new two-way laneway between Jersey Street and Peats Ferry Road. This project is identified in the Infrastructure Delivery Plan (IDP) as item T2. The costs associated with the project appear to be for costs of work only, and not reflective of land acquisition costs. This represents a significant cost to Council, with no method identified for Council to recoup costs.</p>	<p>Update the IDP to include land acquisition costs for the laneway and include the full costs in the development contribution plan.</p>

Subject	Comment	Recommendation
H. Special Entertainment Precinct	<p>The rezoning proposal suggests the Hornsby TOD Precinct could be designated as a Special Entertainment Precinct (SEP) upon Council request. Notwithstanding the potential merit of such a designation, the SEP would require significant time and resource investment for Council to develop, exhibit and finalise a noise management plan for the TOD precinct and immediately surrounding area.</p>	<p>The NSW Government, through DPHI or other relevant agencies should undertake further investigations regarding the suitability of the Precinct as a SEP and present the findings to Council for consideration.</p>
I. Floor plates	<p>Section 2.4.1 of the UDG sets maximum commercial floor plates of 2,500sqm and maximum residential floor plates of 1,000sqm in the Central Heart and Central North Precincts. TAHE land shares the same maximum residential floor plate of 1,000sqm, with no maximum commercial floor plate. Residential floorplates are to have a maximum dimension of 50 metres.</p> <p>The UDG's stated objectives for these floorplates include enabling development that is future proof, with towers of slender proportions to achieve elegance of built form.</p> <p>The indicative layouts of the towers in these precincts generally depict towers with eight units. This would likely result in around 700sqm of liveable space per floor, resulting in units with primarily three bedrooms (90sqm), with some having two bedrooms (70sqm). It is unclear how these floorplates would support studio or one bedroom apartments without substantially increasing the number of units per floor, resulting in amenity issues related to ventilation and solar access and non-compliance with the ADG.</p> <p>Further, maximum depth controls could result in 50m by 20m or 30m by 30m towers extending upwards over 30 storeys. This outcome would be contrary to the 'slender proportions to achieve elegance' objective of the planning control.</p>	<p>Update the UDF and UDG to include guidance regarding the relationship between dwelling mix, floorplate size and amenity.</p> <p>Update the UDG to show sample studio, one, two and three bedroom dwellings within anticipated floorplates that meet ADG requirements for apartment layouts (eg maximum habitable room depths of eight metres).</p> <p>Update the UDF and UDG to set maximum 'secondary' depths of buildings to achieve slender towers.</p> <p>Update the UDF and UDG to consider requirements for tapering buildings at higher level to achieve slender towers.</p>
J. Noise attenuation	<p>The Hornsby TOD Precinct Acoustic Study Report identifies the potential for noise and vibration related land use conflicts in the precinct. These are related to existing noise sources, such as rail and road corridors, and potential new entertainment land uses. In response, it recommends that acoustically absorptive features, such as gardens and</p>	<p>Update the UDF and UDG to require adoption of Green Star, WELL or ESD tools, as recommended by acoustic reporting.</p>

Subject	Comment	Recommendation
	<p>green walls be introduced to provide noise mitigation to exterior spaces. The report recommends adopting of Green Star, WELL or other ESD tools.</p> <p>The UDF suggests adopting Green Star, WELL or other ESD tools as an opportunity at the development application stage, not at the design guide stage. Although these features are briefly discussed in the UDG, they are presented in the context of public domain improvements, not acoustics. Section 2.4.7 of the UDG states that green walls should be incorporated where appropriate but does not reference to the acoustic benefits.</p> <p>If these recommended tools are not referenced in the UDG, it is unlikely that applicants or assessing authorities will require their application, meaning that only the subjective 'where appropriate' test may be referenced.</p>	
K. Undergrounding power lines	<p>Existing power lines have been identified as a significant barrier for canopy growth through the HTC Masterplan. The UDF acknowledges this through the application of lower canopy targets on roads with powerlines (40 per cent) than roads without (50 per cent). Although the Utility Report outlines that existing overhead power may need to be undergrounded, the Infrastructure Delivery Report lists this as an exclusion. This is a missed opportunity, given the extent of roadworks associated with the Hornsby TOD precinct and the opportunities to coordinate undergrounding works for certainty and efficiency.</p>	<p>There should be a clear commitment to requiring the undergrounding of power lines within the Precinct. This should be committed to as a work identified in a development contribution plan to ensure delivery.</p> <p>Should a development contribution plan not include funding for undergrounding of powerlines, any State approval in the Precinct should require undergrounding of power lines in consents.</p>
L. Waste management	<p>The UDF omits waste management guidelines, which has the potential to result in waste management being a secondary consideration when applicants are preparing building designs. This may result in poor outcomes as waste management conflicts with the active use of space in the centre, introducing risk and poor amenity outcomes.</p>	<p>Update the Urban Design Framework to specify waste management guidelines.</p>

Subject	Comment	Recommendation
	<p>It is unclear whether the design of service areas has considered the operation of heavy rigid vehicles and their interaction with other users.</p> <p>Given the importance of public domain interfaces and pedestrian circulation, waste management guidelines should be incorporated into the UDF. Such guidelines should emphasise the incorporation of effective, practical and efficient waste management systems which meet the needs of the development and its occupants for the full operational life of the building. Further, designs should ensure that waste collection vehicles and operators are provided with safe, unimpeded access to carry out waste collection services. Building designs should also promote sustainability, maximise recycling and resource recovery and have the capacity to adapt to changes in services and environmental legislation.</p>	
M. Dwelling mix	<p>The UDG originally identified a dwelling mix of 10 per cent each for 1, 2 and 3-bedroom units in new development. This requirement was removed part way through the exhibition, with no notice provided on the project website.</p> <p>Council's Local Housing Strategy, as approved by the NSW Government, has established the need for a range of housing sizes, with the current housing crisis further exposing the need for apartment and rental stock that is suitable for different household types. The removal of the dwelling mix provision introduces uncertainty in the provision of diverse housing stock in the centre.</p>	The UDG should include a dwelling mix requirement to give certainty that new housing will be required to address the needs of a range of household types.
N. Serviced apartments	As proposed, the non-residential FSR control proposed in the EIE could allow for the delivery of serviced apartments within the non-residential portion of a future development. Serviced apartments are residential-like land uses that conflict with the employment generating goals set out in the HTC Masterplan and could compete with other employment land uses envisioned for those lands.	Restrict service apartments from non-residential FSR inclusions.

Subject	Comment	Recommendation
O. Landscape requirements	<p>The UDG requires deep soil in all buildings where the setback is greater than 0m, with a minimum dimension of 3m by 3m. These deep soil areas are expected to contain a range of medium and large trees (canopy areas of 50 to 113 sqm), depending on the site area.</p> <p>While mixed use sites are anticipated to be assessed on a case by case basis, these controls alongside the setbacks proposed introduce significant expectations for properties across the Precinct. Further, the business and industrial lands in the northern precincts carry the bulk of the numerical controls, requiring between 15 and 25 per cent deep soil and 25 to 35 per cent canopy coverage. Notwithstanding the public benefit of such outcomes, the design documentation in the rezoning package has not demonstrated that these outcomes are achievable or feasible.</p>	<p>Deep soil and landscaping requirements should be removed from the UDG, deferring to Council's DCP instead.</p>
P. Walkability	<p>The UDG and EIE suggest that the rezoning proposal will result in lot amalgamation, with large sites delivering good urban design outcomes that efficiently use land. However, there is a risk that large lots, particularly those north of Burdett Street or a redeveloped Westfield site, could limit or reduce pedestrian permeability. Given the size of and orientation of the blocks in these areas, this could reduce walkability in the Precinct and result in poor pedestrian outcomes.</p>	<p>The UDG should be updated into include the maintenance or improvement of pedestrian permeability in the Precinct as an objective for new development.</p>
Q. Energy and Sustainability	<p>The EIE and UDG do not appear to address or promote the integration of on-site renewable energy, the accommodation of future energy storage or low-energy cooling. While BASIX provides guidance on how development should address these issues, it is not designed to promote innovation or sustainability at a Precinct level.</p>	<p>The UDG presents an opportunity to incentivise developers to more actively integrate innovative technologies and designs. Objectives should include the delivery of more sustainability outcomes related to heating and cooling, energy collection and storage, recycled water, and the durability and adaptability of materials.</p>

Subject	Comment	Recommendation
<p>R. Stormwater quality and WSUD</p>	<p>Over the past 18 months, Council has collaborated with the Department of Climate Change, Energy, the Environment and Water (DCCEEW) through the Marine Estate Management Strategy (MEMS) program to develop an Integrated Water Cycle Management (IWCM) Strategy for the Hornsby Town Centre.</p> <p>This initiative is supported by significant grant funding from DCCEEW, and aims to apply the Risk-Based Framework to deliver pathways for the implementation of best practices integrated water cycle management for the infill Hornsby Town Centre redevelopment. DCCEEW's commitment to funding the project illustrates its importance in delivering on MEMS objectives, which include the outcomes being transferrable to commensurate infill urban development. In addition to the IWCM Strategy, outputs include scenario modelling, feasibility assessments, benefit-cost analysis and technical implementation guidelines.</p> <p>The UDG does not mention water sensitive urban design or stormwater management, creating gaps in the expectations for built form, public open space, landscape, and public domain.</p> <p>The UDF identifies environmental, social and economic sustainability as an overarching theme that informed its development, however, the stormwater quality related objective is high level only and no planning controls are identified.</p> <p>The Flooding and Stormwater report only provides a broad-brush stormwater quality management strategy across private and public realms which are not separated. The report contains both inaccuracies and inappropriate recommendations.</p> <p>The report is inconsistent with the UDF, IDF, and Public Domain Guidelines, such as designating Linda Street as a WSUD area despite its steep gradient. It incorrectly assumes existing water quality infrastructure meets targets and that open space areas are mostly used for WSUD measures (e.g., biofilters), which is inappropriate. In addition, there are uncertainty about nutrient modelling for gross pollutant traps</p>	<p>The NSW Government, through DPHI should undertake consultation with Council and DCCEEW regarding the optimal pathways to implement the outcomes of the IWCM Strategy.</p> <p>The UDG should include guidance on stormwater and WSUD that apply to future development in the Precinct.</p> <p>The UDF should include detailed water sensitive urban design objectives consistent with the Public Domain Guidelines and Council's technical requirements.</p> <p>The Flooding and Stormwater Report should have all stormwater quality references removed because as it stands it contains inaccuracies and recommends inappropriate recommendations. The UDG and UDF should instead refer to Council's technical requirements for guidance.</p> <p>If the Flooding and Stormwater Report retains reference to stormwater quality then a comprehensive stormwater treatment strategy covering the entire redevelopment area should be developed, including a mix of treatment measures to address different types of pollutants and runoff volumes. In addition, there needs to be differentiation between on-lot and public realm strategies and identification of</p>

Subject	Comment	Recommendation
	<p>(GPTs), and only parts of the redeveloped area are identified for treatment, some of which only have GPTs. As Council's DCP targets and guidelines does not allow for GPT's to account for nutrient reduction, the overall stormwater quality management strategy is inappropriate and will not achieve the required environmental outcomes.</p>	<p>specific areas suitable for WSUD measures, without compromising the public domain recreational or aesthetic values recommended.</p> <p>All reports should be amended to remove Linda Street as an area to achieve required water quality outcomes. The water quality treatment opportunities identified in the UDF (Figure. 40) are incorrect and need to be changed to ensure consistency with the Public Domain Guidelines.</p>
<p>S. Flooding risk and management</p>	<p>The report mentions the risk of localised flooding within and outside the Precinct. Stormwater upgrades are proposed but are not mentioned in the IDG. This presents significant uncertainty and risk, as best practice would require proponents to identify and resolve these matters prior to rezoning.</p> <p>On-site detention is mentioned as a further option for water management, but no guidance is provided as to when or where that would be suitable in the Precinct.</p> <p>The report suggests that the development will cause up to 0.44m increase in flood level in George St with a risk to significant damage to properties. It recommends that shelter in place will suffice to manage the safe evacuation risk associated with the flood risk</p>	<p>The NSW Government should commit to the delivery of the nominated stormwater infrastructure.</p> <p>On-site detention or other onsite options should be considered, with the UDG identifying the locations where these measures are appropriate/required for future development.</p> <p>The NSW Government should propose appropriate mitigation measures to minimise potential flood damage to properties to multistorey developments in George St including details of assessment of the shelter in place requirements.</p>
<p>T. Water conservation and wastewater management</p>	<p>The UDG does not consider water conservation, wastewater management or other related initiatives.</p>	<p>The NSW Government (DPHI) should engage more effectively with Sydney Water (and Council) to determine how the responsibilities for planning and delivery of water supply</p>

Subject	Comment	Recommendation
	<p>The Flooding and Stormwater Report mentions management of wastewater and water supply but does not provide any further comment or specific recommendations.</p> <p>The UDF identifies environmental, social and economic sustainability as an overarching theme that informed its development, however there are no wastewater or recycled water-related objectives or planning controls proposed.</p>	<p>augmentation, water conservation and alternate approaches to wastewater management will be achieved.</p> <p>The UDG should include guidance on water conservation and wastewater management, promoting best practice approaches to blackwater or greywater systems.</p> <p>As noted above the UDG also presents an opportunity to incentivise outcomes that exceed BASIX. An objective for a higher than standard BASIX potable water reduction target (such as BASIX 50) would encourage the delivery of high performing systems and better outcomes for the local environment.</p> <p>The Flooding and Stormwater Report should have all wastewater and water supply references removed, with the UDG and UDF referring to Council's technical requirements for guidance.</p>
<p>U. Critical utility and infrastructure identification</p>	<p>The Utility Baseline Report only considers existing stormwater, WSUD and flooding assets and does not provide guidance on their suitability for future growth. This is only useful for considering current capabilities of existing infrastructure, which is the only first step in infrastructure planning and feasibility.</p> <p>The Utility Baseline Report makes appropriate recommendations regarding sustainability initiatives to reduce the impact of wastewater treatment on the environment. However, there is no consideration given to the associated changes in</p>	<p>The Utility Baseline Report should be updated to provide a suitable level of infrastructure detail and feasibility as per the aims of the document and include critical infrastructure upgrades as identified in other supporting reports and further Council input.</p>

Subject	Comment	Recommendation
	<p>water supply and sewer system demands associated. Similarly, there are no specific steps identified relating to the investigation and design of any wastewater reuse and recycling initiatives.</p>	<p>The demand assessments reported should identify the potential reductions in demand associated with implementation of greywater or blackwater reuse initiatives across the Precinct to frame the benefits of such schemes.</p> <p>The “Next Steps” reported should incorporate specific steps relating to the evaluation of strategic wastewater reuse and recycling initiatives in consultation with (or independent of) Sydney Water. Specifically, the technical and financial feasibility of implementing privately operated on-site recycled water systems within larger mixed-use buildings such as those expected should be assessed and compared with the baseline of a conventional Sydney Water managed system.</p> <p>Council share recently commissioned work evaluating the benefits of privately operated wastewater treatment schemes.</p>

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 9 August 2024 2:20 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 14:19

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

Waitara 2077

Please provide your view on the project

I object to it

Submission

The Bushland Shire is fast becoming a concrete eyesore. Having lived in the area all my life I have seen it become less and less liveable with the influx of poorly built housing creating a major strain on services and impacts on the lives of people who already live here. What was previously a quiet and peaceful place to live is no longer.

I have concerns relating to the height of proposed buildings, the quality of workmanship, increasing strain and overload on services such as water, sewerage, parking, transport, roads, public green space and not forgetting increased pollution and the decimation of the fragile eco system which we share with flora and fauna.

Build quality low rise homes which won't have massive defect issues upon completion. Quality over quantity always not slums you would find in undeveloped countries.

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, 9 August 2024 2:26 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: gywnvill-submission-on-the-hornsby-tod.pdf

Submitted on Fri, 09/08/2024 - 14:24

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Brendan

Last name

Hoskins

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Sydney

Please provide your view on the project

I am just providing comments

Submission file

[gywnvill-submission-on-the-hornsby-tod.pdf](#) (681.99 KB)

Submission

Refer to attachment

I agree to the above statement

Yes

24166

9 August 2024

Kiersten Fishburn
Secretary
Department of Planning, Housing and Infrastructure
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

Dear Ms Fishburn,

The Hornsby TOD rezoning proposal **Submission on behalf of Gwynvill Properties Pty Limited**

This submission is made on behalf of Gwynvill Properties Pty Limited (Gwynvill) for the rezoning proposal related to the Hornsby Town Centre, which is being exhibited as an accelerated precinct under the NSW Government Transport Oriented Development Program (TOD) Program.

Gwynvill is the owner of the property at 254-260 Peats Ferry Road, Hornsby (the site). The site is approximately 1,000m² with two street frontages in the area subject of the rezoning proposal. Given the site size and location, it represents a key landholding in the TOD Precinct and is capable of contributing to the objectives of the rezoning to increase housing supply in the Hornsby Town Centre.

In principle, support is provided for the rezoning proposal as a solution to addressing the current shortage of diverse and affordable homes in well-located areas, facilitating the delivery of homes close to where people live and work and close to transport and other amenities.

Despite this broad in-principle support, there are a number of key areas of the rezoning proposal where further work is required to achieve the intended objectives of the rezoning proposal and ensure the opportunity of the Hornsby Town Centre is realised to its full potential.

In particular, this submission requests that further consideration be provided to:

- the distribution of heights and corresponding floor space ratios (FSRs) across the TOD Precinct, with a more equitable distribution of heights across both the land to the east and west of the station;
- the introduction of better incentives to facilitate land amalgamation and redevelopment of sites to deliver housing in the immediate term; and
- providing an evidence-based and economically sound approach to funding contributions in the Precinct, including review of the proposed new infrastructure contribution and affordable housing contribution in the absence of any uplift in density beyond that already considered in past strategic planning studies.

This feedback is provided in the context of the current housing crisis and the immediate need to deliver housing, importantly housing that is supported by attractive public spaces, vibrancy, and community amenity. As the government's flagship program to solve the housing crisis and deliver on the commitments of the National Housing Accord, being 377,000 new homes by 2029, it is important that the rezoning of the Hornsby Town Centre under the TOD Program is both well-informed and realistic in unlocking housing. As currently proposed, it is likely that the National Housing Accord commitments will not be met by the rezoning proposal, or broader TOD program, as the shortfall of approximately 170,000 homes in NSW will not be meaningfully addressed.

1.0 The Site

The site the subject of this submission is located at 254-260 Peats Ferry Road, Hornsby. The site has frontages to both 254-260 Peats Ferry Road and Station Street, and is immediately adjacent to the existing train station and bus interchange, with immediate access to areas of open space, facilities, and services.

The current building on the site is substantially underdeveloped, with the existing built form comprising a single storey retail furniture store.

The site is located to the west of the railway station, in land that was previously subject to The Hornsby West Precinct rezoning (PP-2020-140). This rezoning was finalised in 2014, and as acknowledged in the exhibition material, there has been limited take up of the amended heights and FSRs, demonstrating a lack of existing incentive to amalgamate land to facilitate development.

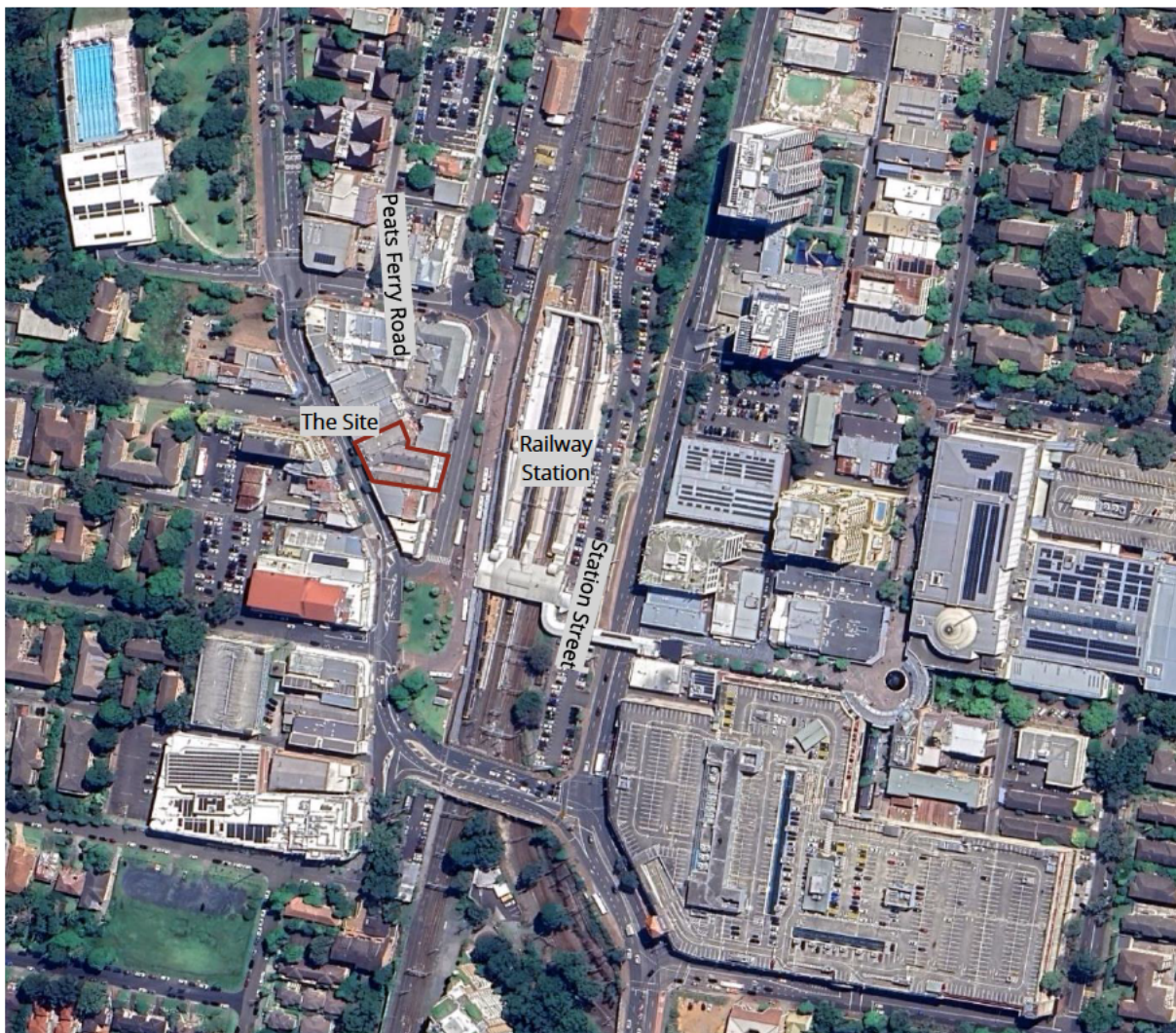


Figure 1 – Aerial view of the site and surrounds (site outlined)

Source: Google maps

2.0 Key Areas of Refinement Required

As outlined above, Gwynvill provide their in-principle support to the rezoning proposal, but have identified several areas where refinement and reconsideration is necessary. The following sections outline these key refinement areas.

2.1 Distribution of heights

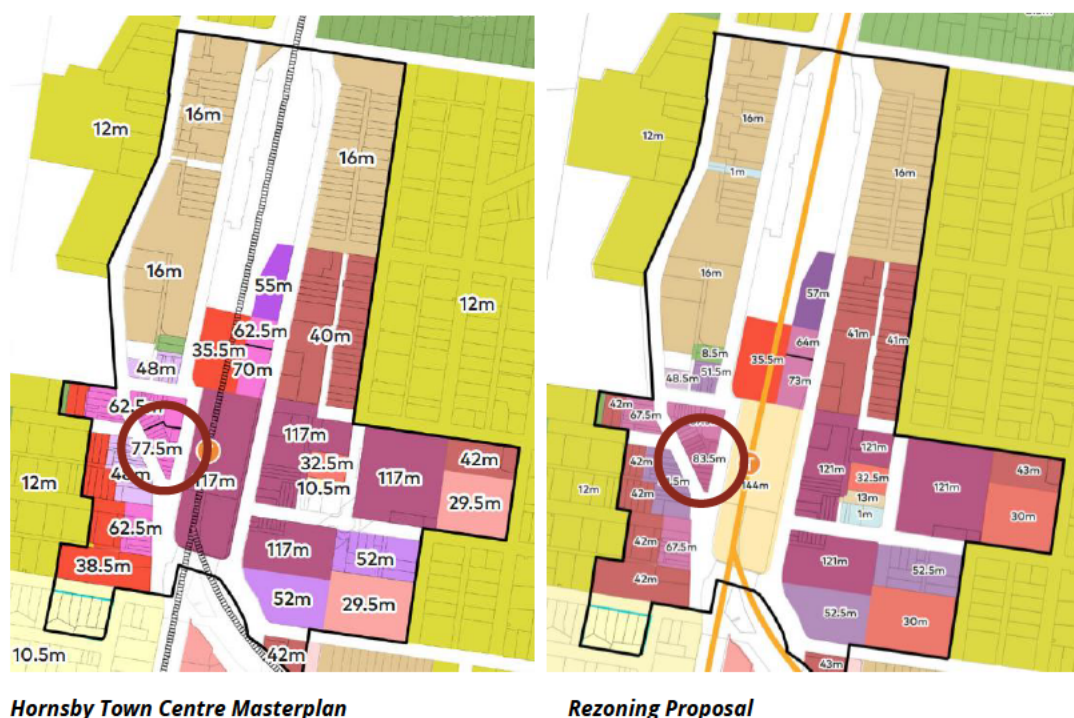
It is understood that the distribution of heights in the rezoning proposal is informed by the Hornsby Town Centre Masterplan, with an urban design framework being exhibited along with the rezoning proposal to strengthen and support the aspirations of the Masterplan.

In November 2023, Hornsby Shire Council adopted the Hornsby Town Centre Masterplan which seeks to redefine the Town Centre skyline and unlock 4,900 new dwellings and 4,500 new jobs. Much of the focus of the investigations for the Masterplan were on the land to the eastern side of the railway station, with greater heights delivered over this land when compared to the western side of the railway station.

The Urban Design Framework supporting the rezoning proposal states that the overall objective of the height strategy is to concentrate *“height within the Town Centre, closest to the station, whilst ensuring that surrounding amenity is not compromised”*. It also reinforces that *“heights are reduced, and/or towers in a concentric manner further away from the station and closer to surrounding residential areas”*.

The urban design framework is unfortunately limited in the scope of review of the outcomes of the Masterplan, with little to no consideration given to increasing the number of storeys across the whole precinct.

Despite the driving objective of the height strategy, the rezoning proposal makes limited amendments to the heights considered in the Hornsby Town Centre Master Plan. The subject site benefits from a six (6) metre height increase under the rezoning proposal, but the anticipated number of storeys remains at 25. This is despite other nearby sites, focused to the east of the railway station, benefiting from a 27 metre height increase. **Figure 2** illustrates a comparison of the Hornsby Town Centre Masterplan and the rezoning proposal, illustrating the distribution of heights across the TOD Precinct.



Hornsby Town Centre Masterplan

Rezoning Proposal

Figure 2 – Aerial view of the site and surrounds (site outlined)

Source: Google maps

There is a clear missed opportunity to reconsider heights across the entire Precinct, with a view to resolve the discrepancy of heights between the eastern and western side of the railway station. While a scaling and stepping of height is understood where sites adjoin existing residential areas, there is limited rationale to reduce heights immediately adjacent to the station on the western side of the railway station. In this context, we encourage the Department to reconsider the distribution of heights and corresponding FSRs across the TOD Precinct, with a more equitable distribution of heights.

2.2 Lot Amalgamation

In the Explanation of Intended Effects (EIE) supporting the rezoning proposal, it is stated that the Department of Planning, Housing and Infrastructure (the Department) is investigating the inclusion of provisions for minimum lot sizes and amalgamation of land requirements for the redevelopment of land within the Precinct.

Section 2.3 of the supporting Design Guide also makes reference to lot amalgamation, but provides no direction or specific guidance on minimum lot sizes and amalgamation of land requirements.

It is agreed by Gywnvill that lot amalgamation is important to deliver buildings of scale, ensuring development is both viable and contributes to good urban design outcomes and the efficient use of land. Minimum lot sizes and amalgamation of land requirements must be reasonable and consider the viability of development.

Currently, there is no incentive provided for lot amalgamation under the rezoning proposal. This follows on from the discussion in **Section 2.1** of this submission, where there is little recognition of the greater challenges to unlock development to the west of the station, given fragmented land ownership, compared to the east of the station which comprises more singly held, large landholdings.

Given this context, it is imperative that there are incentives provided for lot amalgamation of land to the west of the station. Such incentives could include additional height or FSR bonuses where amalgamation occurs. The inclusion of these incentives will assist in supporting the delivery of housing in the immediate term, being within the next five years as per the National Housing Accord. Without such incentives, there is risk that the development potential of the Precinct 'unlocked' through the rezoning proposal is not realised.

Furthermore, from a planning process perspective, it is important for any minimum lot sizes and/or amalgamation of land requirements to be included in an instrument such as the Design Guide, and not the *Hornsby Local Environmental Plan 2013*. This will ensure a greater degree of flexibility for proponents and consent authorities to consider good outcomes in particular circumstances.

2.3 Contributions

The exhibition material includes a range of documents which introduce new contributions within the Precinct. This includes a new draft section 7.12 infrastructure contributions plan which will impose a 4-5% levy on development, and an affordable housing contribution which will impose a 10-15% levy on residential development. The impact of these contributions is outlined below.

2.3.1 Section 7.12 Infrastructure Contribution

A new 4-5% levy on development is identified to be imposed in the Precinct, with Council expected to prepare a new contributions plan. This contributions plan is not yet publicly available, but is concerning an additional contribution being imposed in addition to the existing/proposed contributions framework, which will include the regional Housing and Productivity Contribution and a new affordable housing contribution (discussed below).

The cumulative effect of these contributions on the viability of development is not acknowledged in the exhibition material, and there is no economic modelling to support the introduction of a new contribution. It is strongly recommended that no new contribution be imposed until clear economic testing is completed and made public, and it is demonstrated that the new contribution will not impact the viability of development in unlocking housing.

2.3.2 Affordable Housing Contribution

Exhibited with the rezoning proposal is an Affordable Housing Contribution Scheme which will require all new residential development, including local and State significant development applications, within the Precinct, to contribute to the provision of affordable housing. This affordable housing is expected under the Scheme to be provided in-perpetuity, or through a monetary contribution.

The EIE supporting the rezoning proposes to amend the Hornsby LEP 2023 to include a clause that will require this contribution, but specific wording is not provided in the EIE.

Again, while the importance of affordable housing is acknowledged by Gwynvill, there are fundamental flaws in the proposed approach to delivering affordable housing in the context of the rezoning proposal and the stated objective to deliver housing. It is noted that an additional barrier to development, being additional contributions (i.e. affordable housing) will only result in retention of the status quo, failing to fulfill the commitments of the National Housing Accord.

Contribution Rate and Economic Modelling

A contribution rate of 5% of the total gross floor area for residential development on private land is suggested in the exhibition material. This rate is provided without any supporting robust financial modelling presented to justify the appropriateness and effect of this contribution on development viability. This suggests that there has not been detailed modelling completed, particularly on the western side of the railway station where significant development hurdles already exist – such as the need for lot amalgamation.

It is recommended that any affordable housing requirement is justified with evidence-based research, supporting a specific contribution rate that reflects the existing context and proposed development potential. Furthermore, any contribution rate must only be applied to floor space ‘unlocked’ through the rezoning process. This approach is similar to other Tier 1 TOD Accelerated Precincts, where reasonably uplift residential floor space is levied for affordable housing.

It is further requested that financial modelling be made publicly available to understand the impact of this contribution in the context of other contribution requirements and the current construction crisis.

Relationship to Part 2 Division 1 of State Environmental Planning Policy (Housing) 2021 (Housing SEPP)

The EIE supporting the rezoning proposal identifies that no additional affordable housing incentives are available, including the infill affordable housing FSR and height bonuses under Chapter 2, Part 2, Division 1 of the Housing SEPP. The rationale for this restriction is that the urban design framework supporting the rezoning proposal has considered the maximum potential of the Precinct, and an affordable housing contribution is to be mandated in amendments to the Hornsby LEP 2023.

As outlined in this submission, it is considered that there is greater development potential across the Precinct, particularly to the west of the railway station. The provisions under the Housing SEPP enable a 30% uplift in both height and floor space, substantial bonuses that reflect the need for affordable housing and incentivise development that provides affordable housing. As such, these provisions should apply to the Precinct.

Under the provisions of the Housing SEPP, affordable housing is to be provided for a minimum of 15 years. The intent of the rezoning proposal is in conflict with this approach, as the requirement for affordable housing within the Precinct is to be provided in perpetuity without any height or floor space incentive.

As above, there is a lack of any financial economic or feasibility modelling supporting the approach of mandating a rate ‘range’ of affordable housing to be provided in perpetuity without any incentive. The above recommendations are therefore reinforced, with a need for a clear evidenced-based approach to delivering affordable housing without creating additional barriers to development, and in turn the delivery of housing.

3.0 Summary and Recommendations

This submission has been prepared on behalf of Gwynvill in respect of the Hornsby TOD Precinct rezoning proposal. In summary, the following recommendations are made:

- A more equitable distribution of building heights and corresponding FSRs should be investigated and applied across the precinct, particularly balancing the development outcome across the eastern and western sides of the railway station.
- Incentives for lot amalgamation, particularly on the western side of the railway station, should be investigated and incorporated into the rezoning proposal. This will facilitate development and unlock housing during the National Housing Accord. Incentives could include height or FSR bonuses.
- Any minimum lot sizes and/or amalgamation of land requirements should be included in an instrument such as the Design Guide, and not the *Hornsby Local Environmental Plan 2013* if they are pursued.
- Evidence-based research is required to justify a new s7.12 contribution and affordable housing contribution. Supporting this should be financial modelling which is made publicly available that demonstrates these contributions will not impact the viability of development.
- Consideration should be given to any affordable housing contribution rate being applied to only floor space 'unlocked' through the rezoning process, similar in approach to other Tier 1 TOD Accelerated Precincts.
- The recently introduced affordable housing incentives under the Housing SEPP, should be made available in the Precinct, ensuring that incentive is provided for development to support the delivery of affordable housing.

Kind regards



Brendan Hoskins

Director



Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 9 August 2024 3:01 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: lyon-group-and-john-tanner-submission-tod-rezoning.pdf

Submitted on Fri, 09/08/2024 - 15:00

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

[lyon-group-and-john-tanner-submission-tod-rezoning.pdf](#) (160.53 KB)

Submission

Submission file is uploaded.

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, 9 August 2024 3:45 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 15:44

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 proposal is not sensible and should not proceed.

Traffic on George Street is already bad enough, frequently banks back to Linda Street because of poor traffic light cycles. Increasing housing in the area will only increase this. Burdett street also suffers from poor traffic flow.

Parking in the area is poor and will not improve with increased housing and business in the area

(especially if car park for Hornsby station is removed)

Residents of the area should not be made to pay if this is to go ahead. In most cases, we have moved to this area long before this was announced and it is inappropriate to make us pay it. Especially given rising costs at the moment. Anything done here should be entirely paid for by the NSW Government

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, 9 August 2024 4:20 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 16:20

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

Liverpool 2170

Please provide your view on the project

I object to it

Submission

My name is [REDACTED], I am a home care worker working with kincare. I reside in Mount Pritchard with my husband. late last year, we experienced difficulty in securing an affordable house. Having lived in fairfield for sometime, we have to look for another accommodation as the landlord gave us a quit notice, because he sold the house. Unfortunately, we couldn't secure an affordable house in that area, hence we had to move to Mount Pritchard where we now pay \$530 per week for a 2 bedroom

apartment. The pay is still not affordable for us as we have to pay other bills including my husbands tuition fee in the University. However, the electricity has sky rocketed over the past months with the last bill above \$1000 and it is due by the end of August. I cannot even afford to use heater during this winter because i am saving energy costs. I don't believe a range is helpful for affordable housing, rather i want to see a higher percentage % of affordable housing in Hornsby area, as i have clients who are being affected and i am also planning to relocate to Hornsby in the future. i would say, it should be 15% or at least the top of the range at 8%

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, 9 August 2024 4:56 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 16:55

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Derek

Last name

Osborne

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hornsby Heights

Please provide your view on the project

I support it

Submission

I am providing comment as a resident of Hornsby LGA for more than 50 years and as a practicing Landscape Architect and Urban Designer.

I would like to see the extent of the rezoning increased - particularly to the east and to the south.

I would like to see the building heights increased – particularly to the north on the eastern side of George Street.

I would like to see building heights increased generally as compensation for retaining existing high value trees and to provide greater areas of deep soil and parkland.

Deep soil should include structural soil under pavements and 1m. deep soil profiles over basements.

The 50% canopy target will require exemption from some sections of the electricity supply act.

The 50% canopy target may also require exemption from bush fire controls.

The 50% canopy target will require a 50% deep soil area. Deep soil can easily be provided under a pavement that is suspended on piles to provide air to the soil surface and avoid compaction.

Bicycle paths adjacent roads require an additional 1m. buffer for opening car doors.

The width of vehicle carriage ways should be minimised, pedestrian and green verge areas should be maximised.

Walkways should be covered by awnings or included in loggias on the ground floor of new buildings.

The width of individual tenancies on the ground floor of new building should be generally be no more than 10m. On the old side of Hornsby most of the tenancies are considerably less than 10m. This is what gives it character. Not the buildings themselves and not the height of the buildings. It is the repetition of narrow frontages that creates the character. And with many levels of residences above narrow frontages on the street will activate the whole area.

There should be greater provision for parkland and dog off lead areas.

The swimming pool should be extended to include large areas of slides and free form bathing and fun pools.

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, 9 August 2024 5:00 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 16:59

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

The Hornsby Rezoning Proposal

In discussions with residents and others it is clear that there are many, many reasons to oppose, reject or be deeply concerned by the Proposal. Rather than reiterate these often very legitimate concerns, the comments here focus on potential positives that could offset and mitigate the

concerns and produce a positive and beneficial outcome for Hornsby residents and for the broader Sydney, NSW and Australian economies and populations.

At heart, the Proposal does not focus on how it would create better lives, communities, services, infrastructure and environments for existing residents and how it would, as a result, be overwhelmingly attractive for a great expansion of residents. The Proposal focuses on how to add many more people to the area without retaining, building on and enhancing Hornsby's strengths as a:

- bushland shire;
- very locally oriented and well serviced community;
- transport hub;
- northern gateway to Sydney; and
- pathway to the central coast and further north.

The Proposal also ignores the opportunities that a well-structured enhancement to Hornsby would provide to Sydney's, NSW's and Australia's pressing accommodation problems. It could be a leading example to influence how other parts of Sydney are restructured to enable improved living while meeting the needs for significantly increased density in Sydney.

Given the complexity of and the massive potential that development has to offer for existing and new residents, it is clear that there needs to be much more engagement with people to realise the potential. [As an aside, we do not want another Chatswood catacomb/maze; that does not inspire existing Sydney residents on the benefits of increased density].

There are many issues that need much more work to make the Proposal a leading example on increasing population density while improving liveability for existing and new residents. Set out below are some initial starting points for this process.

WHERE TO LOCATE HIGH DENSITY

The Proposal raises the spectre of very high-rise buildings clogging up Hornsby and destroying its character. This is not constructive or necessary. Given the structure of Hornsby and its existing infrastructure there are obvious ways to enable high-rise/high-density buildings without impacting adversely on the entirety of the area. Moreover, there appear to be ways to dramatically increase density which also enhance services and liveability but do not destroy key features of the Hornsby community.

- The eastern side of George St from Bridge Street to the Pacific Highway is significantly underdeveloped and could be a core high rise strip that comes with excellent access, subject to later comments, to Hornsby Station, the major shopping centre and other local services and facilities and the highway/motorway access north, south and west. This single strip (ie George St to Hornsby Lane/Hornsby Street) would maintain excellent outlooks to the east and no less detrimental outlooks than existing high-rise experience to the west.
- This high-density development could be, with minimal detriment, readily complimented by a similar single strip development on the western side of the railway lines, ie Peats Ferry Road and Forbes Street. Action in this area would not only increase density in a convenient location but also redevelop an area that would very significantly benefit from it.

WELL SERVICED AND ACCESSIBLE COMMUNITY

Focusing on the eastern side of the railway, dramatically increasing population along George St, will

call out for enhancement of service availability. In addition to the pressures and opportunities that this will place on the main shopping centre, revamping and expanding the services and facilities from Hunter Lane to Muriel St (in particular Hunter Lane to Hunter St) and from Hunter St to Romsey St. Such redevelopment would enable further strengthening of readily available and essential services while building on a 'bushland shire' theme.

- While it is a different urban setting, Waterloo provides an example of how to blend increased density along with increased green space, services and accessibility.

15 MINUTE BUSHLAND SHIRE CITY

Having a well-focused high-density strip either side of the rail lines along with along with enhanced services and well-structured green spaces (and transport as per below), would also provide a positive framework to redevelop further the bushland shire reputation of Hornsby along with increasing its liveability and enabling low/medium density.

Again, focusing on the eastern side of the railway, Hornsby has a substantial residential area of low-rise apartments and run-down single dwellings. A well-executed proposal around where high density is placed (i.e. as above) along with enhanced services would provide an excellent framework for redeveloping these areas. Coupled with enhanced transport services in this area (buses, parking and cycling) this should invigorate the area while accommodating population increases.

IMPROVED TRANSPORT INFRASTRUCTURE

Improving access to Hornsby Station is recognised in the documentation but does not go far enough. Improving access would be a major benefit for existing residents but it needs to be integrated within a broader plan. This covers not just additional entrances to Hornsby Station but integration into a broader community space, far better and majorly increased parking and, particularly with increased population, far more frequent and express trains. If this can be implemented in conjunction with or ahead of redevelopment, it will not only benefit residents relying on the trains but also reduce pressure on road traffic making it beneficial for those residents who choose or need to utilise road routes be they self-driving or using ride-sharing or bus services.

This should also be complemented by improving road access to the major highways and motorways so that access south, west and north from Hornsby is increased for those who use motor vehicles (owned or ride-share vehicles). Along with enhanced rail transport this would enable Hornsby to be a central location for people who need to access workplaces, recreational or businesses in a very wide circle of locations, not just towards Sydney City.

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, 9 August 2024 5:34 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 17:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Olivia

Last name

Kim

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

Privacy

Current residents are going to LOOSE THIER PRIVACY with the new highrise buildings completely blocking thier once undisturbed views and outlooks. How do you intend on compensating for this?

Sunlight

Current residents are going to LOOSE SUNLIGHT due to the proposed highrises that'll block not only thier views and thier sunlight. It'll bring an end to thier privacy. How do you intend on compensating for this? The blockage of sunlight will also have a detrimental effect on the structural integrity of existing buildings as they will be more subjected to dampness, mould. How will you compensate for this?!

Fire

If there were a fire in one of those proposed highrises, how are you going to compensate the current residents of existing buildings which are in very close proximity.

Strong winds

How do you intend on compensating if there are strong winds and/or other natural disasters which cause a Domino effect on existing buildings which could have been potentially safe if the proposed highrises weren't there.

Traffic

How do you propose to control, manage and cater for the influx in traffic/cars from the sudden dense population rise?

Infrastructure

What kind of infrastructure are you providing to support this dense population boom?! Schools? Parks?

Nature/pollution

The dense population increase will have a detrimental effect on the nature and pollution of this Bushland Shire. How do you propose to save this community and it's BUSHLAND SHIRE?!

Loss of attraction of Hornsby

As mentioned above, all sense of attraction to Hornsby and it's once peaceful homely community will be lost forever once this proposal is executed. Hornsby will be a concrete jungle just like Chatswood/Parramatta and will no longer be true to thier name of the BUSHLAND SHIRE.

The Ku-ring-gai council was able to save thier community from developments such as this atrocity. How come WE CAN'T SAVE OUR BUSHLAND SHIRE?!? Don't our opinions and voices matter in this 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, 9 August 2024 6:13 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 18:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

DERRICK

Last name

HAJJE

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

Hello My name is Derrick Hajje, I own (multiple) properties in the local area that is in the new proposed master plan for Hornsby CBD.

I attended your information session that was held at the Hornsby RSL Club on Saturday the 20th of July and First and foremost I would like to extend my appreciation and gratitude to the Staff that

attended the event, everyone was extremely courteous, polite and informative, even having one staff member offering me their own chair and another offering to spend more time informing us well after the session had ended as we came a little late.

I have two lots in Hunter street that I wish to bring to your attention

57 Hunter street Hornsby

Approx. 445sqm

Lot 1 dp 733155

59 Hunter street Hornsby

Approx 434sqm

Lot 2 dp 566482

These blocks combined equal a area of 879m², we have noticed that there is quite a large setback on the Hunter street boundary and feel like the height limit should be raised significantly and should be similar to the corner of the blocks that are located on the corner of Hunter street and burdette street which is considered the Westfield precinct.

In other councils this property is a significant site on its own.

Our Part of Hunter Street is Very hard to keep tennanted and is surrounded by Mechanics, prayer rooms and other bussinesses that dont belong in a town centre.

I was born and Raised in Hornsby and we it is the heart that connects the Central Coast, Hunter Valley and Newcastle region we know that it has the potential to be as big as the surrounding councils such as Epping and Parramatta which have the surrounding cbd blocks a average of 30 + storeys and become a city and not a “ end of line destination “. I urge you to see the potential that Hornsby has and will need moving forward and lift the floor space ratio and the height and allow the set back to be closer to the boundary to allow for a real potential and viable development that the surrounding blocks outside of the immediate station areas.

Another property I own on the other side of the station is

185 Peats Ferry Road Hornsby

Approx 500 smq

It is located on the corner of Peats ferry road and Dural street in the heritage precinct.

The property is heritage listed as the “ the old bank building” This building has no other heritage value other then the two facades walls that run along peats ferry road and the other on Dural Street of course we would be happy to show you in person.

We have had the current zoning in the precinct for close to 8 years and no developer has even made a offer on it as it is not feasible with the heights, set backs , fsr and parking. All stake holders that own properties from dural lane to dural street which are approximately 7 lots are all happy to develop if it feasible, Also we need to keep the facades/ structures and provide multi story car parking as we loose so much of the block due to the mentioned set backs.

Maybe if theres is a option for the whole site and a large tower if the council car park is amaglamated. (Of course thats Council Dependant.)

We also put in a submisson prepared my ex planning director of Hornsby Shire Council. Also alot of

people that live in the area want to see the west side precinct redeveloped the locals refer to it as a slum and is hard to keep occupied with tenants.

Another site I would like to bring to your attention is

18 coronation street Hornsby
171smq

This site is opposite the train station on the west side of Hornsby and is located next to the old pub, it has a existing height zoning of 20 stories for the past 8 or so years yet it is still not viable to sell to developers it is not heritage listed and it has been heavily renovated inside, the problem is that this precented area is that it may fall on the pub similar to all the other properties in Hornsby, they are worth more then the investments then the site and council want this large setbacks and large amalgamations of blocks but at what cost and this is why I believe the state government should take over the entire master plan of the Hornsby.

Originally they wanted the whole island site to be amalgamated that would be one of the biggest sites in Hornsby second to Westfield.

Im certain that the local council staff are great but they have their limitations, of course you add in residents and councillors and things always get muted down to be "safe" and they don't forecast the potential, population gentrification that is inevitable. We need to promote more high-rises like epping, parramatta and even Gosford which has more infrastructure for a lesser dense populated area then Hornsby, it will save the heritage houses in the surrounding areas and I emlore you to really look into the heights, floor space ratios and setbacks to save our not only the "westfeild train station precinct" but look at the cbd as a whole and have it thriving once again.

Another site I would like to bring your attention to which I personally thing has the most significance is outside the Hornsby shire and that is

168 Pacific highway Mt white

It was originally designed as road transport facility station to support the M1, the development application was done some time ago and consists of a much needed service station, rest area,resturant and lodging which spans over 30 acres.

This project has been a passion project in my family as we would be stuck in the car hour on end stuck in traffic, my father originally had a vision in the early 1980s and managed to make it come to life on paper via land and envrioment court back in 2002 and designed has always been what 100,000s of people that travel on the M1, north connects, m2,m7 needed as there is nothing on the motor way to stop, revive and survive or even get off the road after spending hours in traffic on school holidays or a traffic incident.

Yesterday the M1 was closed again due to a accident.

We have visions of brining this to a 2030 vison and have mocked up a masterplan for the site but we know local council cant seem to share our enthusim or even help to find the right government resources or connections for them to buy it and create this project them selves we are not sure a private developer could use the block for its full potential.

Thank you for your time Kind regards Derrick Hajje



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, 9 August 2024 6:19 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 18:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

AMANDA

Last name

HAJJE

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

Dear NSW Planning,

I am writing to urge you to consider increasing the heights and floor space ratios (FSR) of buildings on the west side of Hornsby. Currently, the existing height, FSR, and parking requirements are not sufficient to encourage viable development in the area and community.

Several developers have expressed interest in the area, but have ultimately decided against pursuing projects due to the limitations on building heights. The current square meter amalgamation and setbacks also make it financially unfeasible for developers to invest in the area.

The lack of viable development options has led to a decline in general business activity in the area. Prospective tenants are hesitant to commit to the area due to uncertainty surrounding potential rezoning and development restrictions.

The west side of Hornsby is strategically located near key amenities such as the railway station, Hornsby council, Hornsby court House, Hornsby aquatic centre, Hornsby police station, and Hornsby post office. The existing buildings in the area are in dire need of redevelopment and the owners are ready to move forward with revitalization efforts.

I believe that increasing the heights and FSR of buildings on the west side of Hornsby would attract more developers and investors to the area, leading to much-needed economic growth and revitalization. The current planning controls in place are ineffective and do not reflect the potential for development in the area.

I urge you to reconsider the planning controls for the Hornsby Westside Precinct and consider the long-term benefits of increasing building heights and FSR. By doing so, we can unlock the full potential of the area and create a thriving, vibrant community.

Thank you for your attention to this matter.

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, 9 August 2024 6:27 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 18:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

JOSEPH

Last name

HAJJE

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 am just providing comments

Submission

Hello,

I m a property developer that has been buying and developing land in hornsby mainly and all over the Sydney and central coast for the last 60 years, I don't feel like any one is looking out for the future development and your hight restrictions and sure meter restrictions have always been a issues, you

aren't looking at the bigger picture I ahem spent millions of dollars on legal fees with Hornsby Council battling this in the last 25 years or so, my daughter and son also local property developers have also had the same issues all off Hunter Street, Burdette Street Peats Ferry Road and Pacific Highway all need to be at least 30 level high with no set backs. there only 200/500 sq lots how are you going to have 2/3 meter setbacks you won't have any floor space left to make a studio apartment. We are all for new developments but the vision for this project is not big enough. Hornsby is a main CBD for the central coast Hunter and Newcastle region. if your going to do this, please have the fore site to do it properly and accommodate all the new people and the new and existing developers.

thank you

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, 9 August 2024 9:36 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 09/08/2024 - 21:35

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Rosalie

Last name

Coyne

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 don't object to the development of the area. What I fear is that with 5000 new homes in a very small area, the correct infrastructure will not be provided. I understand that these homes are being built with the intention that people are nearer to public transport and won't use vehicles, but the likelihood is that they will have 1-2 vehicles per 2 person home. And generally, apartment blocks only provide one parking space per apartment. If the apartments provide 2 spaces, this will not clog up street

parking, and prevent Hornsby from requiring permit parking like so much of Sydney. The other issue would be excess vehicles on the roads around Westfield. There is constantly traffic banked up in all directions at the bridge that crosses over the railway. Out of my 35minute drive to work, I spend about 10 minutes just getting it of Hornsby. Finally, even though I worry about incorrect infrastructure on the area, I am very excited about the development of Hornsby and especially for the affordable housing that this will bring

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, 10 August 2024 1:31 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 10/08/2024 - 01:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Samuel

Last name

Roy

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED] North parramatta

Please provide your view on the project

I object to it

Submission

a range is helpful for affordable housing, I want to see a higher % so I object to this submission. It should be 15% , or at least the top of the range at 10%.

I support greater disability access, and want to see gold and platinum disability access in this plan. And I support density.

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, 10 August 2024 9:32 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 10/08/2024 - 21:32

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

Wahroonga & 2076

Please provide your view on the project

I object to it

Submission

The TOD rezoning will caused over crowded around hornsby area.

Pollution and cramped.

Hornsby is a beautiful suburb with lots of greanery around. building high rise apartments means there will be less trees or nature around.

Please move your high rise building to Asquit Or Mount Colah.

I love hornsby as it is ..

I object building these high rise building!

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, 11 August 2024 2:55 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, 11/08/2024 - 14:54

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 object to it

Submission file

[submission.pdf](#) (24.1 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.

The aim of Government to launch TOD program is to help people to increase their life quality while it will be damaging the benefits of people who already living there. So what do you think???

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.

The aim of Government to launch TOD program is to help people to increase their life quality while it will be damaging the benefits of people who already living there. So what do you think???

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 12 August 2024 11:13 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 12/08/2024 - 11:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Creasey

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 support it

Submission

Road Statistics

New AAMI data has revealed the most dangerous time to be on Australian roads is in the afternoon, around school pick-up time.

AAMI analysed 340,000 insurance claims from 1 July 2018 to 30 June 2019 and found that between

1pm and 4.30pm was when most road accidents occurred, accounting for almost a third (27 per cent).

AAMI spokesperson Paul Sofronoff said with schools around the country starting back from today it was an opportune time to remind motorists to take special care and attention when driving through school zones.

“It’s frightening that so many road accidents are happening when children, our most vulnerable and inexperienced road users, are crossing roads in large numbers and congregating near bus stops.

“Our research suggests that too many drivers are flouting road rules and are oblivious to the dangers of speeding and driving distracted around schools, putting young lives at risk,” Mr Sofronoff said.

Despite road trauma being the number one killer of children aged 14 and under, alarming research from the Australian Road Safety Foundation found not even having children in the car is a deterrent to taking risks on the road.*

Shockingly, the research revealed more than half (52 per cent) of Australian parents admit to speeding, using their mobile phone or driving distracted while their own kids are in the car.

In fact, when it came to speeding on a regular basis, those with the youngest of children aged under 24 rated the worst (three in four), compared with 69 per cent of parents in general and 67 per cent of motorists without children.

Australian Road Safety Foundation Founder and CEO Russell White said: “These statistics highlight a casual attitude towards risky driving behaviours, and surprisingly more so amongst parents.”

“Despite all the safety messages about slowing down around schools, some parents continue to speed in a rush to pick-up their kids or beat peak-hour traffic but the consequences of this are simply not worth it,” Mr White said.

“Sadly, we know that 1 in 2 Australians have been affected by road trauma, having either lost a loved one or known someone who has suffered permanent injury from a road crash.

“People don’t realise that speeding, even a few kms over the limit in a school zone can be the difference between life and death.

“We urge motorists, parents and children to remain vigilant around roads, particularly in the afternoon, and always expect the unexpected to ensure everyone has a safe first week back to school.”

The AAMI data revealed Friday to be the worst day of the week for crashes, followed by Thursday and Wednesday.

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, 12 August 2024 11:40 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 12/08/2024 - 11:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Janet

Last name

DEW-KING

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

BEROWRA HEIGHTS, NSW 2082

Please provide your view on the project

I object to it

Submission

Forty Storey units will make the Hornsby and surrounding areas like slums. It will increase crime, traffic, parking will be much worse to access and we don't have the infrastructure to cope with a much bigger population.

We need more parks, ovals, green space and our shopping areas such as Westfield Hornsby and the shops at Asquith need a major revamp.

Maybe if immigration was capped we wouldn't need to have forty storey units it is going to ruin the area.

Public transport will need to be improved we don't have a good bus system. Parking spots will need to be increased at the Railway Stations.

I strongly object as this will ruin our Local Areas.

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, 13 August 2024 9:45 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Tue, 13/08/2024 - 09:45

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Haylee

Last name

Mills

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

You do realise how far from the city Hornsby is? An hour on slow running trains (when they're even operating, most weekends seem to be trackwork, meaning an hour and a half on a bus), or an hour in traffic clogged roads or over \$20 in tolls if you take the M11 and M2. Why would you even consider this area for redevelopment? if you're more than 15 mins from the city forget it. Focus instead on suburbs that have metro connectivity! The public transport up here is a JOKE, 15 minutes between all

stations mindnumbingly slow trains down the north shore line, or you can stand on a "interurban" train from Newcastle or the Central Coast which is attractive in it only stops at Epping, Strathfield and Central, that is until you catch up to a suburban train and end up crawling for an extra 20 mins (as happened to me on the weekend). Even Uber drivers are shocked at how far away this suburb is. Do better and leave the people who want to relax in the "bushland shire" do so. The drive up to Mount Colah is a shocking example of ugly over development. What benefits did it even bring? More people commuting for over an hour just to get to work.

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, 14 August 2024 7:14 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 14/08/2024 - 07:13

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

2077

Please provide your view on the project

I object to it

Submission

Hornsby will become very very crowded

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, 14 August 2024 10:39 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 14/08/2024 - 10:38

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

garry

Last name

copping

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

I STRONGLY object to the proposal as a lot of things with infrastructure schools traffic etc have not been looked into properly or at all ! A lot of things have been overlooked by the planners and highly reccomend they are looked into before anything goes further..

Regards

Garry Copping.

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, 14 August 2024 11:22 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 14/08/2024 - 11:21

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 disagree with the proposal I think things have not been looked into properly and will totally ruin our lovely but very busy suburb already. The schools in the area are at full capacity name just to name one thing!

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, 14 August 2024 3:03 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 14/08/2024 - 15:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Shokoofeh

Last name

Rezaie

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

St Marys

Please provide your view on the project

I object to it

Submission

We lived in Auburn, we lived in a unit that was next to Mac Donalds. you can imagine the noise, the rubbish's and mouse coming to my unit. I shared my room with my mum, when it was extreme heat and extreme cold we did not have air conditioner. this was really difficult, i couldn't focus on my studies and study at home. So i had to go to library after school with heavy backpack and pain on my shoulder to study there because of lack of facilities at home and walk for a long way to arrive home

because my home was too far from library and train station. I couldn't sleep at night because we were close to high way and in the middle of night I woke up because of the noise of cars. I support greater access for people with disabilities.

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, 14 August 2024 7:15 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 14/08/2024 - 19:14

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

Aqith nsw

Please provide your view on the project

I object to it

Submission

This is n abomination. Over-dlopment, no benefit to existing voters heavy greenhouse gas poducer, measly "park' form converted council car park, totally inadequate for community needs.

No aesthetic appeal - bulldozing of significant heritlage sites etc etc,

Only developers could come up with such an abomination.

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, 15 August 2024 5:25 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 15/08/2024 - 17:25

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

Hornsby Town Centre does not have the infrastructure to support this level of development. The west side of Hornsby is already congested in peak hour and it can take almost 15 minutes to travel 200m in Hornsby CBD during peak times. This is not a well thought out plan and is congesting an already congested area. Leave like bushland shire as that, bushland.

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, 16 August 2024 4:09 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Fri, 16/08/2024 - 16:09

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 2077

Please provide your view on the project

I support it

Submission

Once it's finalised by end of 2024, when would actual construction begin?

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, 17 August 2024 11:31 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Sat, 17/08/2024 - 11:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Andrew

Last name

Kernahan

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 support it

Submission

The proposal looks great as it increases housing supply and adds vital amenities to the community. I go to Hornsby station or near the station everyday I want there to be more housing and businesses around as well as parks and just nice spaces to walk around in.

Housing cost and housing plans are my number 1 issue when voting so anyone who delivers on

increasing housing supply has my vote.

I think this plan could be more ambitious with the amount of housing it can provide and increase it even more. I hope to stay around Hornsby when I start a family in the near future but housing cost are extremely high due to short supply and the more housing supply the better.

The denser the housing the better amenities it provides to residents as well as they can walk to their destinations. It is better for peoples health if we can live in walkable neighbourhoods as we increase the amount of exercise we do without even realising.

I want to be able to walk to the shops, train/bus station and even my future kids school. I also want my kid to be able to walk to their friends place and meet them in public areas without me have to drive.

I support 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: Monday, 19 August 2024 11:22 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Mon, 19/08/2024 - 11:22

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Qin

Last name

Wang

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Wahroonga 2076

Please provide your view on the project

I object to it

Submission

Our only concern about this TOD plan is children's safety and traffic congestion. This ambitious TOD plan will bring at least additional 5000 ~ 10000 cars during school hours. Potentially 5000~15000 new kids walking across the street without any protections. Unfortunately, we didn't see how this plan will manage future chaos. Indeed, TOD will bring new opportunities and new residents to assist housing issues, but we can see tragedies are not that far away. This plan can only be implemented only if

approx. 20 schools nearby will be relocated to others areas.

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, 19 August 2024 4:23 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: 2024-08-19---hornsby-tod-proposal.pdf

Submitted on Mon, 19/08/2024 - 16:17

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

HORNSBY

Please provide your view on the project

I am just providing comments

Submission file

[2024-08-19---hornsby-tod-proposal.pdf](#) (366.23 KB)

Submission

This is the 2nd submission to replace the previous submission.

I agree to the above statement

Yes

19 Aug 2024

Dear Sir/Madam:

Re: Rezoning proposal for North Side of Dural St, Hornsby -10-14 and 14A Dural St, Hornsby



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 within 400 meters. 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.

We would like to request for the Hornsby TOD precinct to be extended westward to include the **blue area** in the map which is within 400 meters to the Hornsby station.

We hope that the rezoning of the above properties (**Blue area**) to high density/mixed commercial and residential will have the following benefits to the community:

1. 10-14 Dural St, Hornsby – to redevelop the existing old and dilapidated residential units. This is a great opportunity to maximise the use of land and renew our townscape.
2. 14A Dural St, Hornsby – to maximise the use of land and provide the footpath to Quarry Park
3. Best location overlooking newly developed Quarry Park
4. Built-in foot path (reduce the need for costly retaining walls)
5. There has been no rezoning since 2013 and this is a good opportunity to integrate the surrounding area with the Quarry Park for mixed residential and commercial building.

We hereby request your consideration to include the above properties in the TOD.

Thank you.

[Redacted signature]

[Redacted contact information]

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 19 August 2024 7:02 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: hornsby-tod-submission-bob-germaine.docx

Submitted on Mon, 19/08/2024 - 19:00

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Robert (Bob)

Last name

Germaine

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 am just providing comments

Submission file

[hornsby-tod-submission-bob-germaine.docx](#) (23.3 KB)

Submission

Submission is attached in file

I agree to the above statement

Yes

The Hornsby Transport Oriented Development Program (TOD) Rezoning Proposal Submission

Bob Germaine- August 2024

Hornsby has been identified as an accelerated precinct under the TOD program to deliver up to 5,000 new dwellings, including a mandatory affordable housing contribution of between 5-10 per cent for all new residential development in the precinct, delivering between 250-500 affordable homes in perpetuity, with around 3,450 additional jobs.

Introduction

As a long-time resident of Hornsby and Ku-ring-gai for over 45 years, with a residential investment property in the Hornsby CBD for over 25 years, I have noticed many changes in the growth and development of Greater Sydney and Hornsby- its relationship with the Central Coast and Newcastle- particularly with respect to population, housing, business and employment growth.

Unlike then, as a small town centre on the long and arduous Pacific Highway journey out of Sydney, Hornsby is now one of the key Strategic Centres of Sydney- a key gateway between Greater Sydney and the growing city regional centres in Newcastle and the Central Coast.

It is in this context that I make the following comments to this Hornsby TOD Rezoning proposal. If Hornsby is to have its population dramatically changed in the manner proposed, then it is imperative that we make the right decisions now and do it properly so that it does not negatively impact this important northern gateway to Sydney.

With respect to the concept of the Transit Oriented Development itself, I am in favour of accelerated development around Strategic Centres where there are opportunities to have concentrated high rise development adjacent to efficient transport interchange centres. However overseas experience in places such as Singapore and Hong Kong show that it is imperative to develop and maintain easy transport access (in, out, around and through).

In addition, it is also critical to have a city centre with a major tourist anchor point attraction; business and education opportunities nearby; lifestyle and eating out options; and with good amenities such as parks and open space – like Hornsby Park.

Developing more opportunities for lower cost housing in this new developments is an admirable objective, however unless the potential major retrofit infrastructure costs of building close to a railway line and existing shopping precinct are contained, the final cost of these high rise development apartments will be out of reach of the intended low cost housing buyers?

In my view planning for these TOD proposals should be accompanied with rendered cadastral 3D planning models such as the Virtual Singapore, Virtual Sydney or Virtual Brisbane models, enabling what-if analysis and allowing multivariable scenario testing!

(See attached)

North-South Transport Corridors

As stated previously, Hornsby Town Centre is one of the major strategic centres of Sydney, sitting on the northern gateway to the Sydney Metropolitan area 21kms from the CBD. It forms part of the critical north- south transport corridor from Sydney to the Central Coast and Newcastle.

- Whilst the M1 Pacific motorway now takes the bulk of the north south traffic, the Pacific Highway via George Street in Hornsby Town centre is still a critical north-south traffic route going on the Old Pacific Highway to Berowra, Galston and other suburbs to the north. In times when the M1 Pacific Motorway is blocked, traffic is diverted to the Old Pacific Highway route via Hornsby Town Centre!
- From a rail perspective, all of Sydney northbound passenger and freight rail services pass through Hornsby Station. It is a major stabling yard for Sydney Metropolitan trains on the Northern and Strathfield Lines. With the proposed changes to ship freight handling in Sydney Harbour, dedicated 24/7 container freight rail lines to and from Port Newcastle, Port Botany and Wollongong are critical for the future of Sydney. Whilst additional freight track has been progressively installed on the Strathfield Northern line through Hornsby Station in the last few years, there is very little spare land to either side to lay any additional track in the future!?
- Having spare rail line capacity is also critical for higher speed country link train and intra-state link passenger services going to north. If ever there is a very fast train (VFT) service from Newcastle to Central Coast to Sydney to Canberra, (as proposed by various governments over many years), it will most likely need to go through Hornsby Station?
- If this Hornsby Town Centre CBD airspace or sub-terrain corridor ever gets blocked by high rise development too close to the railway lines- it will prevent future north – south transport corridor expansion –thus undermining the growth and development of Metro Sydney but also impact Eastern Australia?
- The current transport rail land corridor in my view is already tight for future expansion and development, the planned TOD development as proposed, will impact any future expansion! It will be like trying to thread the eye of a needle!

Any high rise development needs to be set back further from the Transport for NSW rail corridor land to allow for future transport corridor expansion.

Traffic Flow, Commuter Parking & Public Transport Access

- Whether we like it or not, Hornsby CBD is a gateway to Sydney, a staging and transit point for many commuters from the Central Coast to drive or get on off the train and travel further to their final destination. People from all parts of Sydney will make it to Hornsby to make express rail or bus connections that they cannot do at Central, Strathfield or the Sydney CBD.
- In addition it is a major shopping precinct and the main transport transit point for Hornsby Shire and Ku-ring-gai residents. Traffic flow East-West is restricted- by single lane roads to Galston and Wahroonga/ St Ives /Turramurra. The terrain around Hornsby is hilly with roads not conducive to easy walking or cycling.
- Public Transport by bus to many areas of Hornsby Shire off the main transport roads is not easy, with services relatively infrequent. For example the 575 bus goes via Hornsby Hospital from Hornsby to Turramurra every 30 minutes with relatively good coverage, however there is no bus service covering all of the Asquith Industrial estate only certain areas of Salisbury road. People would like to but cannot use public transport to get to and from work. The Leighton Place Asquith business precinct for example has suffered for many years because it cannot attract staff!!
- It concerns me that the Hornsby TOD transport planning only appears to consider the current transport data traffic flows. Further transport modelling is needed to consider what would be required in 10-30 years?
- Hornsby does not have sufficient commuter parking now! The Hornsby TOD plan needs to consider a 5-6 storey commuter car park similar to the one in Wentworthville to replace the new single storey Jersey Street one behind the TAFE.
- Revitalising the Hornsby CBD retail and commercial development with extra residents and new high rise development is fine, but we must improve the traffic flow in and out and around and through, and allow better access to public transport with more frequent bus service and more additional future geographical coverage. Easy access is critical to encourage destination for business and shopping!! Key employment areas must be serviced better!!
- Traffic flows, street closures, and lane closures around the West side of the station and bus interchange need to be reconsidered taking into account the future revitalisation of Westside eating, dining and night-time entertainment precinct, education/ legal precinct transport requirements and pedestrian flows. Hornsby is just too hilly to have serious bicycle traffic! The proposed concourse across the station should take into account the rail and bus commuter pedestrians, and bus interchange. An elevated concourse across Hornsby Station with height-separating

pedestrian bridges across and Station Street and Peat Ferry road might help keep traffic flowing beneath?

- As stated previously here the TOD plan should use 3D planning modelling of the Hornsby CBD to simulate future “*what if scenarios*”.

Will the TOD Proposal deliver more businesses and jobs closer to home?

In the Hornsby Council’s *Economic Development and Tourism Strategy 2021-2026*, it reports that:-

“According to economy.id, in 2016, 28 per cent of Hornsby Shire’s resident workers were employed locally, meaning a large number of Hornsby’s resident workforce (those workers who live in the Shire) travel to locations outside of the Shire (mainly the Sydney CBD) to work each day”.

“Hornsby Shire’s level of ‘employment self-sufficiency’ (the proportion of local workers holding a job in Hornsby Shire who also live in Hornsby Shire) is relatively low, at 47.5 per cent.”

Hornsby Council acknowledges that main street and centre retailing Hornsby Shire’s centres, did struggle throughout the *Covid* period, and that CBD revitalisation is identified as a catalyst opportunity for Hornsby – “*Strengthening the CBD as both a commuter hub and a destination.*”

- Whilst the additional residents from TOD building development in the Hornsby CBD itself will help retail and hospitality, and construction, it is difficult to see how others will be generated? The TOD proposal documents talk about creating 3450 new jobs but give no detail as to how they will come about in the long term?

Hornsby is a place you buy household goods and get things fixed! There are many small home and service businesses at risk with this TOD proposal in the Northern Employment zone up to Bridge Street and the northern zone on the north eastern side of the railway line? It is difficult to imagine new high rise residents living long term adjacent to these existing businesses or to 24/7 freight rail services or passenger stabling yard?

- In its economic strategy, Hornsby Council also acknowledges that there are limited employment land development opportunities / strategic sites in Hornsby Shire, and that existing industrial land needs to be maintained and managed.
- Revitalising the *Asquith industrial and Business Park* and other industry/business parks at Thornleigh and Mount Ku-ring-gai, with better transport access, is vital to finding alternative accommodation for the potential business affected by any TOD proposal. This will encourage more businesses to come and or stay in Hornsby Shire?

Hornsby Ku-ring-gai Hospital is one of the major hospitals in Sydney. It is a teaching hospital, and with the nearby San Adventist Hospital, has some of the top medical specialists attending public and private patients. Because of the poor transport access and appropriate health building infrastructure nearby in Palmerston /Balmoral Street it is not conducive to attracting potential investment in peripheral medical research facilities and health industry input supply?

- Serious consideration should be given to upgrade this precinct by creating a health industry partnership like other major hospital precincts in Sydney to stimulate investment and investigate solutions to current situation.
- NSW Health should give further consideration to building additional medical staffing accommodation buildings adjacent to the Hospital.
- A dedicated shuttle bus service should be considered between Hornsby CBD and Hospital.

According to the ABS Australian Bureau of Statistics' data on counts of Australian businesses, published by economy.id (2019), shows that of approximately 14,250 businesses in Hornsby Shire, around 60 per cent or 8,600 are non-employing businesses. There are many tradies, micro and self-employed home-based businesses.

- Hornsby Shire does not have many larger wholesale or manufacturing companies with significant future employment opportunities. New industries and or businesses will need to be attracted and investment made to encourage new growth in employment opportunities for these new TOD residents?

In my view, up until now, Hornsby Council has not given sufficient attention and or resources to Marketing, Business Attraction and Economic Development for the Shire and most certainly to Hornsby itself as a Strategic Centre.

- Any TOD proposal must be supported by Hornsby Shire Council putting in place capable specialist economic development marketing staff and resources, with an appropriate staffing structure, to implement the current and any future the Economic Development and Tourism strategy?
- A new Business and Economic development taskforce needs to be set up between council, industry, business leaders as well as an advisory group, to encourage new ideas from the micro and homebased community entrepreneurs- in IT, health professionals, medical device engineering and lifestyle products.
- Hornsby should be encouraging and supporting local business more, and developing new business networks and innovation forums- particularly with newly arrived business migrants with new capital, ideas and overseas contacts and networks.

Note: High rise apartments like with the TOD proposal maybe where families live but individual business entrepreneurs need business parks to invest and grow in their business?

- To attract new business and employment opportunities, the TOD proposal needs to support and develop more commercial and flexible workplace office space.

- Hornsby needs a new tourist centre of attraction!! The Hornsby Quarry redevelopment project (Hornsby Park) does offer a new key passive and active recreational greenspace for the wider Hornsby Shire community-particularly with links to the Hornsby CBD. But it also provides an opportunity to develop a potential new business support and start-up innovation precinct north of Hornsby library and TAFE.

Submission Contact Details

Robert (Bob) Germaine

Postcode: 2076

Email [REDACTED]

Virtual Sydney [Bing Videos](#)

Virtual Singapore

<https://www.bing.com/videos/riverview/relatedvideo?q=virtual+singapore+3d+map&mid=38F7DDB8B8E9545F17B538F7DDB8B8E9545F17B5&FORM=VIRE>

Virtual Brisbane

[Virtual Brisbane | Brisbane City Council](#)

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 21 August 2024 12:10 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 21/08/2024 - 00:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Juan

Last name

Wu

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Waitara/2077

Please provide your view on the project

I support it

Submission

The rezoning should cover 1000 meters radius from Hornsby Station, rezone all R2 to R3 because Hornsby needs more affordable housing, the current proposal is not enough to build the require housing as they are all near the Hornsby CBD and limited opportunities for high rise developments.

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, 21 August 2024 10:28 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: hod-hby-ctrl-apartment-park.txt

Submitted on Wed, 21/08/2024 - 10:23

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Stephen

Last name

Pardoe

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

[hod-hby-ctrl-apartment-park.txt](#) (3.68 KB)

Submission

HOD

Hornsby Central Apartment Park

Notes

a. I cannot submit my illustrations as I cannot find anything that gives .doc format.

b. I can give more details, photos and drawings of what I am discussing here.

c. Contact me on [REDACTED] and I can forward them to one of the staff members.

(FYI I was the person that suggested having an island station at Stephen St called 'Hornsby North' to alleviate length of walking to Transport)

1. Traffic Congestion: around the new Hornsby Central Apartment Park or precinct

1.1 This is a MAJOR transport area and the precinct is a couple of metres to the station.

Why provide car spaces when cars are a luxury and not a necessity?

If cars are required, then build more levels of car parks on Westfield e.g Harvey Norman ramp and make the exit/entry swipe access only and sell access cards ONLY to Apartment Park residents.

The lower levels of the buildings could have lower grade apartments that could help house the struggling Australians.

2.1 Black Spot - Linda St Major access to Hospital

Ambulance path to Hospital becomes one lane AND over a crest of a hill which is very dangerous.

FIX :- Remove parking from that part of Linda St. Now it is 3 lanes.

2.2 Black Spot : Albert st - See 4.1

2.3 Emergency access George St see 3.3

3. Pedestrian traffic.

3.1 Main Pedestrian Arteries from the Apartment Park:

Stephen St - George st

George st to Hornsby

Albert st (Central to the Apartment Park)

ALL of these paths to have covered ways

3.2 Easier Access to Westfield from the Station via added pedestrian bridge split that goes from near the lifts over the roof of the Creativity Education / Kim Tin Bakery and penetrates the main wall of the Westfield.

Now shoppers coming from the trains do not need to go down to go up. Disabled people will thank you for a much shorter journey.

Perhaps the shops close to the entrance will get higher browse rates.

3.3 George street pedestrian crossing barriers.

Remove the mid road barriers as they trap emergency vehicles who could have crossed to wrong/road and saved some 5 mins wait time.

4. ALBERT ST

4.1 A Major intersection:

COLES truck access,

cars entering from two converging directions,

cars entering choice of two entrances and pedestrians don't know which in is going to be used.

cars exiting and joining Burdett st

cars exiting and joining the flow of traffic past the pedestrian crossing.

4.2 At the moment, Everyone has to look out for at least 3 directions.

4.3 Possible Solution:

ALBERT ST is very wide. it is at least 5 lanes wide, so could take having 2 lanes taken out of service. so Make a Central Station style pedestrian tunnel from the Albert st side and to the lower car park, then to pedestrian ramp to shops.

4.4 Albert Streets 'hill and hump' profile would be perfect for open cut.

4.5 MOST of the works would be open cut / drop in prefab tunnel sections so cheaper and perhaps faster.

4.6 Then perhaps make Burdett st one-way towards George st.

4.7 Now drivers / pedestrians don't block eachother, and everyone has less dangers/directions to look for.

4.8 ALSO, as an ADDED BONUS, if the bridge from Westfield to station pedestrian bridge is enabled [3.2], then Albert st pedestrians as well as Disabled pedestrians living in the Apartment Park could travel from home to station without getting rained on.

I'm on email as above, if you would like to ask for clarification of anything id be happy to do that.

All the best

Regards

Stephen

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, 21 August 2024 5:05 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 21/08/2024 - 17:04

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

2076

Please provide your view on the project

I object to it

Submission

I am extremely sceptical of the government's ability to perform this upgrade in a way that doesn't permanently alter the nature and liveability of Hornsby. As someone who has lived here three years, and went to school here for 10, Hornsby has always been relatively quiet and calm, and the shops in the area reflect that. Hornsby and the surrounding suburbs also have great nature, and a relaxed and family friendly area (this is why we've moved here after all.

That will be turned into messy urban sprawl with the proposed changes. The relatively short buildings being boosted into a height of over quadruple of their original size sounds like a horrifying eyesore unsuited for the area. Reduce the scope of that to half and even then I wouldn't be too happy (though that would be moderately more acceptable). Height of the buildings aside, the number of people that would bring to the area would be unsupportable.

Already during peak shopping times, it's difficult to find a parking spot - and that's just in Westfield (which would likely have more parking added, to be sure). But what about the offworks right next door? They have about 12 spots, same with other stores in the area which operate under the assumed load of people in the area. The restaurants in the area also fit the nature of Hornsby. They're just big enough. If I need to currently book a day or two in advance for Firestone to make sure I get the Thursday special, add a couple of thousand new people in the area and I'll have to book a month in advance!

Adding a second entrance to the station won't fix the underlying issue of so many new bodies needing to take the train every day - especially during school days with all the students in the area. I don't want peak hour Hornsby to turn into peak hour Wynyard!

I'm also worried many of the smaller shops in the area may be priced out as the increased number of bodies makes shop real estate more valuable, and so only larger chains can afford to take up residence - making the area more generic.

Bluntly, I'm not sure what will decide the type of people who make up the new residence. I've always viewed Hornsby and the surrounding area as very family focused. You always see parents and children and pets. It's all very homely. If we get a variety of cheap new residences, I'm concerned that young singles, tech bros that can work from home, any other type of person hoping to just take advantage of the affordability will change Hornsby to be less of that safe and familiar place and instead turn into more soulless urban sprawl.

I'm also have little to no faith that construction won't be a nightmare as everything builds up. If the light rail is anything to go by, I can easily imagine years of delays and cranes and hideous construction barriers.

Oh, and the hospital, of course, how could I forget Hornsby Hospital. At the worst of times it can take a few hours in the emergency room to have someone take a look at you - not that I blame the hospital, they're doing their best. Once again, I have to ask: what will happen with an additional 5000+ bodies. Are you going to expand the hospital too?

Navigating down Edgeworth Davidson at peak hours can be a strain, and if you simply hope that proximity to the station will mean people take public transport - well, they won't.

I went through the plans, not in any great detail, as it's not my area of expertise, but in short - my main complaints and objections are:

1. The buildings are too high, cut that number in half. We aren't a 40-story building type area, and to put it bluntly, I don't think we want to be.
2. All the shops, restaurants, grocery stores, etc currently exist with the current population levels in mind. If you wholesale replace these things, then the area will be permanently changed. This extends to the areas directly outside the proposed area as well - such as the hospital, or even shops and restaurants in the immediately surrounding suburbs (Waitara, Wahroonga, etc)

3. Hornsby is a family area, it's not like Chatswood or North Sydney or Epping. There's lots of nature, parks, children, etc. A sudden influx of people threatens to change that into generic urban sprawl.

Scale back the plans, be mindful of the effects on culture and crowding. Housing is a difficult problem to solve, but it's more than just a numbers game of "can we fit these people here" - there will always be ramifications beyond your expected scope.

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, 21 August 2024 6:28 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 21/08/2024 - 18:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Glenn

Last name

McCall

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 am just providing comments

Submission

To the west of the Hornsby railway station, there is a small retail area along Peats Ferry Rd from the RSL to the Aquatic Center.

The buildings in this area are of a classic old style and are a feature of the area. Additionally there is a beautifully painted mural on either side of Dural Lane.

While in general, I recognise and support the need for more housing and other aspects outlined in the proposals - I would hope and request that these buildings are preserved for future generations and not simply bulldozed to make way for new buildings.

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, 21 August 2024 9:04 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Wed, 21/08/2024 - 21:04

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

Berowra Heights 2082

Please provide your view on the project

I support it

Submission

As someone who has lived in Hornsby Shire his whole life, I am broadly supportive of the proposed changes. Hornsby has, for a long time, lacked a modern, and pedestrian-friendly town centre. The proposed rezoning is therefore, a step in the right direction. I am particularly supportive of the plans including an upgraded community centre / library, which Hornsby desperately needs. I also agree with the proposed towers to be built over the shopping centre and over the train station—the more a

train station looks like Chatswood, the better. The new station entrance will also make getting around Hornsby so much easier. Looking at the town centre master plan, however, I get the feeling that more housing could potentially be added along Jersey Street and George Street towards their intersections with Bridge Road. More housing could be built along Forbes Street as well. I would also ask that any rezoning retain the ability for the properties along George and Hunter Street to operate retail and commercial businesses on the ground level. Mixed-use buildings are the lifeblood of any city. Finally, given the amount of new dwellings to be included in Hornsby, I would ask that the government consider: fast-tracking the T9 Northern Line triplication; triplicating the track to Asquith or converting the T1 North Shore Line (between Hornsby and Central) to Metro; and implementing TOD rezoning at Asquith, Mount Colah and Berowra stations.

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, 22 August 2024 6:27 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 22/08/2024 - 06:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lillian

Last name

Treanor

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 have the following concerns about the proposed infrastructure developments:

-Traffic congestion particularly, between the “old” side and “new” side of Hornsby, is already very difficult to manage. I live in William Street and on certain days at certain times, I literally cannot leave my street via car and will need to walk if I need to go somewhere locally. This traffic will become considerably worse with many more people living here.

-A lack of services to support this growth given that Hornsby is already a very busy suburb. People that live in these new apartments will have school aged-children. I am a high school teacher that lives and works here, and the local public high schools are already at capacity. More schools will need to be built to support this capacity.

-With regard to green spaces, I have lived in the area for over 20 years and I am still waiting for the quarry to be developed into a green space! There absolutely must be more green spaces available for the people that are going to be living in the proposed, and existing 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: Thursday, 22 August 2024 1:35 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 22/08/2024 - 13:35

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

We need to have precinct renewal activation zone for attracting new customers to the area similar to the new Victoria Cross metro station Vic X, a vibrant new laneway dining hub and on-the-go eats. The plan needs to have a good mix of commercial and residential and I think the current plans are too residential focus which limits the business potentials.

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, 22 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 Thu, 22/08/2024 - 13:42

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jason

Last name

Lu

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

The Hornsby master plan is nothing new. I think the state needs to ask Hornsby council to provide far more housing numbers than their current master plan considering Hornsby has one of the biggest railway stations. I don't understand why Hornsby council has much less housing targets comparing to other councils relatively. The Mayor of the Hornsby council has the history of anti development behaviour. Is it too hard for the state government to implement their housing ambitions in Hornsby

council? Thanks for listening, Jason.

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, 22 August 2024 4:39 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal
Attachments: swc-response-to-hornsby-tod.pdf

Submitted on Thu, 22/08/2024 - 16:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Fiona

Last name

Feng

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

PARRAMATTA, NSW 2150

Submission file

[swc-response-to-hornsby-tod.pdf](#) (204.9 KB)

Submission

Thank you for the providing the opportunity for Sydney Water to comment on the Hornsby TOD.
Please contact [REDACTED] if you require further information.

I agree to the above statement

Yes



22 August 2024

Luke Downend
Manager, State Rezoning
Department of Planning, Housing and Infrastructure

Reference: 213995

Hornsby Transport Oriented Development Precinct

Dear Luke

Thank you for the opportunity to provide comment on the Hornsby Accelerated Transport Oriented Development Precinct (TOD). We understand the proposed amendments to planning controls should enable delivery of up to 5,000 additional dwellings and 3,450 additional jobs.

We support government-backed growth initiatives within our area of operations and endeavour to provide services in a timely and prudent manner that delivers cost effective water and wastewater infrastructure whilst not impacting our current customer base economically, environmentally, or unduly impacting current service levels.

We are committed to providing water and wastewater services to facilitate growth within the National Housing Accord (Accord) period. In 2023 and early 2024, we collaborated with Government to review the financial and infrastructure impact relating to water and wastewater servicing of the proposed acceleration of growth in 7 Tier 1 transport nodes selected across Sydney. These reviews however were based on different boundary and growth parameters. We therefore provide the following comments for the proposed Hornsby TOD precinct. Further detailed comments can be found in Appendix 1.

Servicing within Accord period

Sydney Water are not anticipating trunk augmentations to be required to service growth in the Hornsby TOD within the National Housing Accord period, as most of the growth proposed will be located within our West Middle Harbour wastewater catchment as previously noted, and with limited growth occurring in our West Hornsby wastewater catchment. Local reticulation augmentations may be required.

Please refer to Appendix 1 for detailed servicing advice within the Accord period.

Servicing post Accord period

Water and Wastewater Servicing

- As a result of proposed increased growth within the TOD and the potential impact of additional cumulative growth within the wider water and wastewater catchments, augmentations to our water and wastewater systems may be required to service the Hornsby TOD beyond the Housing Accord period.

- Subject to DPHI finalising ultimate TOD growth numbers and providing agencies more information around staging, we may implement a growth assessment review to plan for servicing future phases. These plans will define servicing strategies and detail potential augmentations for growth beyond 2029. It is anticipated that our planning studies, where required, will be carried out by 2026.

Integrated Water Cycle Management

Please refer to Appendix 1 for Integrated Water Cycle Management (IWCM) comments.

Next Steps

We welcome the opportunity to continue working with DPHI to finalise requirements relating to future servicing and integrated water cycle management within the Hornsby TOD precinct. If you need further information, please contact our Growth Planning team at

[REDACTED]

Yours sincerely,



Charlotte Alexander
Head of Growth and Development

Enclosed:

Appendix 1 – Sydney Water detailed comments and requests for exhibition clarifications or amendments.

Appendix 1 - Sydney Water detailed comments and requests for exhibition clarifications or amendments

Document and Section	Page. No.	Comment type	Comment
N/A – Sydney Water comments on servicing within Accord period	N/A	Detailed comments	<p>Drinking Water</p> <ul style="list-style-type: none"> The proposed development site is in Wahroonga water supply zone. Preliminary assessment suggests that Sydney Water can accommodate growth in the Hornsby TOD within the Accord period. No trunk drinking water augmentations are anticipated to be required to service growth within the Accord period. <p>Wastewater</p> <ul style="list-style-type: none"> Most of the Hornsby TOD falls within the West Middle Harbour catchment. A small portion of the TOD falls within the West Hornsby catchment. All areas south of William Street and to the east of the railway line are within the West Hornsby catchment. Preliminary assessment suggests that Sydney Water can accommodate growth in the Middle Harbour catchment within the Accord period. No trunk wastewater augmentations are therefore anticipated to be required to service growth within the Accord period for this catchment. Limited growth has been detailed by DPHI and therefore only considered by Sydney Water in the West Hornsby wastewater catchment. As per out previous advice, should growth be higher than 250 dwellings for the West Hornsby catchment, major treatment plant upgrades will be required. If required, these upgrades will not be delivered within the Housing Accord period.
N/A – Sydney Water comments on integrated water cycle management	N/A	General comment	Integrated Water management

			<p>Sydney Water strongly recommends precinct level strategic water management assessment, that includes clear objectives for water efficiency and recycled, waterways, stormwater management and flooding, and related objectives for green space and canopy management.</p> <p>Integrated land and water planning</p> <p>The Hornsby TOD rezoning should be able to meet Water Quality Objectives for receiving waterways and demonstrate application of the risk based framework for considering waterway health outcomes in strategic land use planning decisions.</p> <p>Additionally, all rezonings located in "regulated catchments" in the Biodiversity and Conservation SEPP should conduct this planning to ensure proposed development meets the requirements of Chapter 6 that (a) the effect on the quality of water entering a natural waterbody will be as close as possible to neutral or beneficial, and (b) the impact on water flow in a natural waterbody will be minimised. The principles of total catchment management required in Chapter 6 must be observed.</p> <p>Sydney Water recommends adopting best practice approaches to integrated urban design, land use planning and water management, such as adopting the approach demonstrated by integrated planning for Mamre Rd and Aerotropolis, and the IWM analysis conducted by DPHI to inform the Greater Sydney Water Strategy. Such analysis is required to ensure the rezoning proposal and the land use objectives can feasibly enable the achievement of performance requirements for stormwater, waterways, pervious area, green space maintenance and urban cooling (as an example, it is not generally sufficient for a stormwater study to identify the use of water sensitive urban design (WSUD) - WSUD must be planned and delivered at an appropriate scale to meet the stormwater and waterway goals for the precinct.</p> <p>Additionally, rezoning proposals should take into account additional performance requirements and community outcomes required in Masterplans such as Hornsby Council's waterway strategy.</p> <p>Good erosion and sediment controls are required to ensure development does not create unacceptable impacts on stormwater and waterway health during construction. We</p>
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			<p>recommend the TODs require implementation of best practice site management, as guided by the updated blue book.</p> <p>Water efficiency and recycled water</p> <p>The rezoning proposal should assess how best practice water efficiency can be achieved both at the precinct and household and business scale. This should encompass external use and link to the land use and stormwater management approach described above, as well as internal use. Developments such as commercial buildings or data centres can have high water use, which should be addressed by embedding efficiency in design, specification of fixtures, and ongoing management.</p> <p>Assessments should also consider opportunities for recycled water provision to contribute to outdoor water demand and reduce household use. The rezoning could consider opportunities for precinct scale recycled water/sewer mining.</p>
Utilities Baseline Report (Section 5.2)	Page 20	Clarification	<p>For network sizing, Sydney Water uses Peak Dry Weather Flow using 150L/person/d ADD (inclusive of BASIX) with the contribution to the peak determined from the local existing diurnal curve. PDWF to be less than 60% pipe full capacity to provide satisfactory operation and maintenance. The calculation of demand may require further review.</p>

Amos Fu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 22 August 2024 7:58 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 22/08/2024 - 19:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Vanessa

Last name

Tan

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

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2120

Please provide your view on the project

I am just providing comments

Submission

Great to have increased tree cover and public housing, however am concerned about traffic and infrastructure. I think it's important to think about traffic management as the roads to Westfield and train station are poorly managed in terms of traffic buildup, and difficulty in accessing the shopping centre, which creates more traffic buildup in the area.

Thinking possibly about how the roads can be safely shared with pedestrians such as overhead

crossing bridges or linkways with lifts may be safer and help alleviate traffic. And of course, taking accessibility into consideration.

Scrapping street parking may be a viable option on the aquatic centre side to help increase traffic flow.

All new developments should include some form of parking, and building a public car park for local businesses is crucial to consider, and multistorey, not just open air.

Car parking for train station is essential, so commuters can access easily and reduce overall one person vehicles. Solar would be a useful addition, and charging for electric cars.

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, 22 August 2024 8:28 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 22/08/2024 - 20:28

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lawrence

Last name

Kemp

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

Thankyou for allowing me opportunity to have my say on the Hornsby Rezoning Proposal.

I have no objection to the rezoning proposal, however I feel that it is very important that improvements firstly need to be made to all roads in and around the precinct to ensure safe, efficient and easy access through the area.

The existing roads feeding into and out of the Hornsby CBD area at present are already congested at multiple locations during peak periods and are not really fit for purpose as it is. Injecting thousands of more people and therefore thousands of more vehicles and road users including pedestrians into an already congested road network will only create chaos, and this would only be magnified further during the construction phase of the plan, as I can envisage road closures, detours, heavy vehicles and parking issues all being problematic factors that all need serious consideration and proper and adequate planning for.

If you can get the roads, infrastructure and traffic management done correctly prior to the construction of and injection of thousands of new dwellings, people and vehicles, then I think the recreation of the whole plan and project for the area will come together a whole lot smoother.

The inclusion of multiple green space areas in and around the area is also very important, as I don't want the area to become one big ugly concrete jungle.

People residing in multi story apartment buildings, particularly children and the elderly, need green space areas in handy proximity to their homes, for their health and wellbeing and sense of community and pride as informational meeting places. They will also add to the beautification of the environment.

Also, Is there enough or adequate space at existing schools, hospitals, other health care facilities to cater for such a large increase to the local population? If not than what is the plan for these essential services to be able to to cater for the increasing demand that they will inevitably see from a larger population?

I am all in favour of progress for our area, however unless adequate planning and implementation of roads, access and essential services is conducted and in place, then I think we are setting ourselves up for major problems both in the short and long term.

This plan cannot and should not be driven by developers having their way to be able to make millions of dollars in profit, and nor should it be a quick fix for the government of the day to say that they have delivered on housing targets to be able to score points at the next election.

This plan absolutely has to be about the people and communities who do and will call Hornsby their home. Let's hope that this is what is most important and forefront of mind when you are making decisions for the redevelopment of this area, and that our local leaders and decision makers are courageous enough to make truly great decisions that will transform Hornsby into a benchmark for the rest of Sydney, and will benefit the whole community and make Hornsby a desirable and terrific place to live.

Thankyou

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, 22 August 2024 10:29 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPE Hornsby TOD Mailbox
Subject: Webform submission from: Hornsby TOD rezoning proposal

Submitted on Thu, 22/08/2024 - 22:28

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've been a Hornsby Shire resident for almost a decade now – my community is here and I deeply care about it. I believe that everyone deserves a fair chance to live where their community – their workplace, their friends and family, school etc. is, which is why I am passionate about advocating for affordable housing being provided for those community members that need it.

I believe that 5-10% affordable housing isn't enough, in fact, it's a step back from what the Council

had already agreed to. It's important that the new developments provide at least 15% mandatory affordable housing contribution, that it is held in perpetuity, capped at 30% of the household income, managed by a community housing provider and not lacking diversity in sizes to be suitable for a diverse range of residents.

I believe that a diverse community where people's fundamental rights are met is a flourishing and sustainable community, and that is the kind of place I want to live in.

I agree to the above statement

Yes