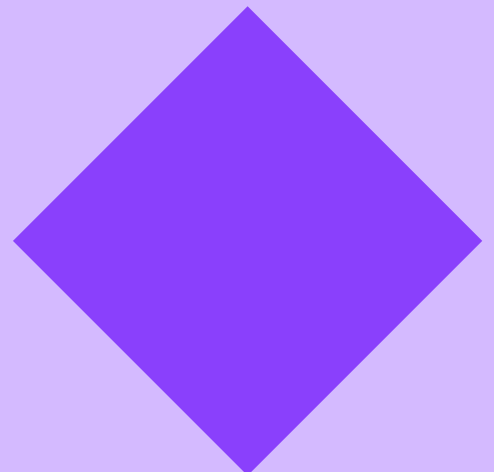


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# Hornsby Precinct State-led Rezoning Urban Design Framework and Planning Controls

October 2024





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This Urban Design Framework report was prepared by COX Architecture and Dominic Steele Consulting Archaeologists on behalf of the Department of Planning, Housing and Infrastructure.

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## Acknowledgement of Country

The Dharug and GuriNgai Peoples have protected and respected this area for thousands of years. The area now known as Hornsby Shire is unique in its placement within the landscape with natural features differing from those that surround and beyond.

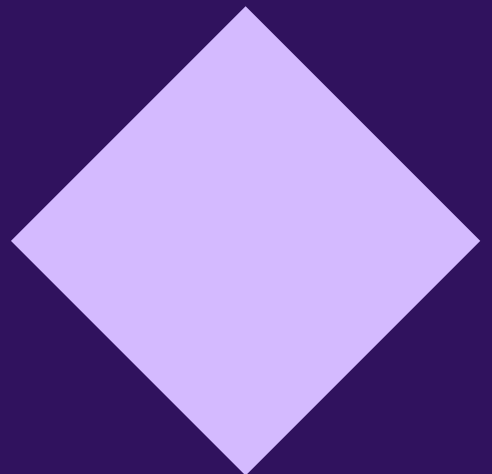
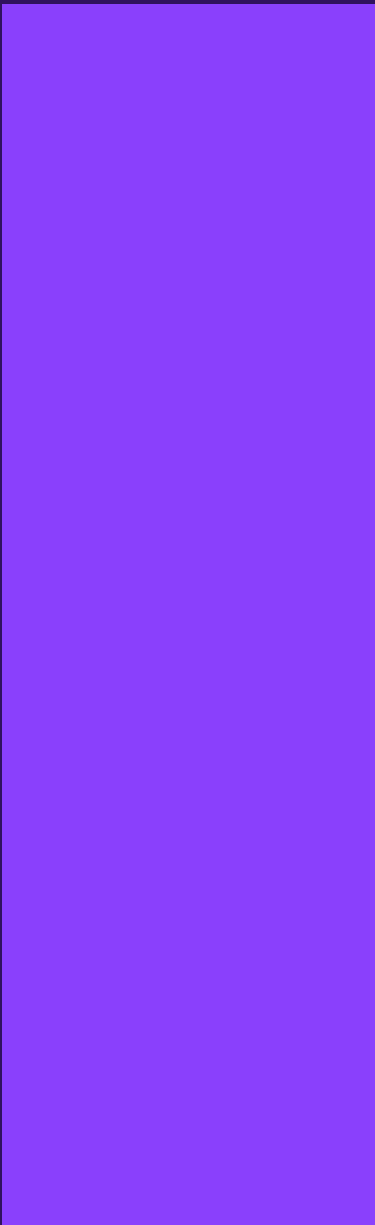
In developing this Framework, we acknowledge and respect the Dharug and GuriNgai Peoples, through their knowledge, care and respect of their Country.

The importance of this Country is represented through many natural elements. The meandering ridge lines extending from the south, north-west and north-east, meet at Hornsby, demonstrating its importance within the cultural landscape as a junction for these once heavily occupied travel routes. The bushland setting of Berowra Valley National Park which the town centre sits adjacent to, and proximity to Hornsby Park, illustrates the importance of the bushland, the waterways and the flora and fauna of this area.



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## Introduction



# Transport Oriented Development Accelerated Precincts

Housing is a key priority for the NSW Government. There is current shortage of diverse, affordable homes in well-located areas, close to where people live and work and close to transport and other amenities.

By 2029, the NSW Government has committed to building 377,000 new homes as part of the National Housing Accord. Based on expected housing completions, there is a current shortfall of approximately 170,000 homes to meet demand.

In response to the housing need, the NSW Government has announced a series of State-led priority rezonings located near Sydney metro stations and other key transport hubs. The State-led rezonings will provide planning support to optimise investment in transport infrastructure and unlock housing supply close to existing transport hubs and new metro lines. This involves 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.

There is a forward program of proposed State-led rezonings precincts identified across Sydney, called the Transport Oriented Development (TOD) Precincts program.

The Transport Oriented Development (TOD) Precincts program will deliver much needed housing around transport hubs. Housing at these locations will benefit from an assessment pathway to create faster approvals. Hornsby is identified as one of the precincts, along with 7 other priority transport hubs.

Putting homes near planned and existing public transport will help to improve the development pattern of our cities by reducing urban sprawl. It means that more people will be able to live within walking distance of shops, restaurants and open space and be near good public transport to get them where they need to go.

Part 1 of the program will focus on the 8 accelerated precincts to create infrastructure and capacity for 47,800 new homes over 15 years.

- The overall objectives of the program are to;
- increase housing supply in well located areas
  - enable a variety of land uses within walking distance of train and metro stations
  - deliver housing that is supported by attractive public spaces, vibrancy and community amenity
  - increase the amount of affordable housing in these locations.

Hornsby Town Centre is an appropriate precinct for the TOD program. It is an existing and established major commercial centre within the Hornsby LGA, 25km north-west of the Sydney CBD. The Town Centre encompasses a retail and commercial core, supported by light industrial, community, civic and residential land-uses and the Hornsby Train Station. Hornsby Station is an existing heavy rail station on the Northern and North Shore Lines.

It also has the benefit of having been through a detailed Masterplan process with Hornsby Shire Council (the Council) to respond to anticipated future growth in the Town Centre. From 2019 to 2022, the developed the draft Hornsby Town Centre Masterplan (the Masterplan), which emerged from a review process and development of a Strategic Framework to support economic, employment and housing growth within the Town Centre.

At its meeting on 8 November 2023, Hornsby Shire Council resolved to adopt the Hornsby Town Centre Masterplan, and released its final Masterplan Report.

As the adopted Masterplan sets out the long-term future vision for the Town Centre, it forms a strong basis for the development of the Hornsby TOD program. Strengthening the aims of the Masterplan, the Hornsby TOD project has specific objectives of:

- Accelerating housing growth in the Hornsby Town Centre
- Carry out the additional work and analysis required to implement the Hornsby Town Centre Masterplan through a holistic precinct rezoning
- Increase density close to existing public transport
- Realising integrated urban design outcomes
- Identifying the process for funding and delivering the required supporting infrastructure
- Setting affordable housing targets for future development

This Urban Design Framework and associated documents support the delivery of these objectives.

**All proposals and initiatives within the following report are indicative and are subject to appropriate approval pathways and funding commitments for delivery.**

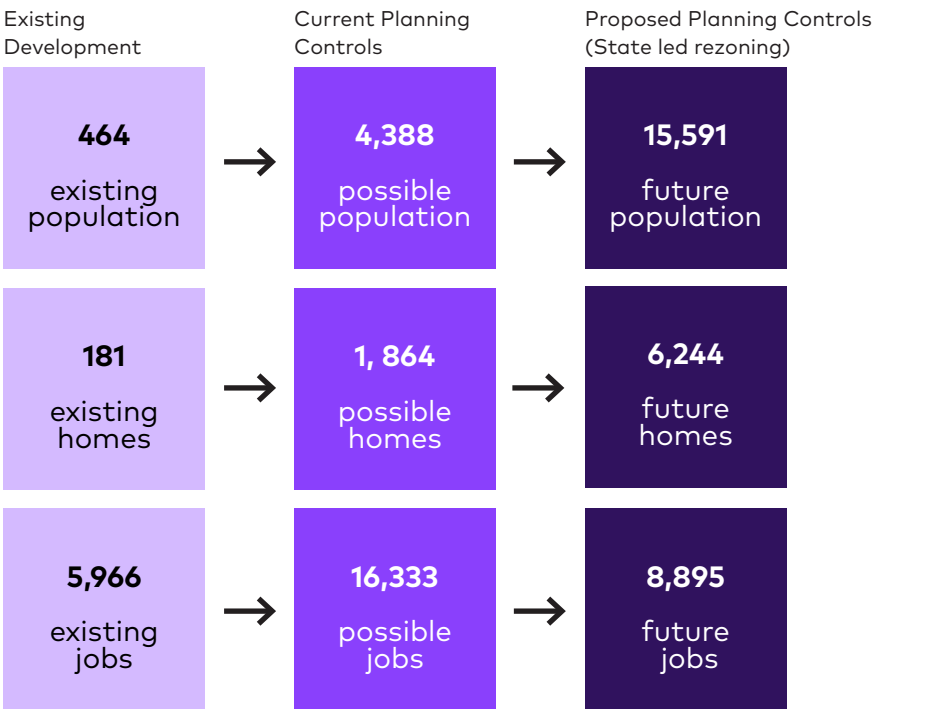


Figure 1: Key projected statistics for Hornsby Town Centre



Figure 2: Artist's impression of Hornsby Town Centre (source: Cox)





# Purpose of this Document

This Hornsby Precinct TOD Urban Design Framework (the Framework) is the guiding document to explain the State-led rezoning process for the Hornsby Town Centre Precinct.

- The purpose of the Framework is 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
  - to prepare an Urban Design Framework that is informed by Connecting with Country engagement processes and opportunities
  - to document where the Urban Design Framework departs from the Hornsby Shire Council's Hornsby Town Centre Masterplan and provide justification for these departures
  - to inform the preparation of a Design Guide, Explanation of Intended Effects (EIE) and infrastructure listing for the Hornsby Precinct; and
  - to test that the planning controls proposed within the Hornsby Town Centre Masterplan and/or the State-led rezoning can deliver the desired housing outcomes, whilst meeting or exceeding the achieving the amenity based performance controls within the Masterplan and the Design Guide.

The Urban Design Framework achieves this by;

- Identifying urban design principles and parameters that will underpin the proposed development including how Country has been embedded;
- Providing a site and context analysis that identifies opportunities to be considered;
- Demonstrating that potential future uses, built form and landscape can achieve high quality place outcomes;
- Proposing building heights, building envelopes, and draft development principles to be incorporated into future planning controls at a later stage; and
- Assess and test to reduce impacts solar impacts, preserve and allocate deep soil and improve tree canopy.

This document is structured in the following way;

1. Introduction

This section provides an overview of the adopted Hornsby Town Centre Masterplan, including key drivers and process.

2. Urban Design Framework

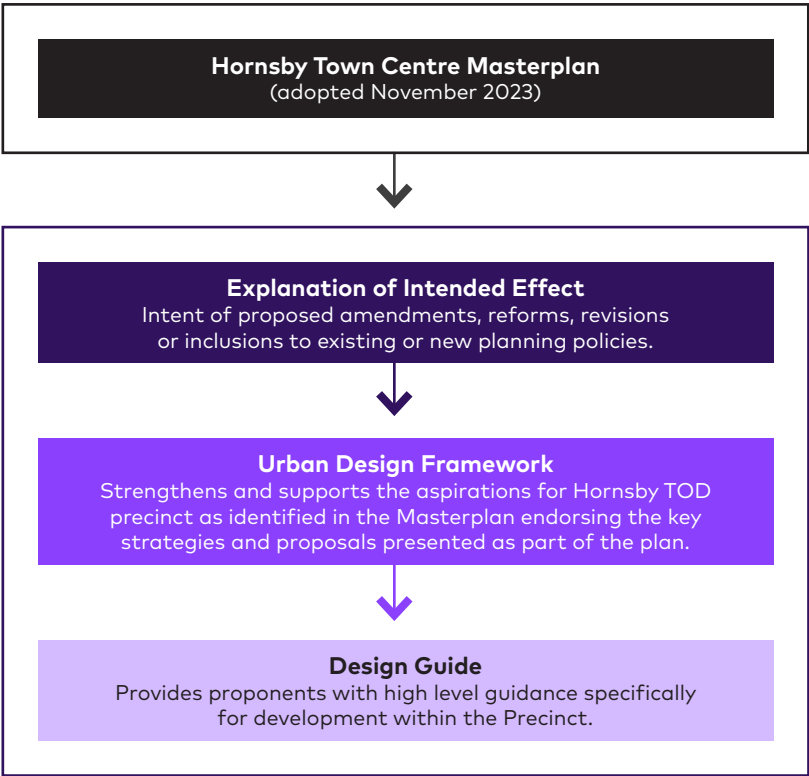
This section provides the supporting strategies of the Masterplan to support the rezoning. It identifies any variation since the Masterplan adoption.

3. Implementation

This section details the proposed adjustments to planning controls and supporting delivery strategies.

Figure 3 illustrates the relationship between the Masterplan prepared by Hornsby Shire Council and the documents supporting the rezoning.

**Hornsby Shire Council**



**State Government**

Figure 3: Relationship of Hornsby Town Centre Masterplan to the Hornsby TOD program

## Approach and Process

For future growth in Hornsby to be successful in achieving the objectives, the project must take a place-based approach, drawing upon the work that was undertaken during the Masterplan to allow for growth in a balanced way, responsive to the existing character which makes Hornsby unique, and creating a high-quality public domain with a variety of open spaces for an increased population.

The Urban Design Framework for the Hornsby State-led rezoning takes an approach which strengthens and supports the aspirations of the adopted Hornsby Town Centre Masterplan developed by Hornsby Shire Council, endorsing the key place-based strategies and proposals presented as part of that plan.

In order to provide assurance and validation of key aspects of the Masterplan, review of technical disciplines such as flooding, infrastructure delivery, noise and vibration, contamination, feasibility studies, Apartment Design Guide (ADG) testing have been undertaken as part of this process. These are investigated in the context of ensuring the overall vision for

Hornsby Shire Council is met. Four key pillars formed the Vision, which emerged from community engagement - these are Community and Experience, Public Domain and Landscape, Movement and Place and Urban Design and Built Form.

Sustainability was identified as the overarching theme during this process, in terms of environmental, social and economic sustainability and all inter-linked to the four pillars.

As part of the validation process in this project, independent technical studies have been undertaken, all which consider long term sustainability for Hornsby Town Centre in their investigations. The studies which have been reviewed include:

- Infrastructure Delivery Plan (Mecone, May 2024)
- Economics and Feasibility study (SGS, May 2024)
- Preliminary Contamination study (Stantec, May 2024)
- Acoustics study (WSP, May 2024)
- Utilities capacity report (Stantec, May 2024)

- Flooding and Stormwater report (May 2024).

In addition to these technical studies, a process of Connecting with Country is in the early stages of development, with the Hornsby Aboriginal and Torres Strait Islander Consultative Committee (HATSICC). Aboriginal archaeological research has been undertaken by;

- Aboriginal Heritage Values (Dominic Steele Consulting Archaeology).

This process for Designing with Country, including the Aboriginal research is outlined in further detail on Part 2.

Figure 4 below explains this process and synthesis of the Masterplan aspirations with technical studies through an integrated design process.

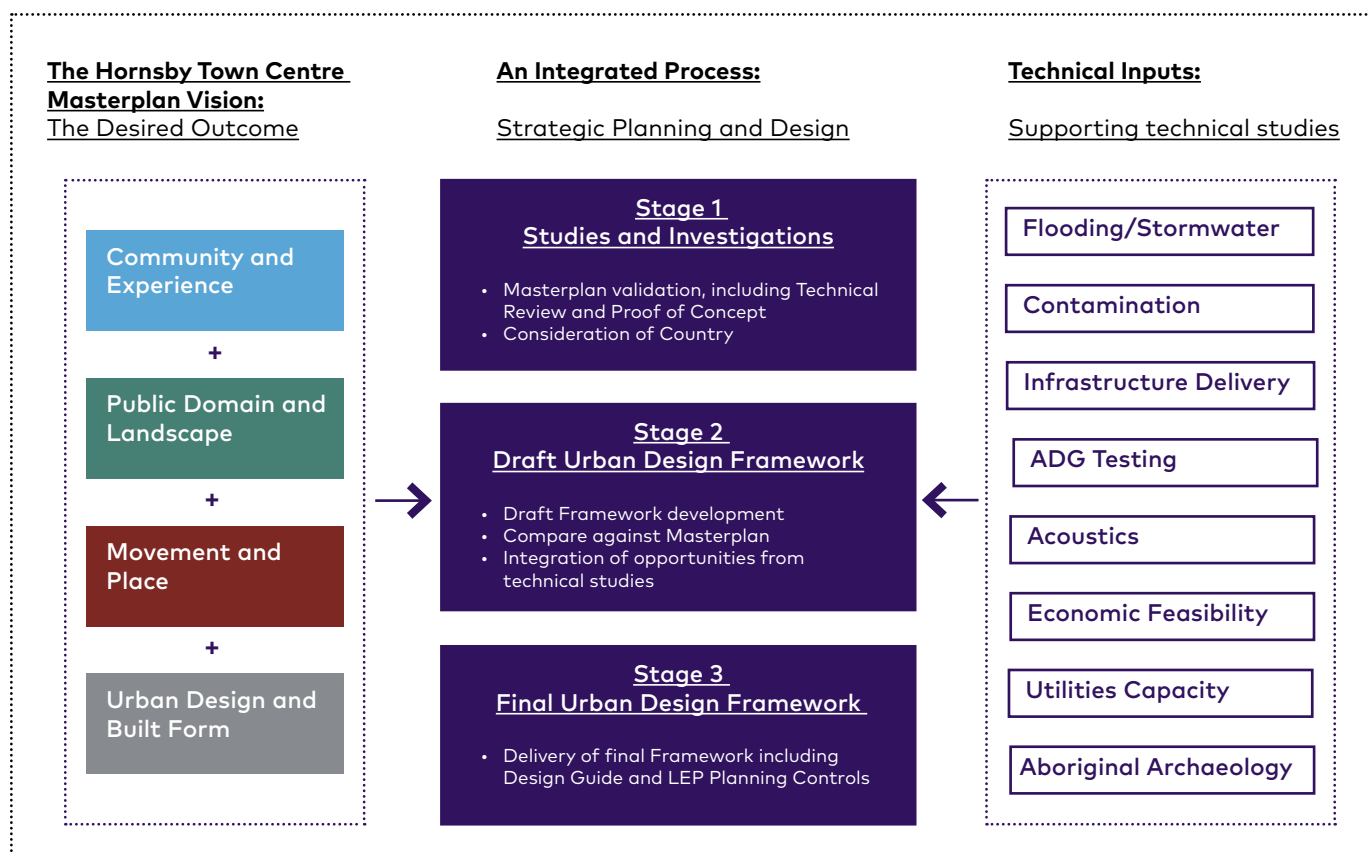


Figure 4: Relationship of Hornsby Town Centre Masterplan to the Hornsby TOD program

# The Hornsby Town Centre Precinct

Hornsby Town Centre is the major commercial Centre within the Hornsby Local Government Area. The Centre encompasses a primarily retail and service core surrounded by commercial, urban services and light industrial, community, civic and residential development of varying density.

The extent of the Hornsby Town Centre State Led Rezoning precinct is bounded by Bridge Street to the north, Peats Ferry Road to the west, Webb Avenue and Edgeworth David Avenue to the south and follows Albert, Florence, Muriel, and Burdett Streets around to Hunter Street along its Eastern edge. The Town Centre is relatively compact, with an overall site area of 38.9 ha.

Within Hornsby Town Centre there are many major attractors generating key pedestrian activities. Retail attractors such as Westfield Hornsby and a retail strip on the west side service the commercial functions of the Centre. In addition, the centre also provides a strong civic function for the Hornsby Shire LGA, including the library, courthouse, Council chambers, police station and the Hornsby RSL Club. The centre also has several educational and recreational attractors including the Hornsby TAFE and Aquatic and Leisure Centre.

A key attractor outside the study area but with a strong connection to the Town Centre is the Hornsby Ku-ring-gai Hospital. Adjacent to the site is the future Hornsby Park, a regional open space attractor that has strong pedestrian ties to the Hornsby Town Centre.



Figure 5: Site Aerial



Figure 6: Fine-grained Streetscape to Town Centre West.



Figure 7: Fine-grained Streetscape to Town Centre West.



# Regional context

Hornsby Town Centre is located on the upper north shore of Sydney, NSW, approximately 25 kilometres northwest of the Sydney CBD.

It is located within LGA of Hornsby Shire Council, outlined in the adjacent figure. It is also known as the Bushland Shire due to its rich natural environment. Two-thirds of the Shire comprises national park and bushland. The Town Centre itself has an important location, sitting on the edge of the bush, just to the south of Berowra Valley National Park, a significant area of bushland and waterways.

The centre is one of eight Transport Oriented Development accelerated precincts within Sydney. The Centre is the most northern TOD precinct of the 8 identified and is strategically located between the future Metropolitan Centre of Greater Parramatta and Metropolitan City of Gosford. The Town Centre is also located on the future Sydney to Newcastle Fast Rail Network Investigation line as identified within the Six Cities Discussion Paper (DPE 2023), which is now being considered as a future High Speed Rail link by the Federal Government.

Hornsby railway station is the junction of the North Shore line (T1) and the Northern line (T9) of the Sydney Trains network, providing frequent railway services to Sydney CBD via Strathfield or Chatswood. Intercity and regional trains to the Central Coast, Newcastle, the North Coast of NSW, and Brisbane, all stop at Hornsby.

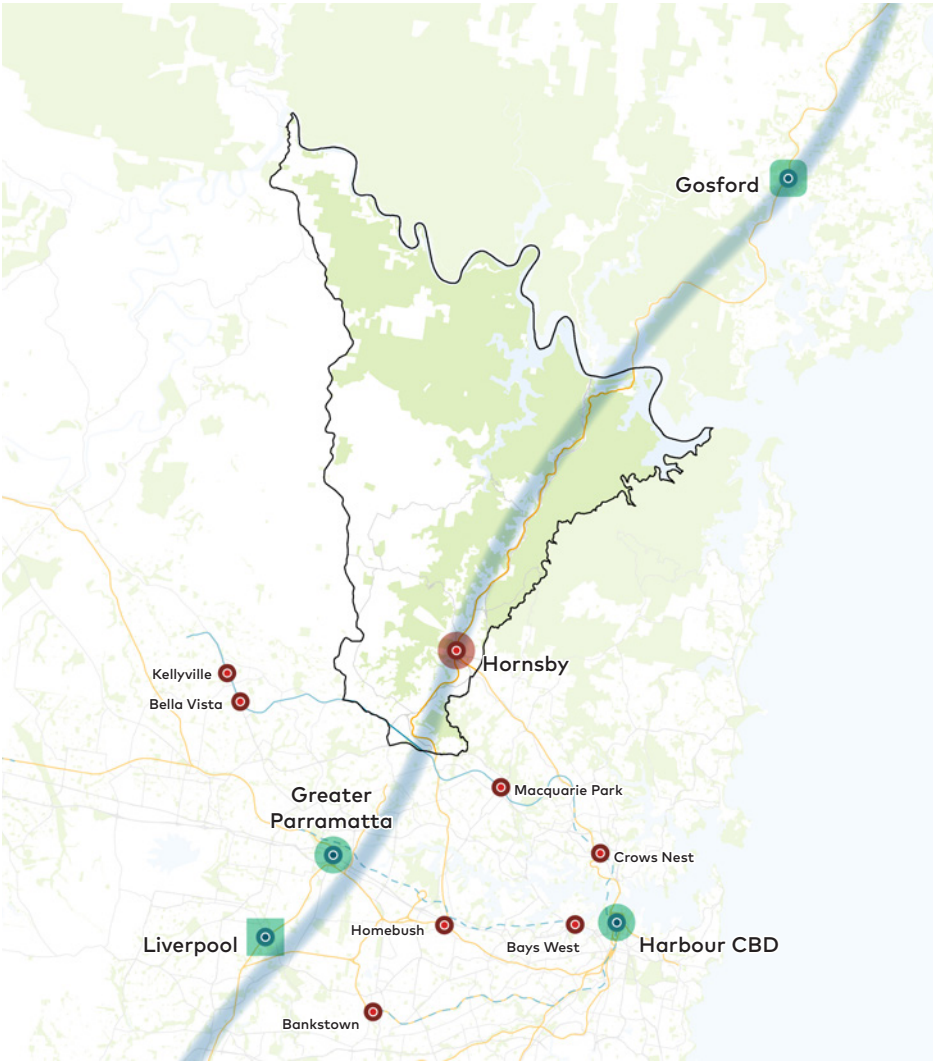


Figure 8: Hornsby's regional context

- Hornsby Town Centre Precinct
- Metropolitan centres
- Metropolitan cluster
- Metropolitan city
- TOD Accelerated Precincts
- Train line
- Metro line
- Future Metro line
- Future High Speed Rail



Figure 9: Peats Ferry Road Intersection at Hornsby RSL



Figure 10: Increased Scale of New Mixed-use Development to Town Centre East.

# The Hornsby Town Centre Masterplan

“A place for people that reflects the uniqueness of the bushland setting, integrated around key public spaces, where the city meets the bush. An active, thriving centre that exhibits economic diversity, design excellence, liveability and sustainability. ”

## Hornsby Town Centre Masterplan Vision Statement

The initial recommendations which informed the Hornsby Town Centre Masterplan (the Masterplan). led by Hornsby Shire Council, were based on a comprehensive evidence base and an intensive stakeholder and community engagement process, background literature and technical studies.

The draft recommendations which informed the Masterplan were developed in close collaboration with the Hornsby community, state agencies, stakeholders, Town Centre landowners and Council. They included:

- Balance new development with strong local character and retail and public space experience
- Provide public spaces and green spaces to reinforce the bushland shire identify
- Sustainability should be at the core of Hornsby Town Centre
- Maximise connectivity and public walkability by reconfiguring the way bus movements occur
- Recognise and reinforce the role of the centre within Hornsby Shire and Greater Sydney
- Additional east-west connections across the station are crucial to realizing a coherent and functional Town Centre.

The adopted Masterplan was the culmination of five years of extensive work undertaken by Council to formulate an ambitious vision to transform Hornsby Shire’s major town centre.

The Masterplan promoted a redefinition of the Town Centre skyline with opportunities for 4,900 new dwellings in slender residential towers, varying in height up to 36 storeys and clustered around the train station and mall and 4,500 new jobs.

The Masterplan promotes development that takes advantage of the location of the Town Centre on a major transport node which provides local and regional connections across Hornsby, Sydney and to the Central Coast. Future development opportunities are identified above the railway line to link the east and west sides of the Centre.

Appropriate elements within the Masterplan to support the anticipated growth in residents and key workers were identified including a range of transport upgrades, provision and upgrade of parks and formation of a multi-purpose community facility.

The key components of the Masterplan include:

- new parks and upgraded and extended open spaces
- public domain improvements to key public spaces and streets
- capacity for mixed use in the centre and retail core, with slender towers up to 36 storeys
- a multi-functional community facility
- commuter carparking to replace Council carparks

Figure 11 is an extract of the Hornsby Town Centre Masterplan, as developed by Hornsby Shire Council.

- Legend**
- A - Florence Street Upgrade
  - B - Pedestrian Link over Rail Corridor
  - C - Vehicle Slow Zone adjacent to new Pedestrian Zone
  - D - Road Widening
  - E - Hunter Street Signalisation
  - F - New Two-Way Laneway
  - G - Multi-purpose community facility
  - H - Hornsby Square
  - I - Cenotaph Plaza
  - J - Burdett Street Park
  - K - Jersey Street Park



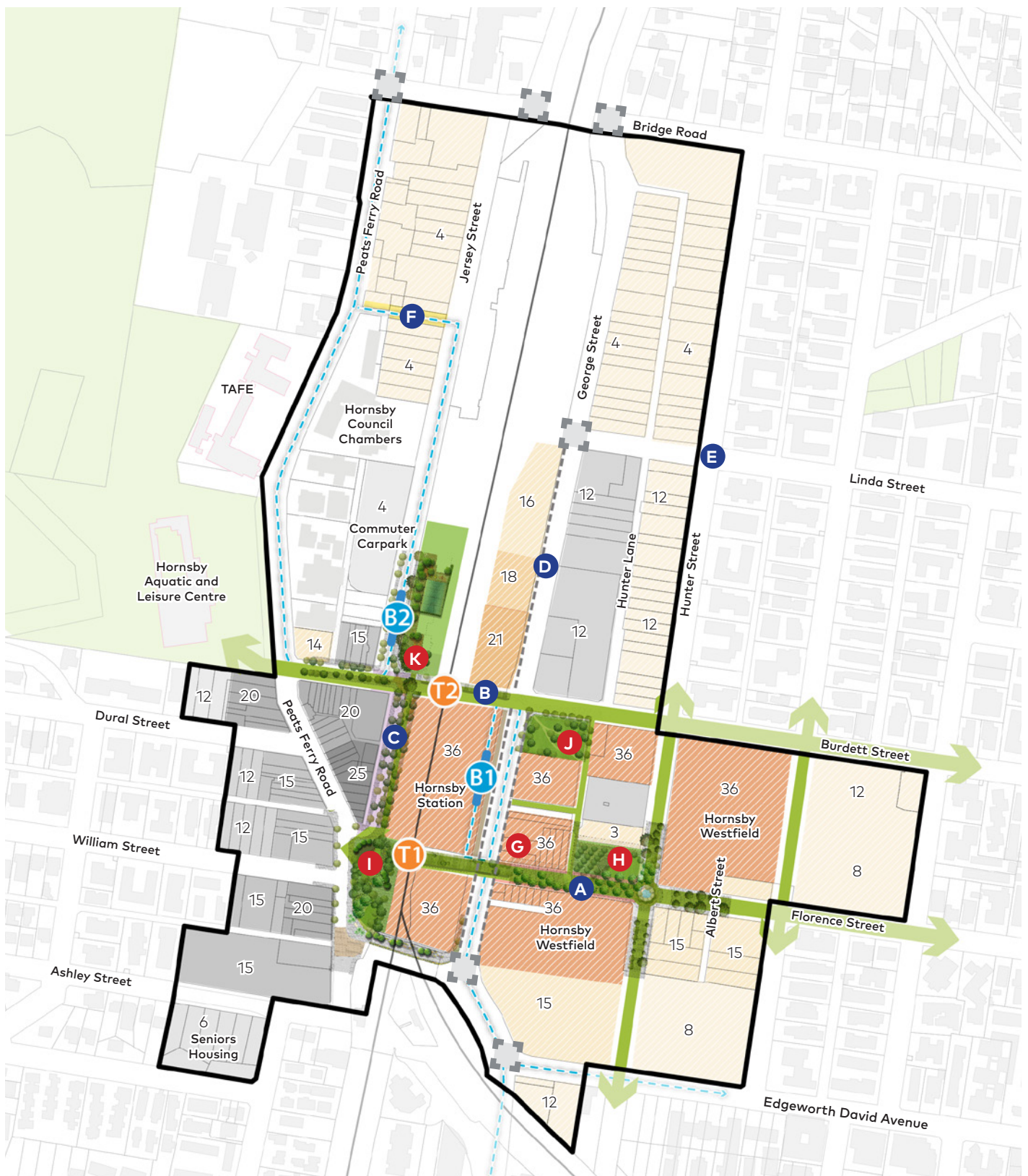


Figure 11: Hornsby Town Centre Masterplan Summary (source: Hornsby Shire Council)



- |  |   |                     |  |  |
|--|---|---------------------|--|--|
| <b>T1</b> Existing Station Access                | <b>Proposed Bus Route</b>                               | <b>36 storey</b>    | <b>8-12 storey</b>                     | <b>15 storey (Existing under HLEP)</b> |
| <b>T2</b> Proposed Station Access                | <b>Intersection Upgrade</b>                             | <b>21 storey</b>    | <b>3-4 storey</b>                      | <b>12 storey (Existing under HLEP)</b> |
| <b>B1</b> Relocated Northbound Bus Interchange   | <b>Key Pedestrian Connections/ Green Links</b>          | <b>18 storey</b>    | <b>25 storey (Existing under HLEP)</b> | <b>6 storey (Existing under HLEP)</b>  |
| <b>B2</b> Relocated South/ Eastbound Interchange | <b>Retention and Use of Existing Heritage Buildings</b> | <b>14-16 storey</b> | <b>20 storey (Existing under HLEP)</b> | <b>4 storey (Existing under HLEP)</b>  |

## Anticipated growth in the Masterplan

The Masterplan for Hornsby Town Centre was developed to guide the future growth and development in the Hornsby Town Centre to provide over 4,900 new dwellings in slim-line, residential towers. Buildings are proposed to incorporate varying heights up to 36 storeys focused on the station and Hornsby Mall and stepping down to surrounding development.

Residential development is proposed within the Masterplan, to provide high-quality housing choice and key worker housing above podiums that deliver employment opportunities and activate the public domain. A new multipurpose facility and library are included to service the Hornsby community with access from the Mall.

The proposed vision is to create a connected, productive and vibrant Town Centre cherishing all the features that make Hornsby a unique and desirable place for all ages to live, work, play and learn. Green public spaces are to reinforce the Bushland Shire's identity, providing additional space for shoppers and residents to gather and provide links to the future Hornsby Park.

The Masterplan identifies solutions to traffic congestion by promoting improvements to the road network, rationalisation of public transport connections between bus and rail and promoting walking and cycle paths.

The Masterplan is supported by nine masterplan strategies in response to community engagement, stakeholder feedback and technical inputs, building off the direction of Council's vision and principles.

The strategies support the Masterplan to ensure a well designed and holistic Town Centre Plan, balancing goals for enhanced employment and housing opportunities with the right mix of social and economic well-being, while supporting outcomes that are appropriate for the desired future of the Hornsby Town Centre.

The nine strategies are as follows:

- Public Transport Strategy;
- Public Domain Strategy;
- Open Space Strategy;
- Social Strategy;
- Pedestrian & Cycling Strategy;
- Traffic Strategy;
- Parking Strategy;
- Heritage Strategy;
- Affordable Housing Strategy.

Upon adoption of the Masterplan, Council anticipated rezonings to follow in the form of proponent led planning proposals. Council's forecasts of what development would be achieved under the changes to planning controls within their Masterplan are in the following table:

Existing Development		
Dwellings	Population	Jobs
181	464	5,966
Current Planning Controls		
Dwellings	Population	Jobs
1,864	4,385	16,333
Masterplan Planning Controls * (Hornsby Town Centre Masterplan - Hornsby Shire Council)		
Dwellings	Population	Jobs
4,951	12,165	10,453

\* Includes the Transport Corridor

# Character Areas

The character of the Hornsby Town Centre was analysed in detail during the development of the Masterplan, and was categorised into the following precincts as identified in Figure 12.

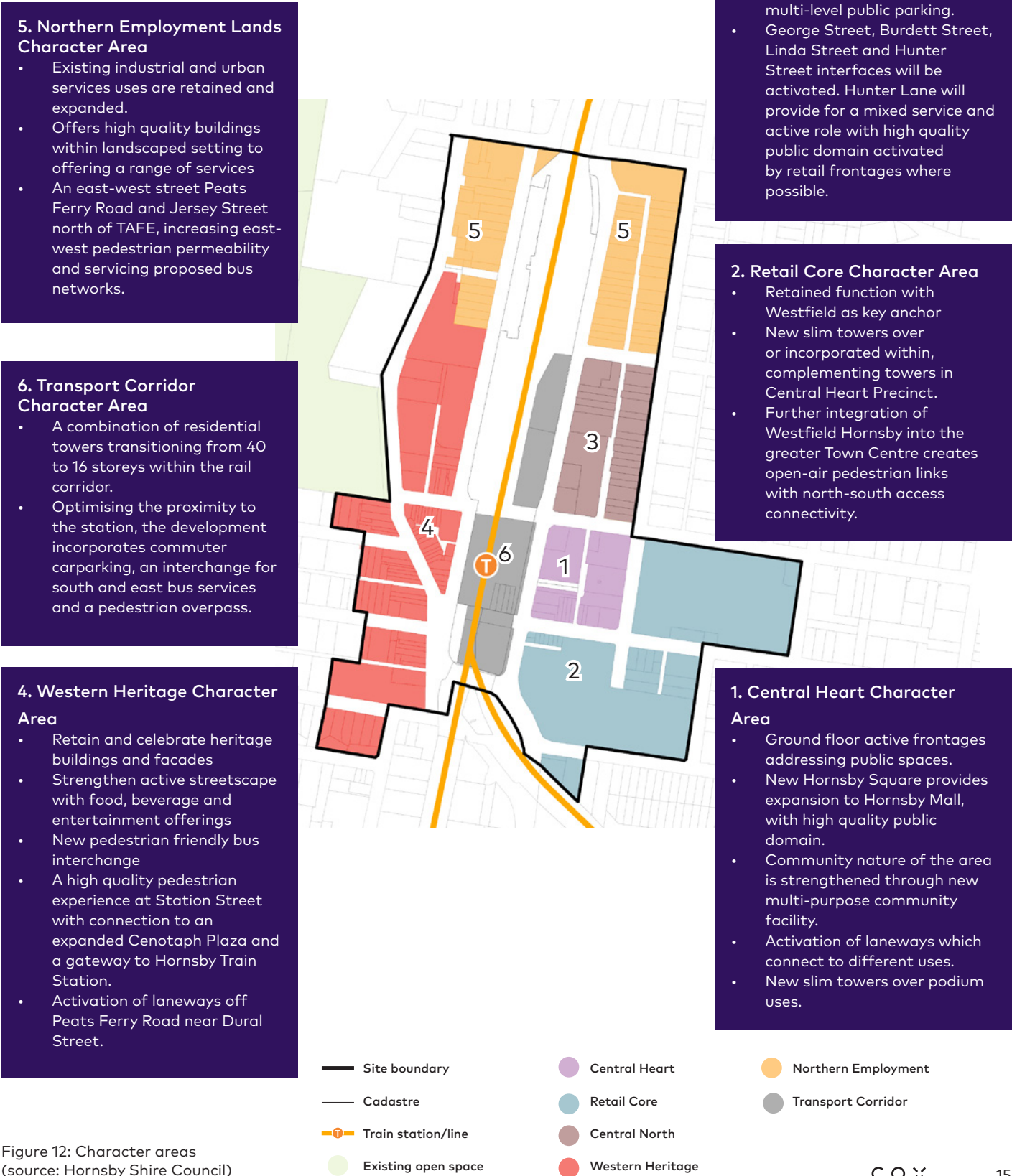
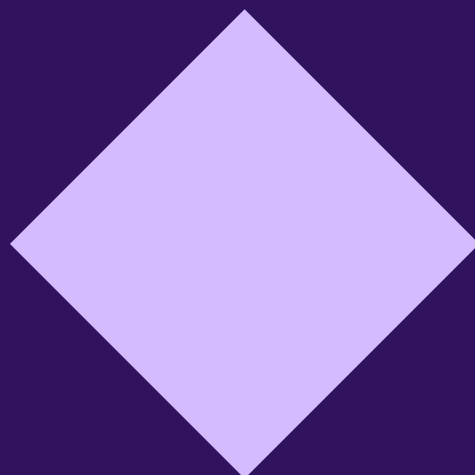


Figure 12: Character areas  
(source: Hornsby Shire Council)



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## Urban Design Framework



# Technical Studies Review

## Noise Mitigation Opportunities

Area	Opportunity	Integration
Land Use Zoning	Grouping similar land uses to avoid acoustic conflicts and reduce the risk of noise nuisance.	Masterplan
	Locating less noise sensitive land uses along major transport routes or other noise sources.	Masterplan
	Locating the rear or less sensitive boundaries of lots towards major transport routes or other noise sources.	Development Control Plan
	Implement setback requirements and buffer zones to create distance between major road and rail sources and sensitive receptors to mitigate direct exposure to noise and vibration.	Development Application Stage
	Large, non-noise sensitive buildings such as office blocks should be located to provide noise screening to more sensitive land uses such as residences or educational facilities.	Development Application Stage
	Integrate green spaces and parks into the urban design for relaxation, recreation and socialising, and relief from the noise and activity of an urban environment.	Masterplan
	Include water features or other natural sounds to mask unwanted urban noise.	Development Application Stage
	Consider adopting Green Star, WELL or other ESD tools.	Development Application Stage
	Establish regulations and guidelines to address night-time noise disturbances, including limits on outdoor activities and the operation of noisy equipment during quiet hours.	Development Control Plan
Building Design	Building designs, layouts and constructions, including sound attenuation measures, are to consider impacts of noise between different uses within a building and from surrounds.	Development Application Stage
	Use medium to high-rise buildings adjacent to George Street / Pacific Highway as barriers to create substantially more quiet spaces within the Precinct, providing additional opportunities for recreational areas and increasing acoustic amenity for all buildings behind.	Development Application Stage
	In mixed-use developments use podium/tower design to maximise screening to upper residential floors, with the residential building component setback from the noise impacted façade of the podium.	Development Application Stage
	Buildings with concrete/brick/glazed facades and pavements are acoustically reflective. Introduction of 'green' areas/facades and soil and gardens in urban areas that scatter noise would result in less noise build up compared to high build up areas.	Development Application Stage

## References

Acoustics Study Report (May 2024, WSP)

Apartment Design Guide (2015, Department of Planning and Environment)

Development Near Rail Corridors and Busy Roads – Interim Guideline (2008, Department of Planning)





Figure 13: Road noise impact areas (Source: WSP)



Figure 14: Rail noise impact areas (Source: WSP)



Figure 15: Rail vibration impact areas (Source: WSP)

Water Quality Management Opportunities

Constraint	Opportunity	Integration
Flooding	The Masterplan has specified ideal locations for WSUD treatment measures. Further to that, Stantec has also identified additional potential locations of the water quality measures with consideration of constraints discussed in background studies.	High level strategies outlined in the Green and Blue Infrastructure Strategy
	To develop integrated water management plan to support stormwater management and urban heat mitigation through the Green and Blue Infrastructure Strategy.	

References

Hornsby State-led Rezoning - Flooding and Stormwater | Flooding and Stormwater Report (October 2024, Stantec)



Water Quality Management Opportunities



Figure 16: Opportunities for Water Sensitive Urban Design (Source: Stantec Flooding and Stormwater Assessment report)

# Connecting with Country

## Overview

Hornsby Town Centre holds a significant location in relation to Country. Whilst it is an urbanised centre, it sits immediately adjacent to important bushland, creek system, geology and landforms. At this point, with the identification of Hornsby as a Transport Oriented Development Precinct, it provides an opportunity to integrate a clear, genuine and meaningful approach to Connecting with Country into the future vision for Hornsby Town Centre.

Engagement was undertaken during the development of the Masterplan with Hornsby Shire Council, including a walk on Country.

As part of this State led rezoning process, initial engagement has been undertaken to explore the opportunity for Connecting with Country for Hornsby Town Centre.

The project team acknowledges that this is the start of the engagement process and that it can continue beyond this stage, into subsequent future stages.

## Caring for People on Country

Caring for People on Country is a possible overarching objective of a Connecting with Country Framework for Hornsby Transport Oriented Development Precinct.

Suggested outcomes which could support this objective, which have been initially discussed, include the following;

1. Elevate the voices of the Dharug and GuriNgai people, and other Aboriginal voices (including young voices) in the process of design and delivery including creating opportunities for co-design with Aboriginal and Torres Strait Islander peoples;
2. Embed social and environmental sustainability principles throughout all aspects of the design to define Hornsby as a place that truly cares for people and Country;
3. Celebrate Aboriginal Cultural practices and knowledges through the design of buildings and spaces; and
4. Provide opportunities for meaningful jobs, procurement and training of Aboriginal and Torres Strait Islander peoples in the design, documentation and construction of potential development.

## Overarching Approach

To achieve the overall objectives, a co-design process may be undertaken that results in positive future outcomes that respect, listen to Country and reflect the values and experience of those who are part of the process.

This could involve a plan of activities in order to meet the objectives.

This co-design process may result in outcomes such as, but not limited to;

- acknowledgement and education of particular areas of cultural significance;
- development of Aboriginal design principles;
- strategies for cultural recognition;
- strategies for reducing environmental impact, focus on resilience and sustainability;
- Designing with Country processes for subsequent stages post-rezoning, which include ongoing feedback and monitoring, and the development of ongoing relationships. A Dharug Review panel was raised as a possible idea for review of future development sites; and
- Integration of outcomes into the Design Guide, as appropriate.

All future engagement can draw on the guidance of Connecting with Country Framework (GANSW, 2023) as a basis for developing appropriate processes to respond to Country.





Figure 17: Walk on Country 2019



## Aboriginal Research Outcomes

### Objectives

The following section outlines details of Aboriginal Archaeological research which has been undertaken as part of the State led rezoning process.

The objectives of this research are to:

- Understand Country and give respect; and
- Provide a factual evidence base.

### Approach

The team have used published geological and soil maps, and public domain GIS data, to create landscape and landform attributes maps to understand the combination of the many parts that characterise the Country, and we have used Council vegetation data sets to understand former vegetation regimes that may have formerly occurred on the land.

### Our understanding so far

The research draws the following understanding:

- Hornsby Town Centre is located on an elevated ridge top plateaux that separates the valleys of Berowra Creek to the west and Cowan Creek to the east.
- Hornsby Town Centre has a number of different landforms and is underlain by two geologies, sandstone and shale, each with different soils and drainage patterns that will have supported different tree canopy and understorey vegetation types.
- The place was well-watered with a number of former water availability scenarios suggested by our site analysis.

### How this research may be used

In consultation with the Aboriginal and Torres Strait Islander Consultative Committee, it has been discussed that the research may be used in the following way:

- Inform further engagement discussions
- Inform detailed Place Analysis
- Inform design decisions

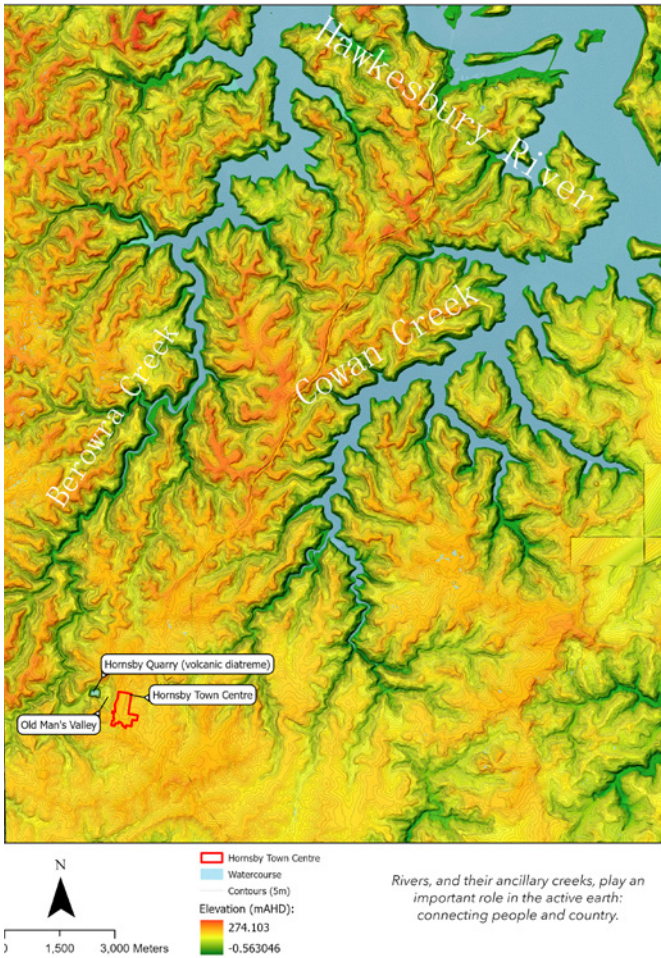


Figure 18: Aboriginal Research - Rivers and creeks (Source: Dominic Steele Consulting Archaeology)

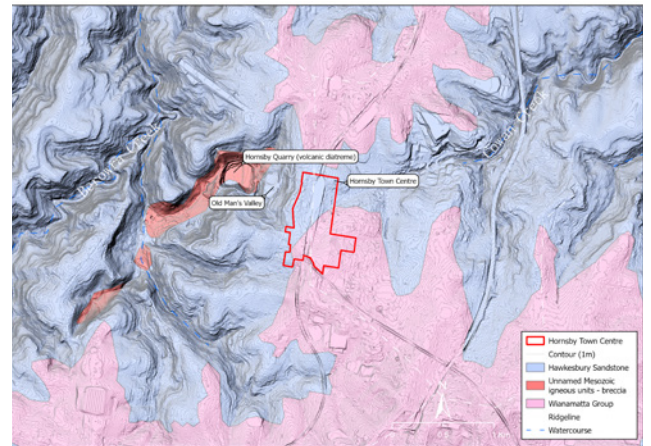


Figure 19: Aboriginal Research - Geology (Source: Dominic Steele Consulting Archaeology)

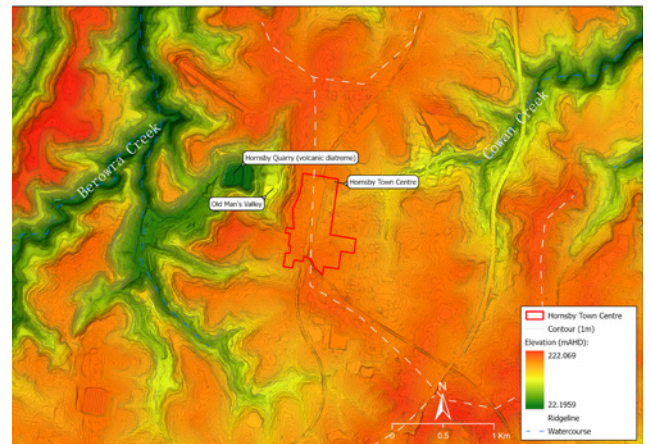


Figure 20: Aboriginal Research - Landform (Source: Dominic Steele Consulting Archaeology)

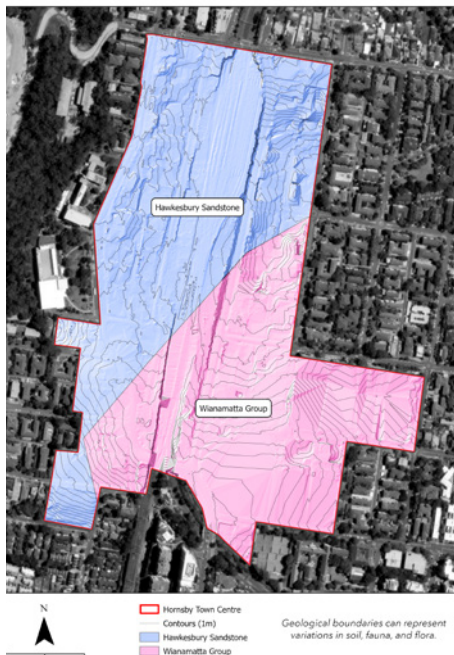


Figure 21: Aboriginal Research - Precinct scale Geology (Source: Dominic Steele Consulting Archaeology)

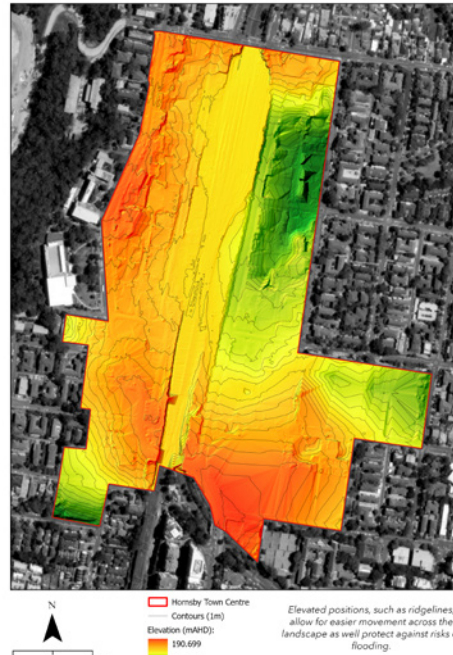


Figure 22: Aboriginal Research - Precinct scale Landform (Source: Dominic Steele Consulting Archaeology)



Figure 23: Aboriginal Research - Precinct scale Vegetation (Source: Dominic Steele Consulting Archaeology)



# Urban Design Key Moves

The following design moves illustrate the key steps undertaken to further the intent of the Masterplan

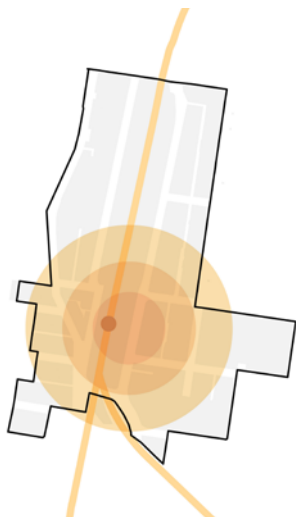


Figure 24: Density strategy

## 1. Increase land use intensity

Increase land use intensity on both sides of the train station, to keep the centre compact and avoid sprawl.

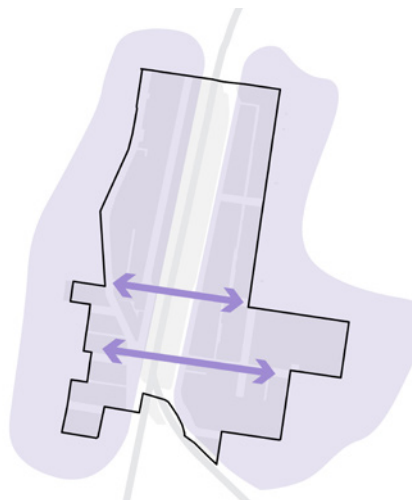


Figure 25: East-west connections

## 2. Bridge the train line

Enhance east-west connections across the train line to knit both sides of Hornsby closer together.

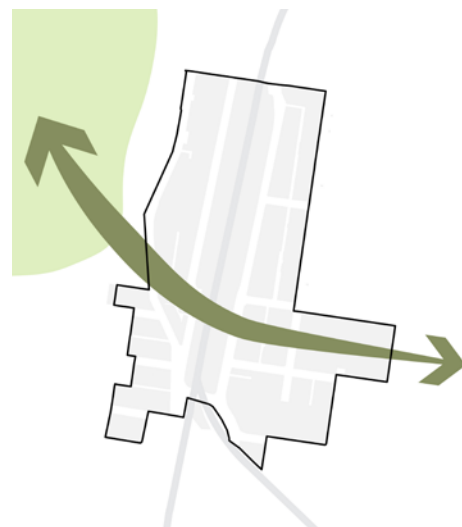


Figure 26: Green connections

## 3. Connect Hornsby Park to the Centre

Reinforce the important green links from the Hornsby Park into the Town Centre as a key part of green infrastructure.

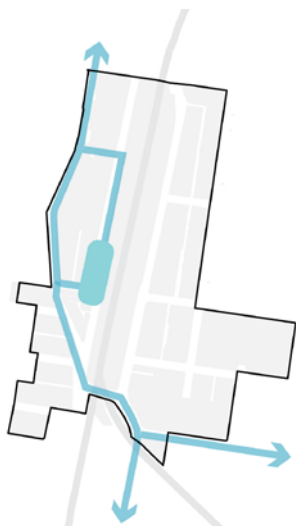


Figure 27: Bus interchange adjustments

## 4. Rationalise the transport hub

Deliver new bus interchange that ensures ease of access, allows for efficient bus operations and minimises impacts to public spaces.

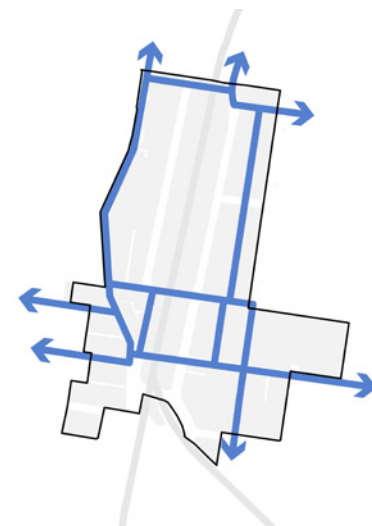


Figure 28: Strengthened pedestrian links

## 5. Define the pedestrian network

Strengthen and add to the existing pedestrian network which connects people to existing and future destinations within the Town Centre

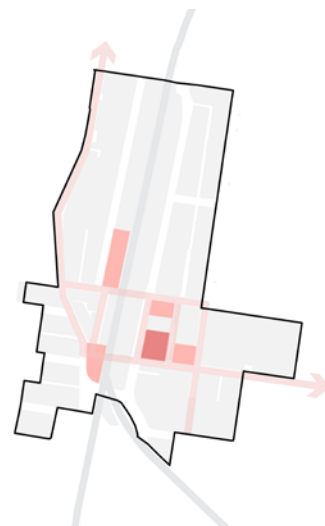


Figure 29: Key public spaces

## 6. Create a network of good public spaces

A series of key connected public spaces are the focus. Each have their own distinct identity and use.

# Urban Design Strategies

The Hornsby Town Centre Masterplan, as developed by Hornsby Shire Council, is supported by an inter-connected set of urban design strategies, which describe each of the layered components of the Masterplan.

These strategies are integral to the success of the planning control changes and the intended uplift, to ensure that place and amenity within Hornsby Town Centre is not compromised. It is structured in the following way:

- Public Transport Strategy;
- Public Domain Strategy;
- Open Space Strategy;
- Social Strategy;
- Pedestrian & Cycling Strategy;
- Traffic Strategy;
- Parking Strategy;
- Heritage Strategy;
- Green and Blue Infrastructure Strategy;
- Height Strategy; and
- Affordable Housing Strategy.

The following section of this Framework outlines the strategies as presented in the Masterplan. The section is structured in a way to describe the overall outcomes, the guiding urban design principles, and the proposals, as intended by the Masterplan. It identifies any areas where adjustments might be required as a result of the technical studies, undertaken as part of this State-led rezoning.

In addition to these strategies, additional framework layers have been included to further support:

- Green Infrastructure - inclusions of tree canopy and deep soil
- Connecting with Country - research, process and opportunities

The strategies presented here in the Framework are intended to be read in conjunction with the relevant section of the Design Guide.

The Illustrative Concept Plan in figure 31 presents the future anticipated outcome for Hornsby Town Centre.

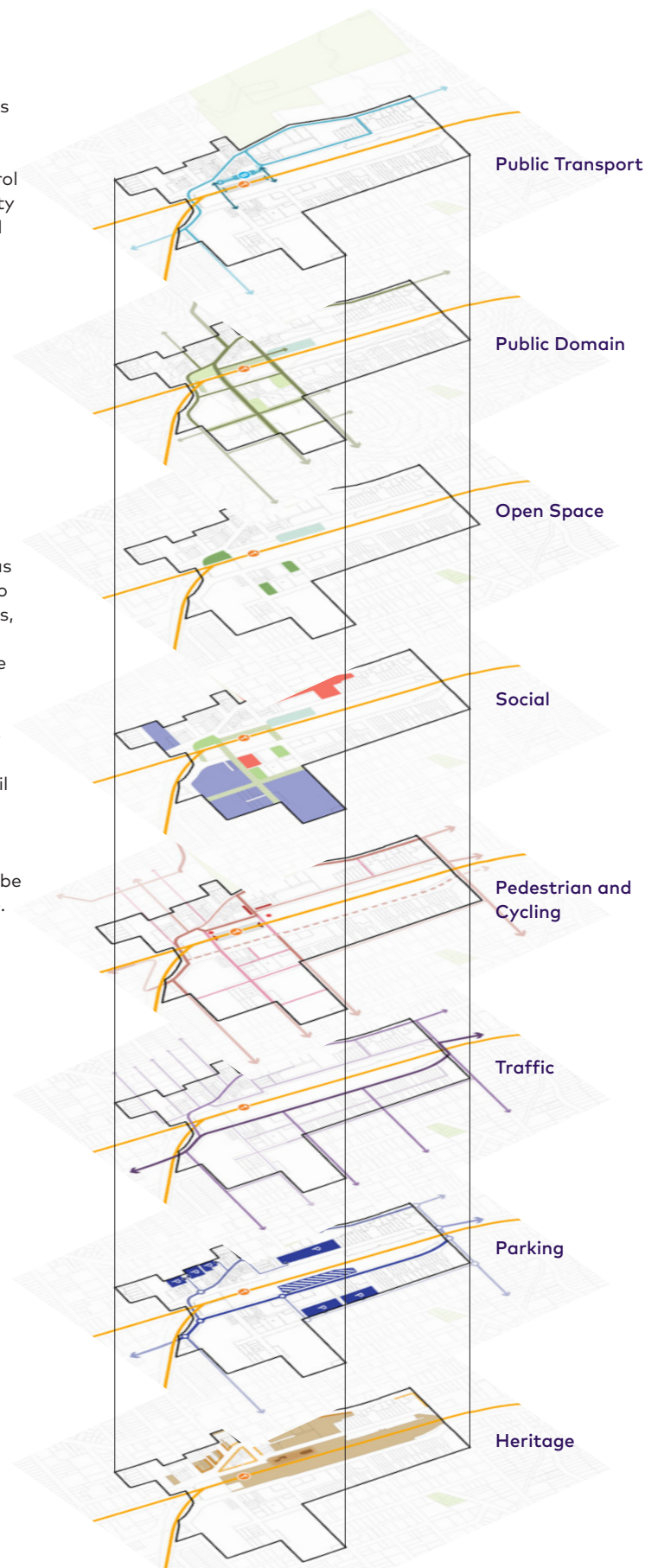


Figure 30: Key strategic layers of the Hornsby Town Centre Masterplan

# Illustrative Concept Plan

The Illustrative Concept Plan represents the synthesis of the adopted Masterplan and as delivered by Council, and the opportunities outlined in the technical studies undertaken in Stage 1 of this project.

The Illustrative Concept Plan represents a reference scheme that demonstrates how the vision, and objectives and the urban design principles and parameters can be achieved whilst adhering to the Urban Design Framework.

It includes the following components:

## A - Florence Street Upgrade

New and upgraded connections in the Central Heart Precinct will connect distinct mixed use precincts on the eastern and western areas of Hornsby. An upgraded direct east-west connection along Florence Street acts as a further catalyst for activity and growth.

## B - Pedestrian Link over Rail Corridor

An additional pedestrian connection over the rail line and George Street will provide opportunities to connect the Central Heart Precinct to the Western Heritage Precinct on the opposite side of the train line. This may also support potential future upgrades to the train station.

## C - New Bus Only Interchange

The closure of Station Street to traffic from Peats Ferry Road will include wider walkways around the bus stops and more space for an expanded Cenotaph Plaza. This will facilitate movement and place initiatives by minimising the interaction of vehicles, bicycles and pedestrians to support a multi-modal centre.

## D - Street Widening

Street widening along George Street may support local area traffic management and provide opportunities for increased tree canopy, WSUD interventions and street parking. Street widening will complement intersection upgrades at the intersection of George Street and Linda Street, Burdett Street and Peats Ferry Road.

## E - Hunter Street Signalisation

The intersection of Linda Street and Hunter Street will benefit from the conversion of the one-lane roundabout to traffic signals.

This will assist traffic circulation within the Town Centre.

## F - New Two-Way Laneway

An upgrade to Jersey Lane with widening will create a new two-way laneway with footpaths from Peats Ferry Road to Jersey Street south and traffic signals at the intersection with Peats Ferry Road. This will allow increased connectivity for vehicles and pedestrians from Jersey Street to Peats Ferry Road.

## G - Hornsby Square

Hornsby Square will become the central civic heart with a key role in the network of local pedestrian laneways and pocket spaces. The Square provides an important open space for residents and workers while providing an important connection within the broader network of neighbourhood open spaces for the whole Town Centre.

## H - Multi-purpose community facility

A key aspect of the Masterplan is to facilitate the provision of a multi-purpose community facility in the Central Heart Precinct. The facility will be fully integrated into the public domain, anchoring the surrounding activity and identity.

## I - Cenotaph Plaza

Cenotaph Plaza will provide a central park space for informal meeting, reflection and community gathering. The Cenotaph memorial space could be relocated into a prominent position along Peats Ferry Road – the memorial will feature as a gateway and landmark moment for the Town Centre with a strong visual and ceremonial connection to the RSL.

## J - Burdett Street Park

Burdett Street Park is proposed to become a quieter, passive green space which provides a potential landing for the new pedestrian overpass. It will also become a gathering and meeting place with large grassed areas, stormwater treatment devices and a range of seating.

## K - Jersey Street

This area is under investigation for several potential uses.





Built form is indicative only  
and subject to change based  
on planning controls specific  
to the site

Built form is indicative only  
and subject to change based  
on planning controls specific  
to the site

Built form is indicative only  
and subject to change based  
on planning controls specific  
to the site

Figure 31: Hornsby Town Centre Illustrative Concept Plan





Overall objectives

The Masterplan developed a proposal for a comprehensive, multi-modal public transport hub between modes and access to the attractions and destinations within the Centre. This involves discussion with Transport for NSW to achieve realignment of the bus interchange, a new pedestrian overpass and access to the Hornsby Station at the northern end of the rail platforms.

Overarching principles

- Increase accessibility and reduce walking distances.
- Connect to Hornsby Park.
- Improve public transport customer experience.
- Improve connections between the east and west of the Town Centre.
- Manage traffic congestion.
- Increase opportunities for an expanded Cenotaph Plaza.
- Achieve mode shift from private vehicle to public transport.

Hornsby Town Centre Masterplan, Existing LEP, Existing DCP  
(Hornsby Shire Council 2023)

1. Option for a new northern rail concourse, to enhance accessibility by reducing walking distances from north of Burdett Street and Coronation Street and improve connection between the eastern and western sides of the Centre. This connection between Burdett Street and Coronation Street for pedestrians and cyclists would also provide a link to the future Hornsby Quarry Parklands. This is subject to further consideration by Transport for NSW.
2. Potential to relocate the bus interchange from Station Street to a new terminus on Jersey Street south, to help streamline the northern bus services, while allowing southern and eastern routes to converge at a newly planned interchange between Hornsby Station and George Street. This is subject to further consideration by Transport for NSW.
3. Drop off facilities (kiss and ride) continue to be provided on Station Street.

State Led Rezoning  
(State Government 2024)

A single bus interchange within the existing Station Street location, with a northern concourse to meet future patronage demand.

The closure of Station Street to traffic from Peats Ferry Road will include wider walkways around the bus stops and more space for an expanded Cenotaph Plaza. This will facilitate movement and place initiatives by minimising the interaction of vehicles, bicycles and pedestrians to support a multi-modal centre.

A new northern concourse would be built in the approximate alignment of the existing footbridge. The concourse would be two storeys with space for staff above the paid concourse

References

Hornsby Town Centre Review Transport Plan (2022, WSP)

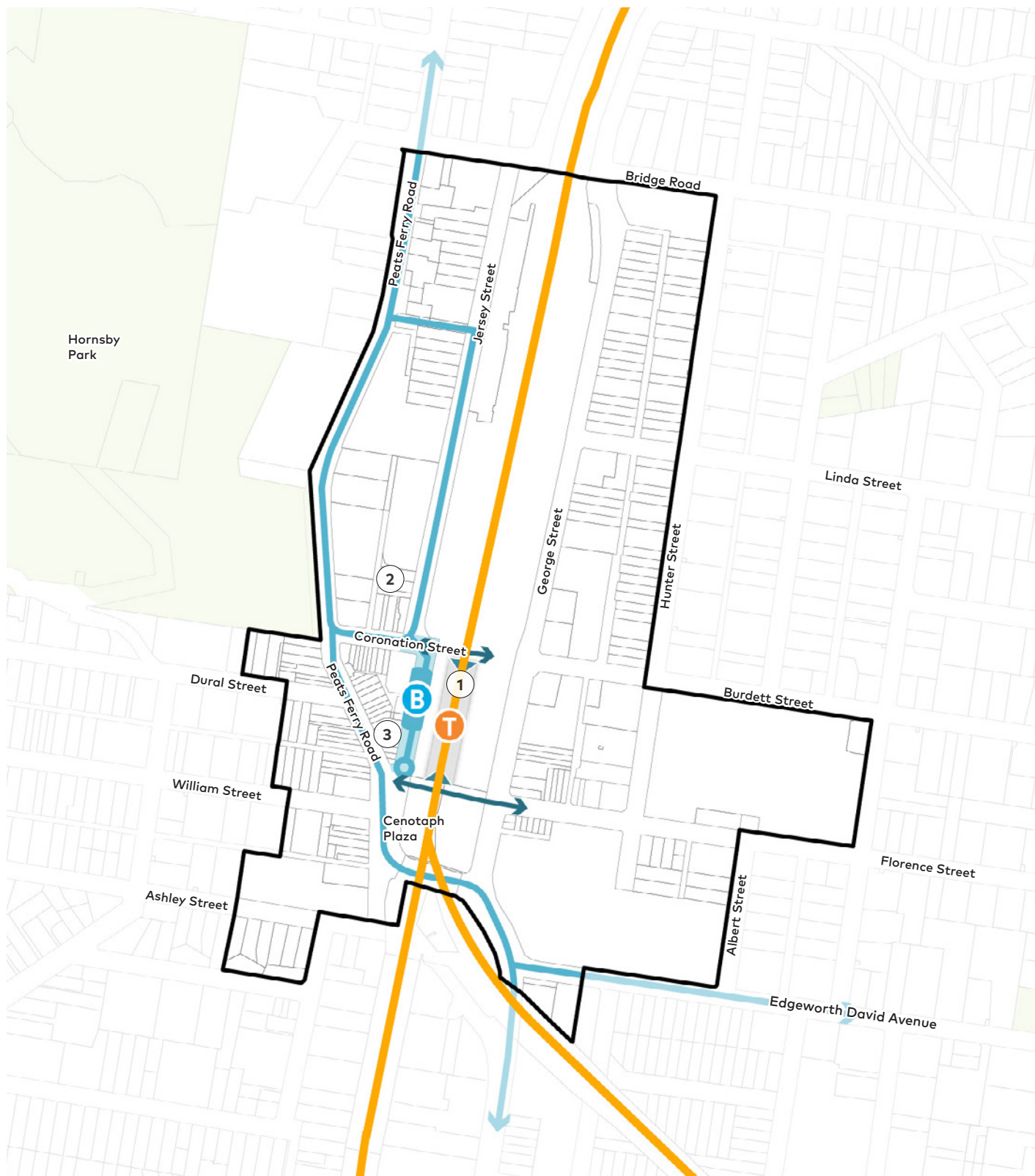


Figure 32: Public transport strategy

- Site boundary
- Cadastre
- Train station/line
- Existing open space
- Bus routes
- Bus interchange
- Pedestrian overpasses
- ▶ Station entries
- Bus only zone

0 100m 200m

0 100m

Overall objectives

The Masterplan has established an integrated vegetated network of connecting streets, bushland and open spaces to improve public amenity and reflect the city in the bushland character that underpins the vision for the Hornsby Town Centre.

Overarching principles

- Ensure future destination of Hornsby Park is a key focus for the new Town Centre. It is emphasised by strong green connections into and through the Town Centre at multiple locations including Bridge Road to the north, Burdett Street, Florence Street and Peats Ferry Road.
- Ensure that new and existing public spaces are open and welcoming and that everyone can feel welcome, respected and included and that are safe to access and use at all times of the day.
- Plan for public spaces that are community focussed, bringing people together that builds strong, connected and resilient communities.
- Explore the opportunity for public spaces within the Town Centre to provide a platform for culture and creative expression.
- Design public spaces that reflect local character and identity and capture who we are and our diverse stories and histories.
- Mitigate urban heat island impact and provide for a more amenable climate within the Town Centre, by enhancing biodiversity and building climate resilience into communities through public space.
- Reinforce the desired future character as pedestrian friendly and full of lively streets, outdoor dining and cafes, markets, food vans and live performances.
- Reinforce hierarchy of the street network.
- Integrate water sensitive urban design principles, such as raingardens and water plazas and are part of public spaces that are multi-purpose, connected and flexible enough to support a broad range of uses, activities and experiences throughout the day and night.
- Maintain the existing long vistas through careful location of street planting and built form.

Hornsby Town Centre Masterplan, Existing LEP,  
Existing DCP  
(Hornsby Shire Council 2023)

State Led Rezoning  
(State Government 2024)

1. Street tree planting.
2. Public domain upgrades including paving, lighting, signage and seating to existing formalised public domain areas, including the areas adjacent to Westfield and Hornsby train station.
3. Integrate rain gardens and water plazas.

No change from Masterplan proposal.

References

Design Guide

Section 2.8: Public Open Space

Section 2.9: Landscape and Public Domain

HTCR Public Domain Guidelines

Section 4.0: Public Domain Design Principles

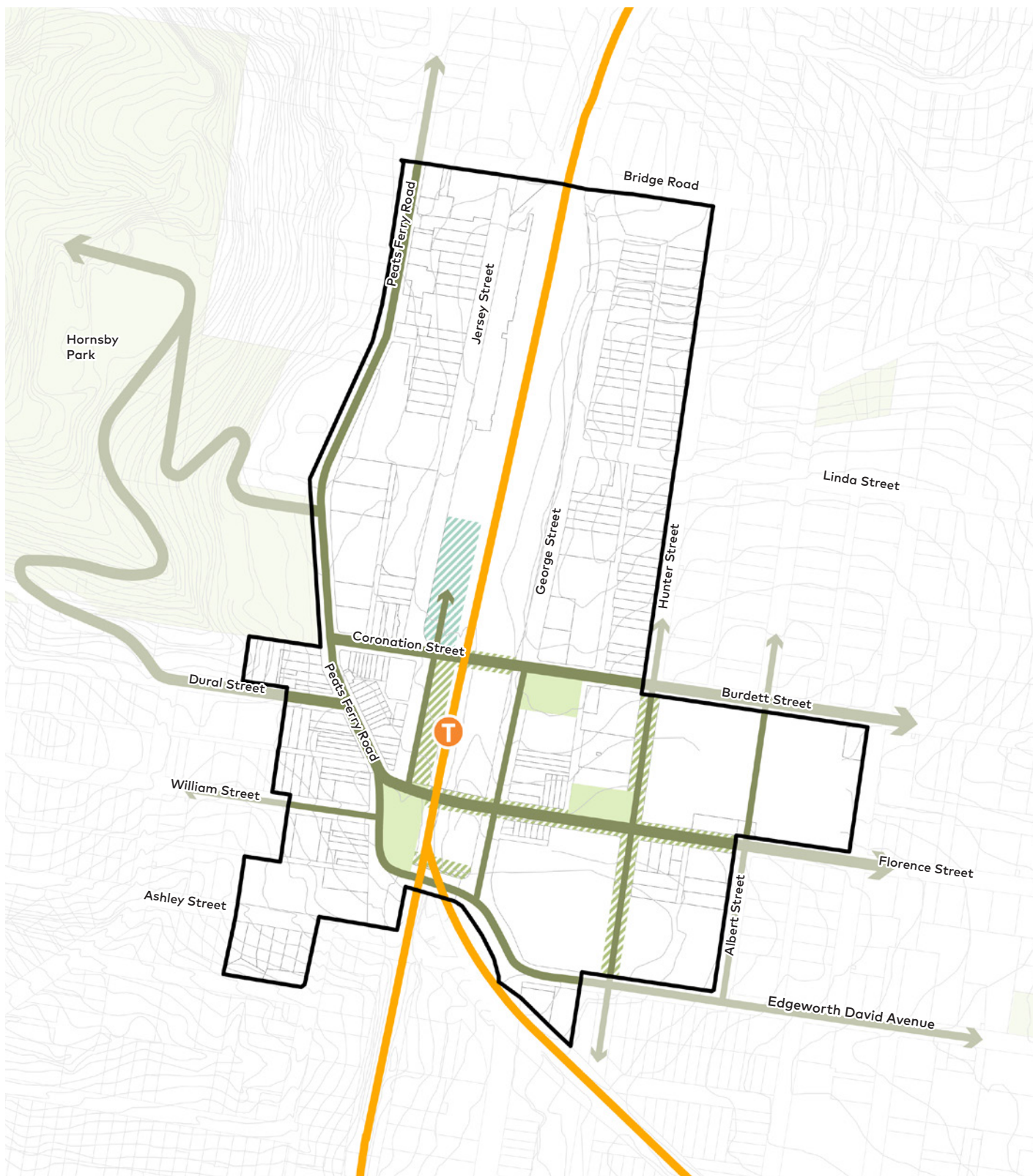


Figure 33: Public Domain Strategy



- Site boundary
- Cadastre
- T — Train station/line
- Existing open space
- /// 2m contours
- New or enhanced open space
- ➔ Green links
- /// Public domain improvements
- /// Area under investigation

## Open Space Strategy

## Overall objectives

The Masterplan acknowledges that public open space is infrastructure that is essential for communities and creating great places to live. Providing adequate open space for communities is critical for the creation of attractive, healthy, and green cities like Hornsby. The retention and enhancement of open spaces within Hornsby provides opportunities to celebrate Hornsby's unique bushland character. Building on the proposed Public Domain Strategy, a series of new and enhanced public spaces are proposed within Hornsby Town Centre. This includes Cenotaph Plaza, Hornsby Square, Burdett Street Park and investigations for open space on land at Jersey Street.

## Overarching principles

- Create a sequence of spaces that offer individual significance while also having a strong relationship together as part of a cohesive open space network.
- Provide a civic function that provide places for people to rest, socialise and gather that meet the needs of Hornsby's current and future community.
- Ensure accessibility to local residents and businesses by locating spaces in areas of higher density.
- Reinforce the Town Centre's identity.
- Reinforce connections beyond from the Town Centre through to Hornsby Park and Mark Taylor Oval.

Hornsby Town Centre Masterplan, Existing LEP, Existing DCP (Hornsby Shire Council 2023)	State Led Rezoning (State Government 2024)
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Hornsby Town Centre Masterplan, Existing LEP, Existing DCP (Hornsby Shire Council 2023)	State Led Rezoning (State Government 2024)
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- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>Integrate the following new and upgraded public spaces:             <ol style="list-style-type: none"> <li>Cenotaph Plaza - extension and upgrade</li> <li>Hornsby Square - extension and upgrade</li> <li>Burdett Street Park - new park</li> <li>Jersey Street Park - new park (under investigation)</li> </ol> </li> </ul> | <ul style="list-style-type: none"> <li>No requirement for an extension and upgrade of open space referred to as Hornsby Square within the Masterplan</li> </ul>  |
|  | <ul style="list-style-type: none"> <li>This area is under investigation for several potential uses</li> </ul>  |
|  | <ul style="list-style-type: none"> <li>Ensure that there is a significant portion of the new and expanded open spaces that will achieve a minimum proportion of 3 hours of sunlight between 9am and 3pm during the winter solstice. Indicative proportions that might apply to those areas within the open spaces are shown below:             <ol style="list-style-type: none"> <li>Burdett Street Park - &gt;50%</li> <li>Hornsby Square - &gt;75%</li> </ol> </li> </ul> |

## References

Design Guide Section 2.8: Public Open Space

Design Guide Section 2.8: Public Open Space





Figure 34: Open Space strategy

- Site boundary
- Cadastre
- Train station/line
- Existing open space
- /// 2m contours
- New or enhanced open space
- /// Area under investigation

Overall objectives

A priority for Council is to provide a multipurpose facility including a new library as one of the community benefits of the proposed changes within the Hornsby Town Centre. Council's vision is for a 7,000m2 facility located adjoining Florence Street Mall, between George Street and Hunter Lane.

In addition to the above multi-purpose community facility, community facilities within and surrounding the Hornsby Town Centre will be retained and reinforced. The existing Civic Precinct, including the TAFE NSW, Hornsby Aquatic and Leisure Centre, Council Chambers, Court House and Police Station will be retained and reconnected through an additional overpass over the train station.

The RSL and War Memorial Hall will continue to play an important cultural and social role, including ceremonial and music/cultural events. A recent planning proposal was finalised to facilitate extensions to the existing Hornsby RSL, a hotel, serviced apartments and shop top housing along with a seniors living complex, in recognition of the importance of this site to the future of the Centre. Council's support for the planning proposal demonstrates its commitment to the realisation of the vision in the Masterplan.

Overarching principles

- Integration into the public domain anchoring a surrounding hub of activity and identity.
- Integrate a new library, community centre, cultural and creative facilities.
- Flexible spaces for year-round community programming.
- An opportunity for continued operation of the existing library during construction.

Hornsby Town Centre Masterplan, Existing LEP, Existing DCP (Hornsby Shire Council 2023)	State Led Rezoning (State Government 2024)
<div>1. 7,000m2 GFA multi-purpose community facility located adjoining Florence Street Mall, between George Street and Hunter Lane.</div> <div>Note: It is envisioned that there will be residential development above the facility as well as food and beverage opportunities to assist in funding the proposed development.</div>	No change from Masterplan proposal.

References

Design Guide	2.6 Built Form
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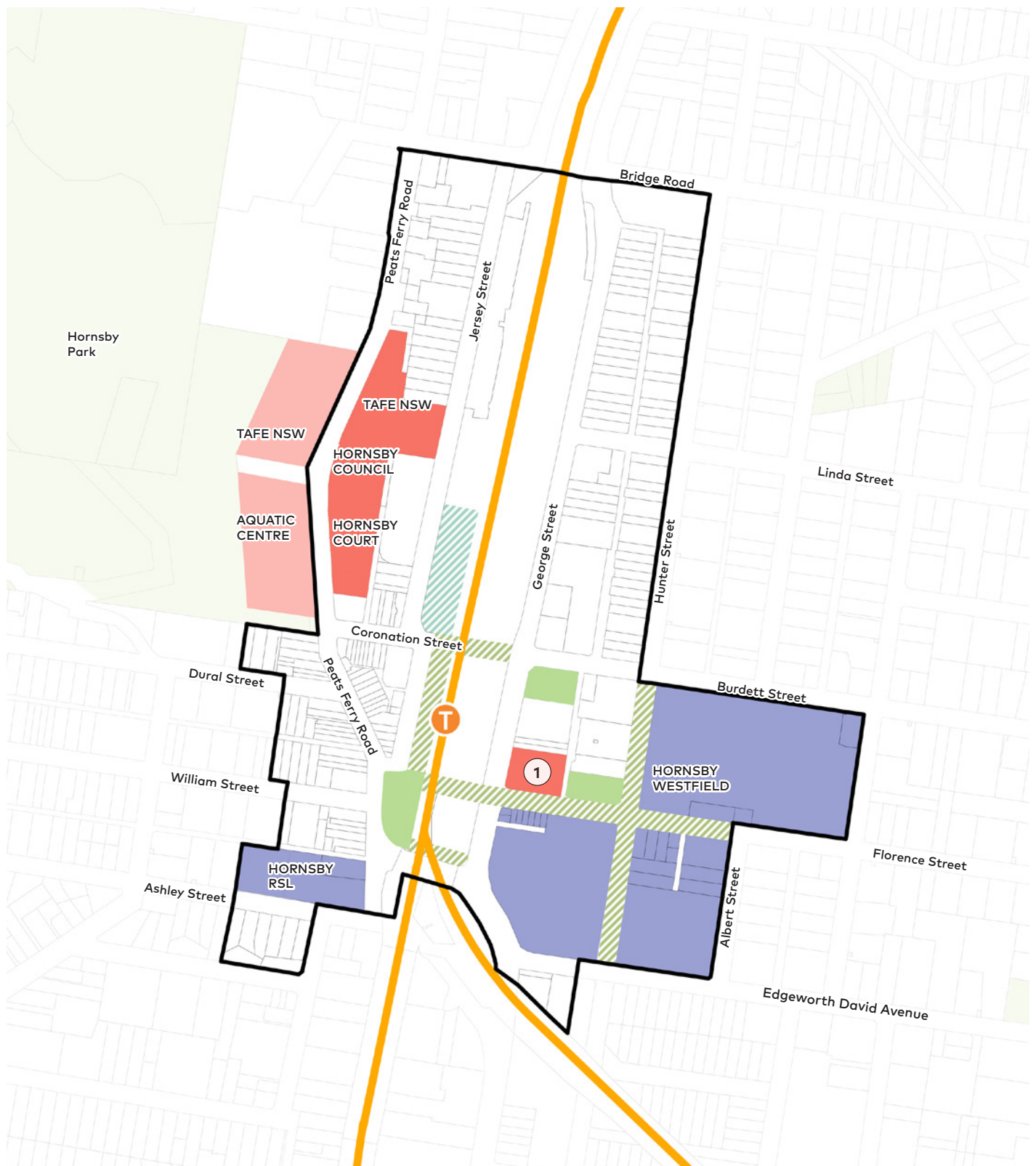


Figure 35: Community infrastructure strategy



- Site boundary
- Cadastre
- Train station/line
- Existing open space
- Civic & community
- Open space
- Large format retail/leisure
- /// Public domain improvements
- /// Area under investigation

# Pedestrian and Cycling Strategy

## Overall objectives

Pedestrian and cycle movement within the Hornsby Town Centre will be comprised of a comprehensive pedestrian and bicycle network which includes a mixture of dedicated off-road routes, pedestrian and bicycle priority share zones and supported by end of trip facilities and parking.

Improving safety for pedestrians and cyclists.

## Overarching principles

- Integration into the public domain anchoring a surrounding hub of activity and identity.
- Integrate end of trip facilities and parking.

Hornsby Town Centre Masterplan, Existing LEP, Existing DCP (Hornsby Shire Council 2023)	State Led Rezoning (State Government 2024)
1. Option for a new northern rail concourse, subject to further consideration by Transport for NSW.	No change from Masterplan proposal.
New facilities for cyclists will be provided through shared paths on:	No change from Masterplan proposal.
2. The western side of Peats Ferry Road, improving access to the TAFE and Hornsby Aquatic & Leisure Centre	
3. Coronation Street and Burdett Street, improving access to the new station entrance	
4. Station Street south of Coronation Street through to Peats Ferry Road (northern side) and Edgeworth David Avenue, improving east-west connectivity for cyclists	
5. Sherbrook Road and Florence Street, connecting the east to the retail core.	
New on-road cycling links will also be provided on:	No change from Masterplan proposal.
6. Jersey Street, providing a key north-south connection from the northwest into the station and Town Centre	
7. Hunter Street, providing a key north-south connection from the northeast into the Town Centre and station	
8. William Street, providing a key east-west connection from the southwest into the station and Town Centre	
9. Frederick Street, providing a key north-south connection into Hornsby Park.	
10. George Street, providing a key north-south connection into the station and Town Centre (for investigation)	No change from Masterplan proposal.
New pedestrian links to be provided:	No change from Masterplan proposal.
11. Through the Westfield site, facilitated by redevelopment.	

## References

Hornsby Shire Council DCP

Pedestrian Links

Cycling Links

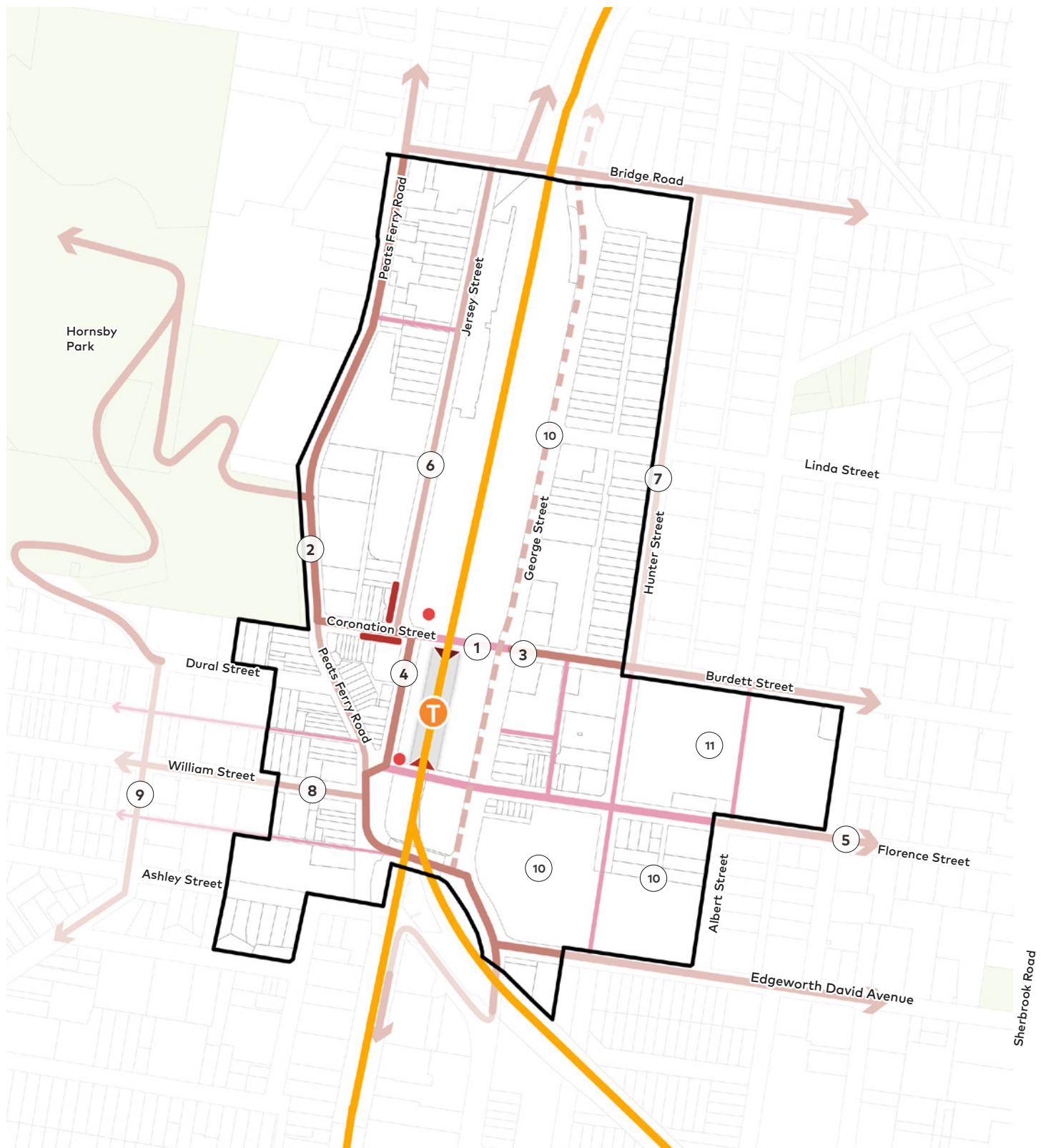


Figure 36: Active transport strategy



- |  |   |  |
|--|---|--|
| <span style="color: black;">—</span> Site boundary         | <span style="color: brown;">—</span> Shared paths                                   | <span style="color: red;">●</span> Bicycle storage                     |
| <span style="color: grey;">—</span> Cadastre               | <span style="color: lightbrown;">—</span> On road bike path                         | <span style="color: red;">▭</span> Taxi and "Kiss and ride" area       |
| <span style="color: orange;">—T—</span> Train station/line | <span style="color: pink;">—</span> Pedestrian links                                | <span style="color: red;">▶</span> Existing station entry              |
| <span style="color: green;">●</span> Existing open space   | <span style="color: lightbrown;">- - -</span> On road bike path under investigation | <span style="color: black;">▶</span> Possible additional station entry |

# Traffic Strategy

## Overall objectives

Manage traffic impacts around the town centre so as not to impede bus operations or walking and cycling.

## Overarching principles

- Discourage through traffic within high activity areas of the Town Centre
- Provide for peripheral ring road networks to distribute traffic around the Town Centre
- Deliver traffic calming initiatives and provide for pedestrian priority where possible
- Use current and future technologies to facilitate the smart monitoring of all traffic modes and enable predictive management of congestion

Hornsby Town Centre Masterplan, Existing LEP, Existing DCP  
(Hornsby Shire Council 2023)

State Led Rezoning  
(State Government 2024)

Major traffic improvements include:

No change from Masterplan proposal.

1. Peats Ferry Road and Bridge Road Intersection Upgrade
2. Bridge Road Widening
3. Bridge Road and George Street Intersection Upgrade
4. George Street and Linda Street Intersection Upgrade
5. Hunter Street and Linda Street Signalisation
6. George Street and Burdett Street Intersection Upgrade
7. George Street widening between Linda Street and Peats Ferry Road
8. Peats Ferry Road and George Street Intersection Upgrade
9. George Street and Edgeworth David Avenue Intersection Upgrade
10. No Right Turn Peats Ferry Road to Dural Lane that may result in closure of Dural Lane at Peats Ferry Road
11. New two-way Street from Peats Ferry Road to Jersey Street
12. Consolidate existing roundabouts on King / Bridge /Sherbrook Road into one realigned, two-lane roundabout
13. Convert Sherbrook Road to 2 lanes each way within the existing carriageway

## References

Hornsby Town Centre Review Transport Plan (2022, WSP)



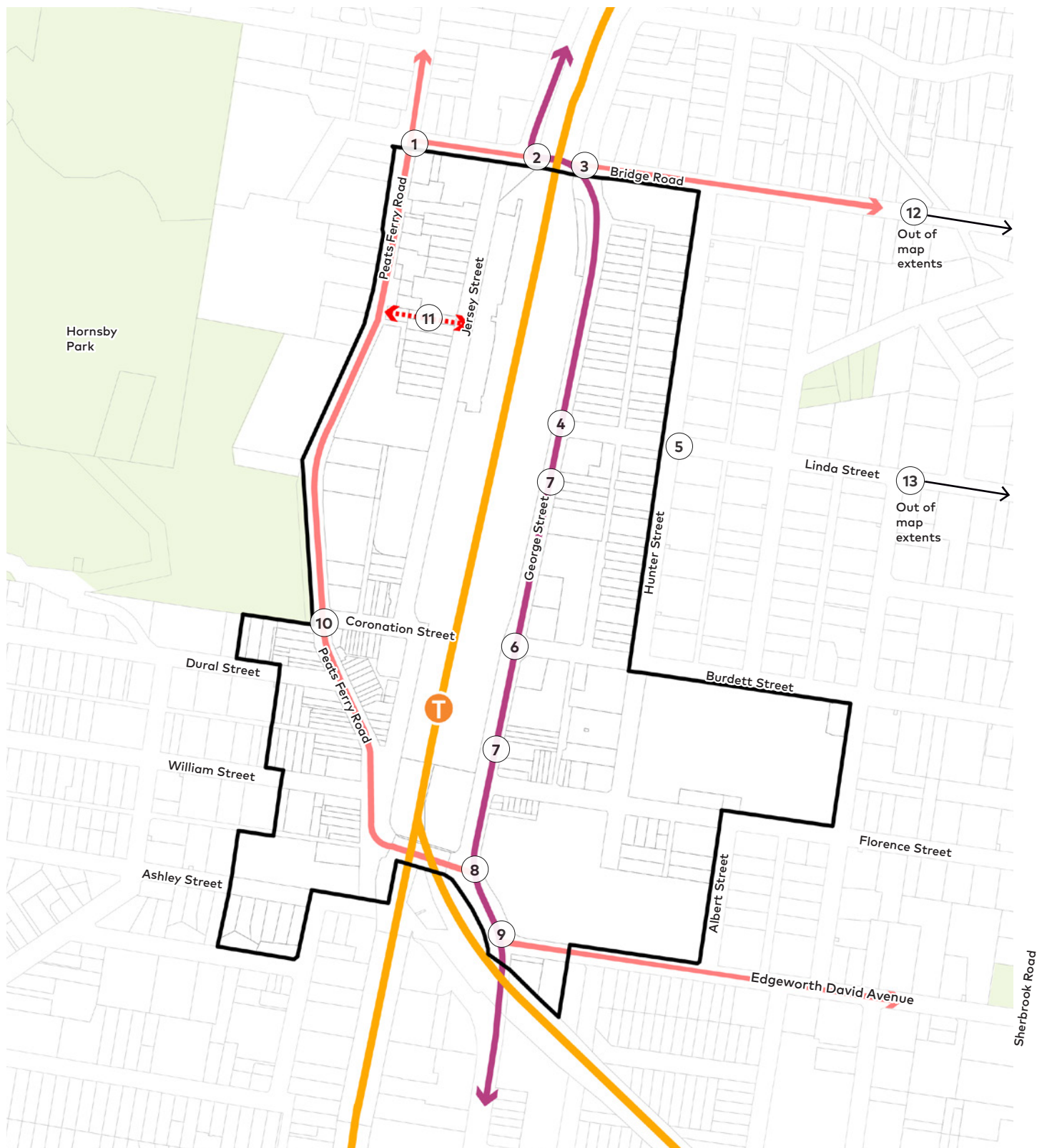


Figure 37: Traffic strategy

- Site boundary
- Cadastre
- T — Train station/line
- Existing open space
- ➔ Primary routes
- ➔ Secondary routes
- ➔ New vehicle links
- ⑧ Key projects

0 200m

# Parking Strategy

## Overall objectives

To rationalise parking across the Town Centre into more accessible locations that reduce interactions between pedestrians and private vehicles where possible.

## Overarching principles

- Ensure no loss of existing carparking capacity from Council carparks.
- Apply maximum carparking rates for new residential developments aligned to the Guide to Transport Impact Assessment, TfNSW.
- Provide sufficient loading zones for freight and servicing

Hornsby Town Centre Masterplan, Existing LEP, Existing DCP  
(Hornsby Shire Council 2023)

State Led Rezoning  
(State Government 2024)

1. Central and Eastern Precinct: The Burdett Street/Library car park be made available for redevelopment and relocate the public parking spaces away from the town centre to the Eastern Precinct with access from Hunter Lane.	<p>The Masterplan proposes to consolidate the existing commuter car park locations to the a multi-story facility on the Jersey Street commuter car park. This parking facility would be integrated with development on the site. The land freed by the removal of parking on other smaller commuter parking areas around the Town Centre would be made available for development.</p> <p>Commuter Car Parking for approximately 350 cars would be located in a multi-storey Jersey Street Commuter Car Park.</p> <p>Commuter Car Parking would be removed from George Street Commuter Car Park (the development sites).</p> <p>State Led Rezoning has also determined a two-tier parking rate provision, which is detailed in the Design Guide.</p>
2. Civic Precinct to accommodate any changes to parking supply within the precinct. The small public and commuter parking areas on Jersey Street and Jersey Lane will potentially be amalgamated into other facilities.	
3. Western Precinct: The William Street/Dural Lane and Dural Street car parks be made available for development with the condition that replacement facilities are integrated into the redeveloped land.	
4. Commercial Core Precinct: Integrate the increase in public parking into any potential redevelopment of the Westfield Centre.	

## References

Hornsby Town Centre Review Transport Plan (2022, WSP)	
Design Guide	Section 2.5: Car Parking

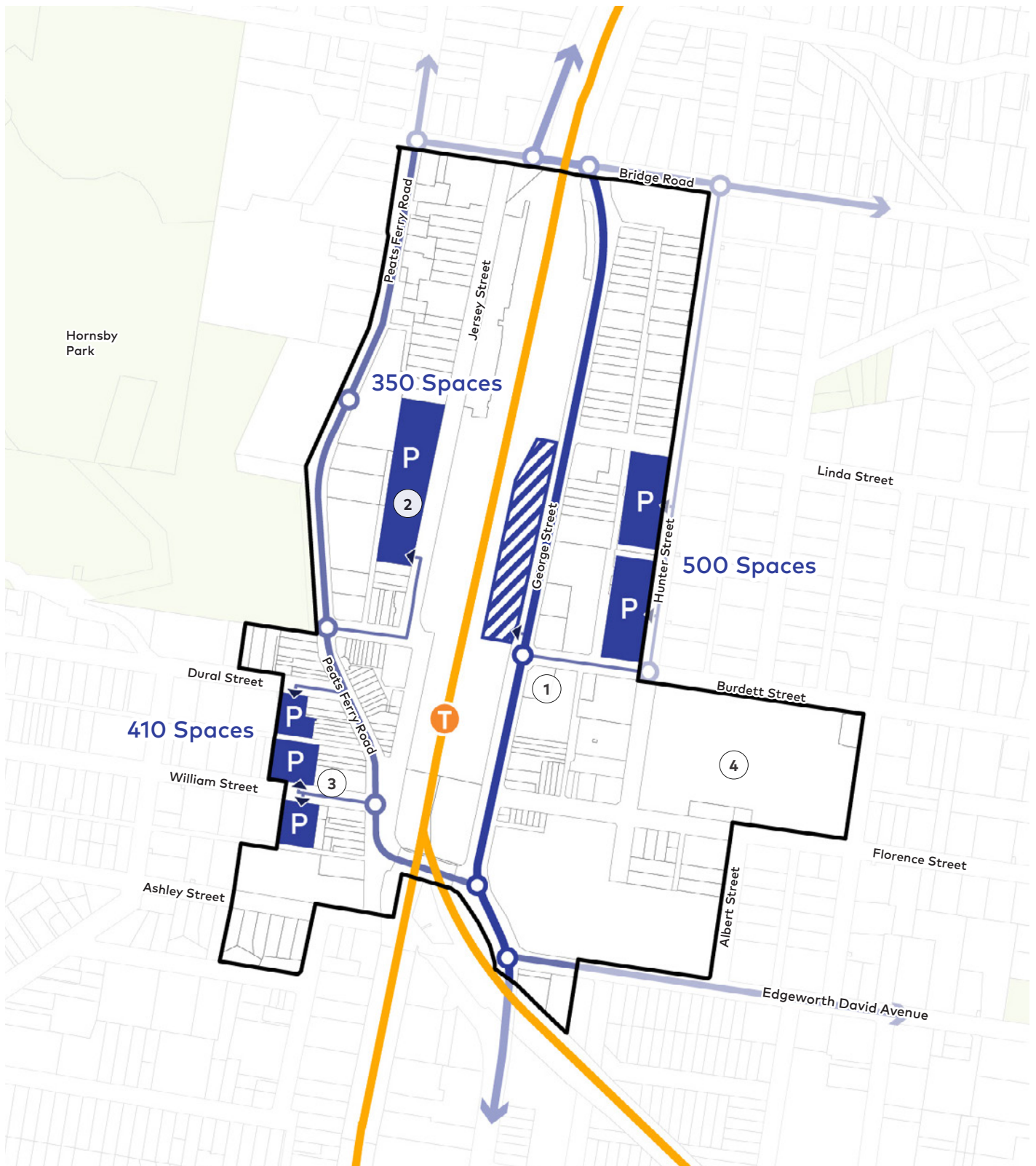


Figure 38: Parking strategy



- Site boundary
- Cadastre
- Train station/line
- Existing open space
- Major vehicle routes
- Minor vehicle routes
- Intersections
- Parking areas
- ▶ Parking entries
- ◉ Gradually relocated commuter carpark



# Heritage Strategy

## Overall objectives

Throughout its history, Hornsby has distinctively developed on the plateau of the ridge, with the valleys below, and particularly to the west, remaining largely undeveloped. This pattern of development has largely conserved the sense of the urban area being surrounded by bushland.

Future growth in the Hornsby Shire should continue to conserve the leafy character of Hornsby in its outer residential areas by consolidating growth in the Town Centre.

## Overarching principles

- Understand heritage significance of each item and/or landscape to ensure appropriate response.
- Integrate adaptive re-use opportunities.

Hornsby Town Centre Masterplan, Existing LEP, Existing DCP (Hornsby Shire Council 2023)	State Led Rezoning (State Government 2024)
1. A series of heritage railway buildings and goods sheds are to be reinvigorated as part of the proposed Jersey Street Park.	No change from Masterplan proposal.
2. Retain heritage streetscapes on Station Street, Coronation Street and Peats Ferry Road are to be retained whilst facilitating sympathetic mixed use development to activate the precinct and provide for additional jobs and dwellings within the Town Centre.	No change from Masterplan proposal.

## References

Hornsby Shire Council DCP	Western Heritage Precinct Additional Controls
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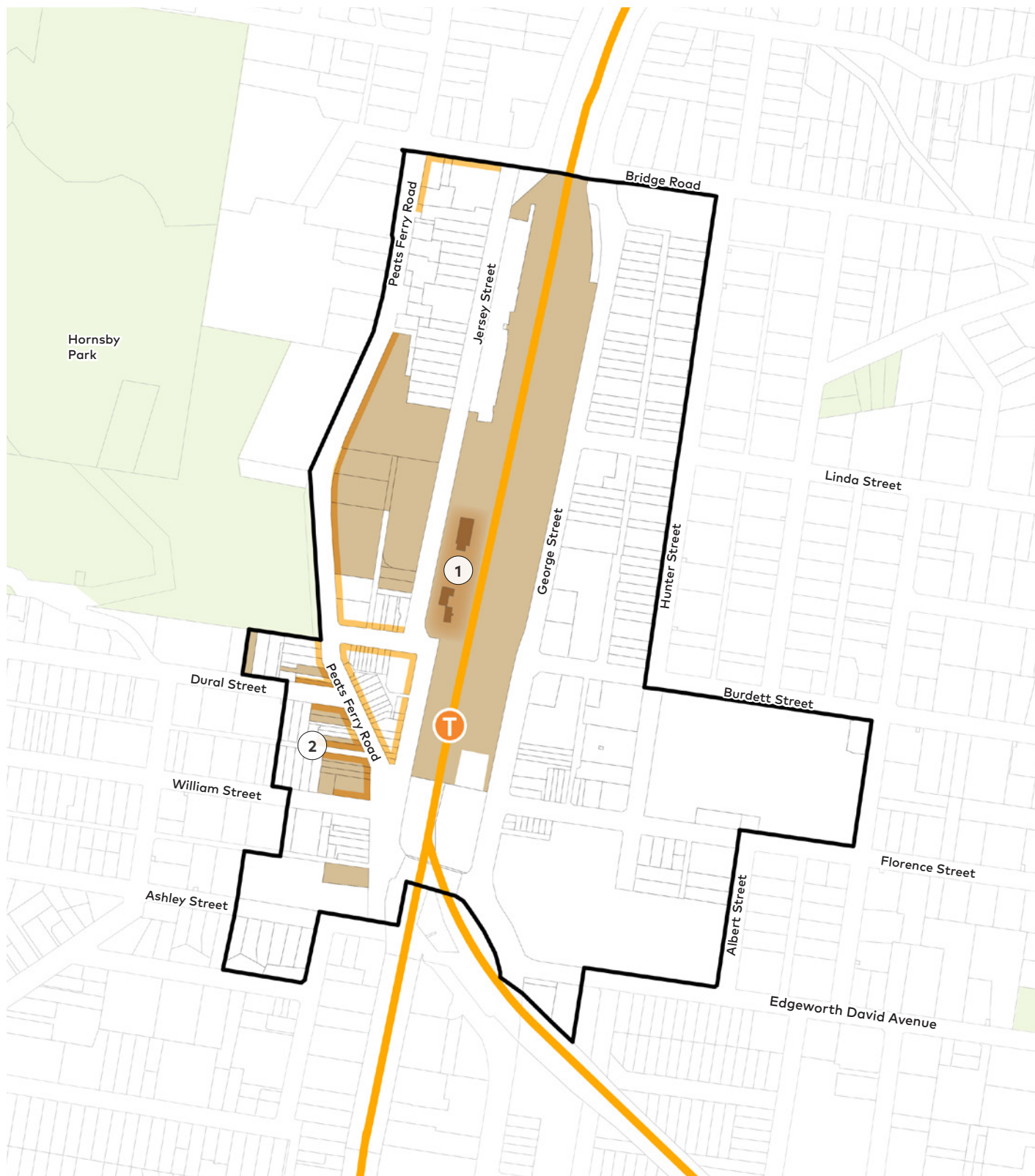


Figure 39: Heritage strategy (source: Hornsby Shire Council)



- |                     |                       |  |
|---------------------|-----------------------|--|
| Site boundary       | Heritage items (lots) | ① Retention of existing heritage railway buildings                       |
| Cadastre            | Heritage buildings    | ② Retain heritage streetscapes of Peats Ferry Road and Coronation Street |
| Train station/line  | Adaptive reuse areas  |  |
| Existing open space | Heritage character    |  |

# Green and Blue Infrastructure Strategy

## Overall objectives

The green and blue infrastructure strategy plans for sustainable water infrastructure (Blue), and planting and parks (Green), within both the public and private domain. They provide an inter-connected network of connecting streets, bushland and open spaces, that will improve public amenity and reflect the community's vision for a city in the bushland. Alongside public amenity, these strategies assist in reducing environmental impact to create a more resilient place. For Hornsby Town Centre, this means a focus on tree canopy, deep soil, public open space and water sensitive design strategies. The objectives for Green and blue infrastructure strategy link closely with the Public Domain and Open Space Strategies.

## Overarching principles

- Provide a connected series of green and blue networks throughout the town centre.
- Incorporate tree canopy/deep soil targets for different land uses supporting Council and State Government aims.
- Ensure a positive interface with tree canopy between private and public domain (subject to the land use type).
- Integrate mechanisms to support Water Sensitive Urban Design components.
- Reinforce the connection between the Town Centre and Hornsby Park.
- Increase the amount of connected open space within the Town Centre.

Hornsby Town Centre Masterplan, Existing LEP, Existing DCP (Hornsby Shire Council 2023)	State Led Rezoning (State Government 2024) - refer to Hornsby Precinct Design Guide Table 4 for detail
---	---

### Minimum tree canopy targets

- |                  |   |
|------------------|---|
| Existing Streets | Existing residential street w o/h power lines - 40% |
|                  | Existing residential street w u/g power lines - 50% |
|                  | Existing industrial street w o/h power lines - 35%  |
|                  | Existing industrial street w u/g power lines - 45%  |

### Minimum deep soil targets

- |   |  |
|---|--|
| Deep soil areas should cover a minimum 50% of the front and side setbacks if greater than 0m. | Mixed use - assessed on case-by-case basis       |
| Note: Deep soil areas are reliant on undergrounding of overhead power lines                   | Apartments - 7-15% with minimum dimension of 3m. |
|   | Business Parks- 25%                              |
|   | Industrial - 15%                                 |

### Water Sensitive Urban Design (WSUD)

- |   |  |
|---|--|
| Identified within Landscape + Public Domain Guide | Upgrade drainage to resolve localized flooding issues. |
|   | Additional Water Quality Treatment sites identified.   |

## References

Design Guide	Section 2.9: Landscape and Public Domain
HTCR Public Domain Guidelines	Section 4.0: Public Domain Design Principles



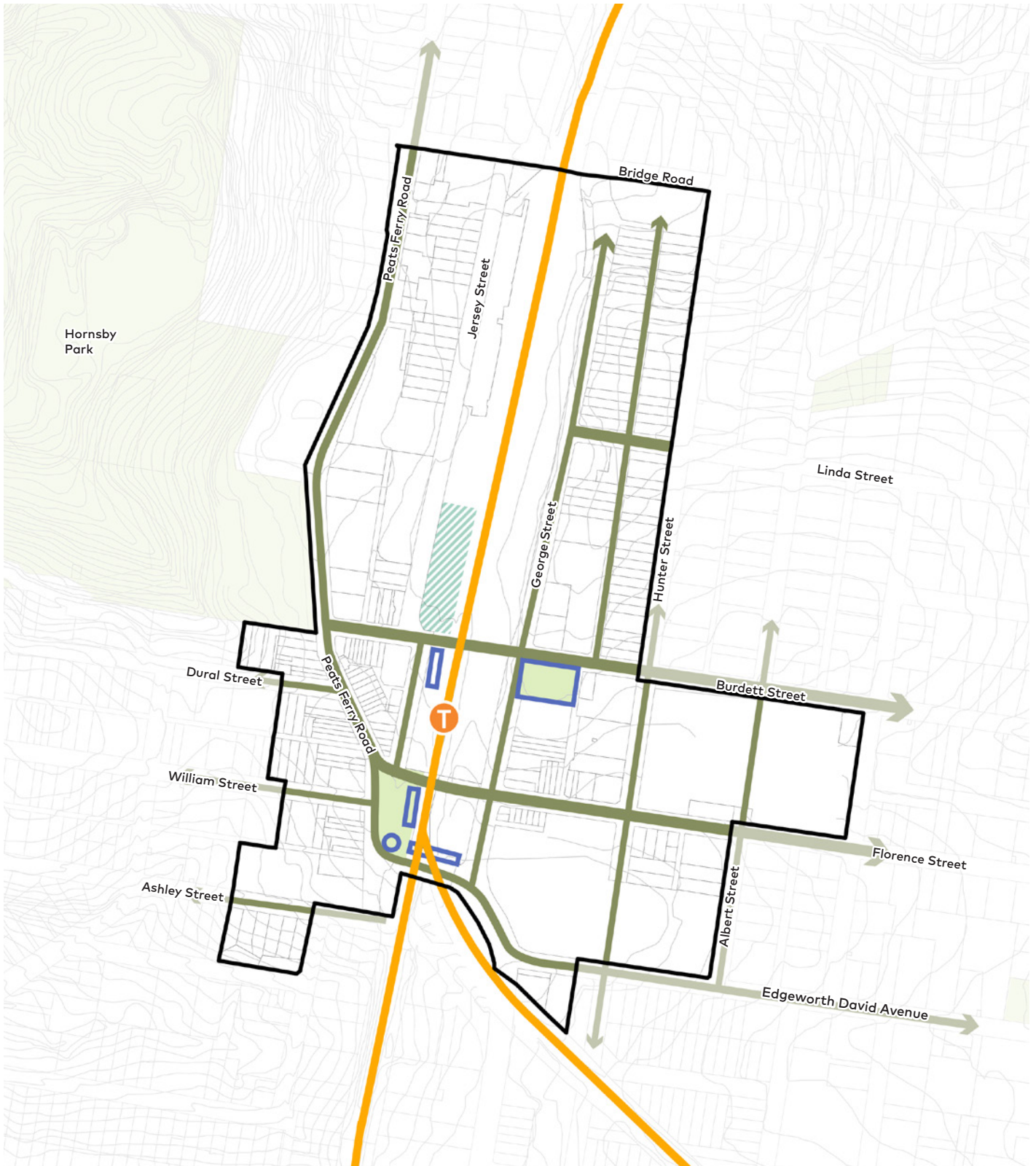


Figure 40: Green and blue infrastructure strategy



- Site boundary
- Cadastre
- Train station/line
- Street tree canopy
- Open space
- 2m contours
- Water Quality Treatment Opportunities (source: WSP)
- Area under investigation

# Height Strategy

## Overall objectives

The height strategy has been developed with the key objective of focusing concentrated height within the Town Centre, closest to the station, whilst ensuring that surrounding amenity is not compromised. Heights are reduced, and/or towers in a concentric manner further away from the station and closer to surrounding residential areas.

## Overarching principles

- Optimise heights on sites closest to the station.
- Ensure solar access to private open space and habitable spaces of private residential developments is maintained.
- Ensure solar access to key public spaces as outlined in under the Open Space strategy is maintained.
- Ensure character and heritage of areas within the Western Precinct are not compromised.

Hornsby Town Centre Masterplan, Existing LEP, Existing DCP (Hornsby Shire Council 2023)	State Led Rezoning (State Government 2024)
The overall strategic intent for heights are indicated within Figure 46 - Proposed Heights (Masterplan).	<ul style="list-style-type: none"><li>• Adjustment in southern portions of transport land from 36 storeys to 40 storeys.</li><li>• Adjustment to heights within the Central Heart</li><li>• Adjustment to heights within the Westfield landholdings</li></ul> <p>Figure 41 adjacent and Figure 47 under Implementation illustrates the intent in storey heights and metres respectively, as proposed under this State Led Rezoning.</p>

## References

Design Guide	Section 2.6: Built Form
--------------	-------------------------



\* Westfield sites include levels of above and below ground parking



# Affordable Housing Strategy

## Overall objectives

- The key objective of the Affordable Housing Strategy is to:
1. Ensure a range of dwelling types are provided to allow low cost housing options for renters.

### Hornsby Town Centre Masterplan, Existing LEP, Existing DCP (Hornsby Shire Council 2023)

For all new developments with 10 or more dwellings the following provisions apply:

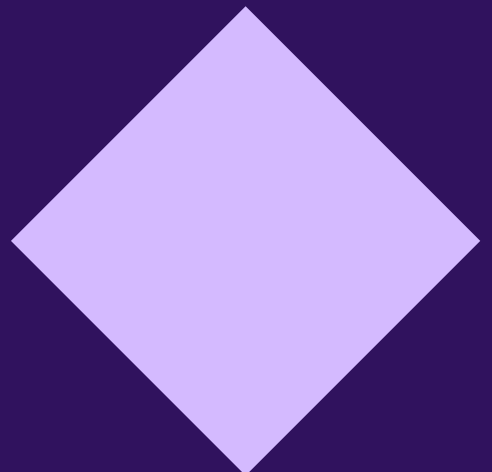
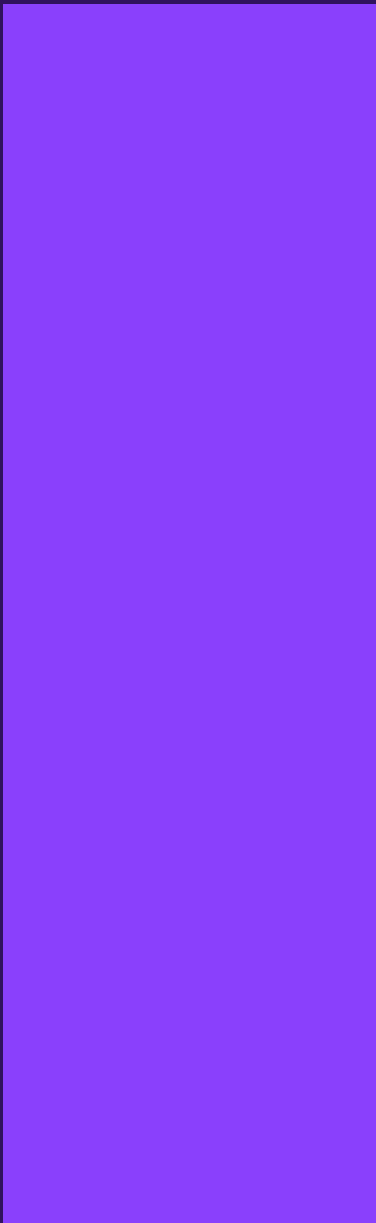
- A minimum contribution rate of 5% of the total gross floor area for development on privately owned land as defined in Hornsby Shire Council's Draft Affordable Housing Contributions Scheme. A minimum contribution rate of 10% of the total gross floor area for development on public-owned land applies as defined in Hornsby Shire Council's Draft Affordable Housing Contributions Scheme.

### State Led Rezoning (State Government 2024)

Please refer to State Environmental Planning Policy Amendment (Hornsby Transport Oriented Development Precinct) 2024 for affordable housing requirements and provisions.

---

## Implementation



# Changes to Planning Controls

A range of planning controls were identified as a result of the outcomes of the Masterplan. The proposed outcomes are summarised below that were expected to deliver redevelopment in accordance with local character, amenity and urban design vision of the Masterplan.

## Existing and proposed planning controls under the Masterplan

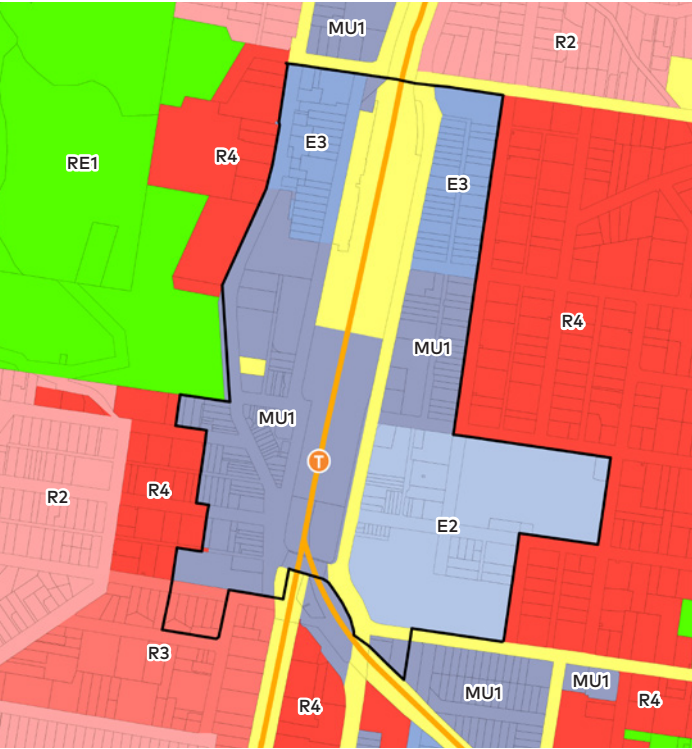


Figure 42: Existing HLEP Land use zoning (source: Hornsby Shire Council)

### Existing Land Zoning

The Hornsby Town Centre study area is zoned E2 Commercial Centre, E3 Productivity Support and MU1 Mixed Use and relates to the commercial and retail function surrounding the railway station. It encompasses the Westfield Shopping Centre and shopping strip. A small area zoned R3 Medium Density Residential is located to the south-west.

The surrounding area is predominately zoned R4 High Density Residential with areas of low and medium residential R2 and R3 to the north, west and south of the study area.

RE1 Public Recreation comprises a large portion of the surrounding western area.

- E2 Commercial Centre
- E3 Productivity Support
- MU1 Mixed Use
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- SP2 Infrastructure
- RE1 Public Recreation

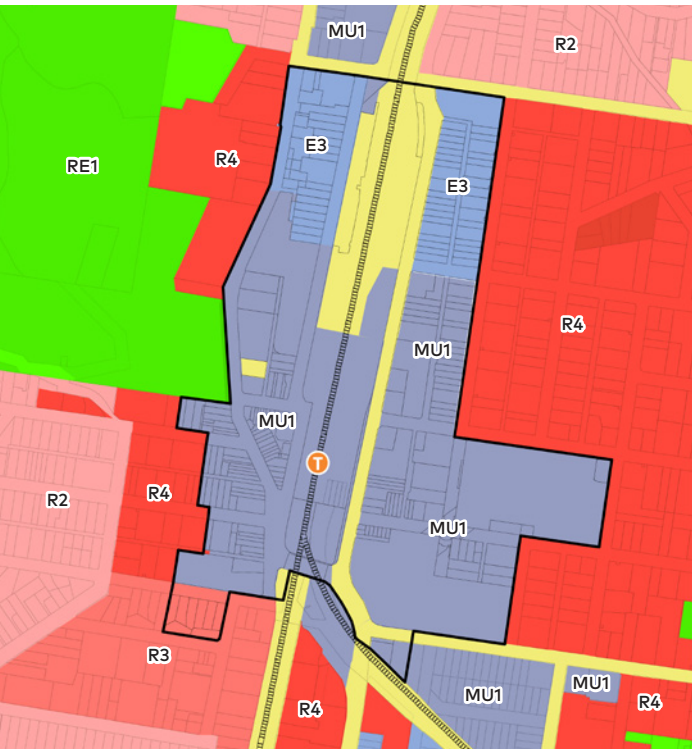


Figure 43: Masterplan HLEP Land use zoning (source: Hornsby Shire Council)

### Masterplan Proposed Land Zoning

Minor changes were proposed under the Hornsby Town Centre Masterplan with regards to land zoning. The study area's MU1 Mixed Use zoning will expand, removing the E2 Commercial Centre over the Westfield Shopping Centre and shopping strip. This will facilitate a greater mix of uses including residential within the Town Centre.

- E3 Productivity Support
- MU1 Mixed Use
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- SP2 Infrastructure
- RE1 Public Recreation



# State Led Rezoning Proposed Land Zoning

No adjustments to the HTC Masterplan proposed land zoning are identified.

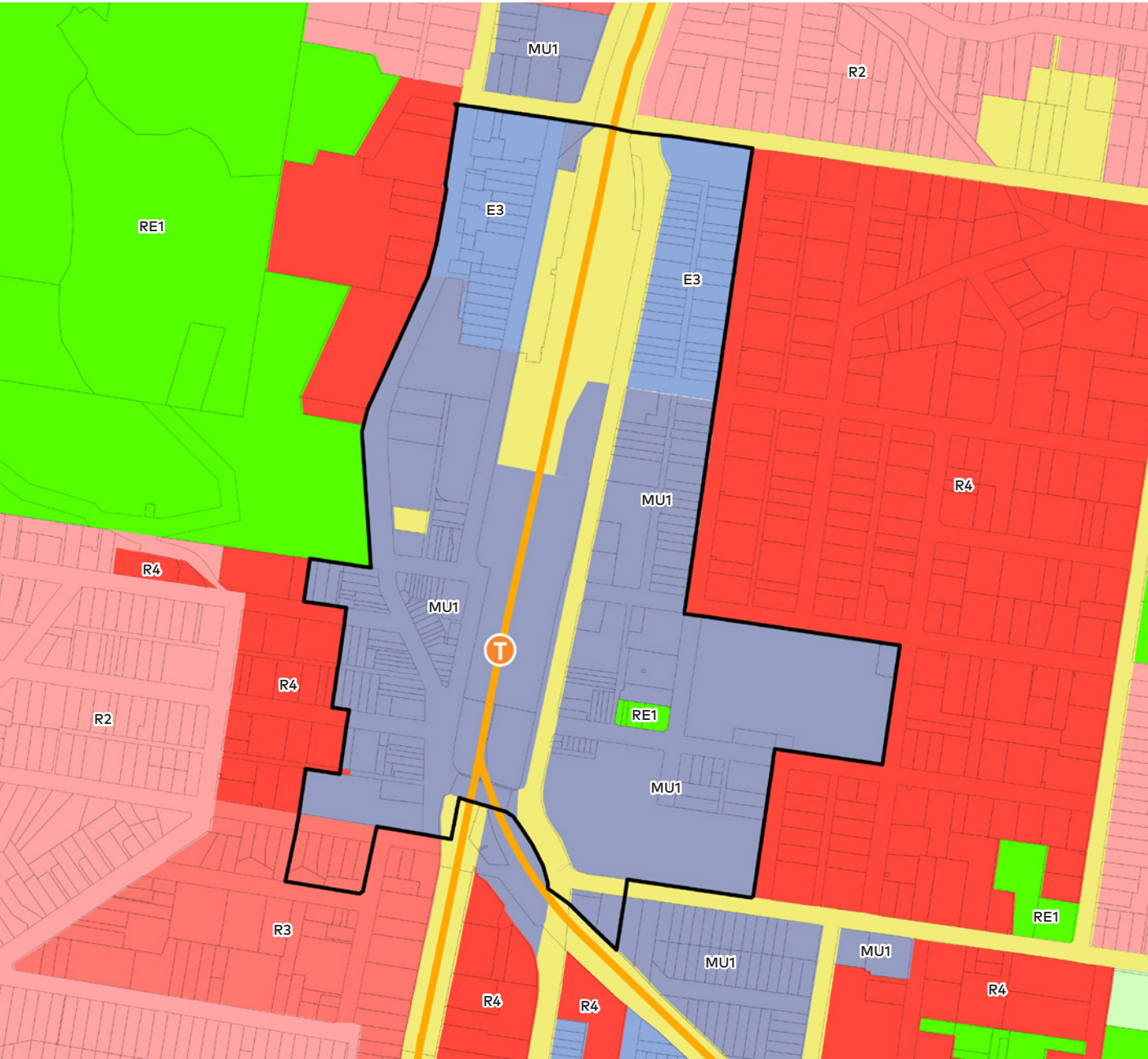


Figure 44: State led rezoning HLEP Land use zoning

- E3 Productivity Support
- MU1 Mixed Use
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- SP2 Infrastructure
- RE1 Public Recreation

# Existing and proposed planning controls under the Masterplan

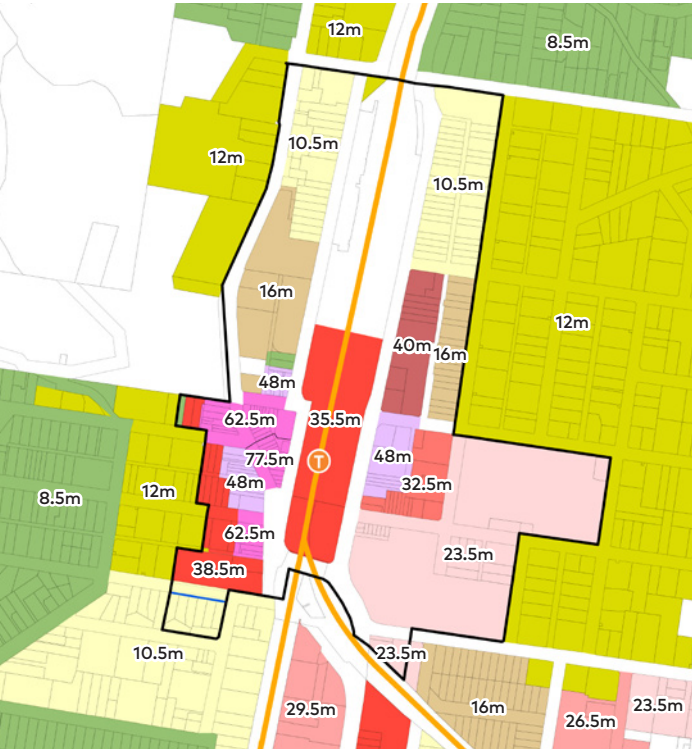


Figure 45: Existing HLEP Height of Buildings (source: Hornsby Shire Council)

## Existing Height of Building

Under the Hornsby Local Environment Plan 2013, the maximum building height for the Hornsby Town Centre ranges moderately, with the tallest developments concentrated immediately surrounding the railway station.

The commercial and mixed use areas permit the higher development including AA, X, V and U permitting heights of 77.5m, 48m, 40m and 32.5m respectively.

The surrounding residential areas are in zones M, K and I permitting maximum heights of 12m, 10.5m and 8.5m respectively.

- I: 8.5m
- K: 10.5m
- M: 12m
- O: 16m
- S: 23.5m
- U: 32.5m
- V1: 35.5m
- V2: 38.5m
- W1: 40m
- X: 48m
- AA1: 62.5m
- AA3: 77.5m

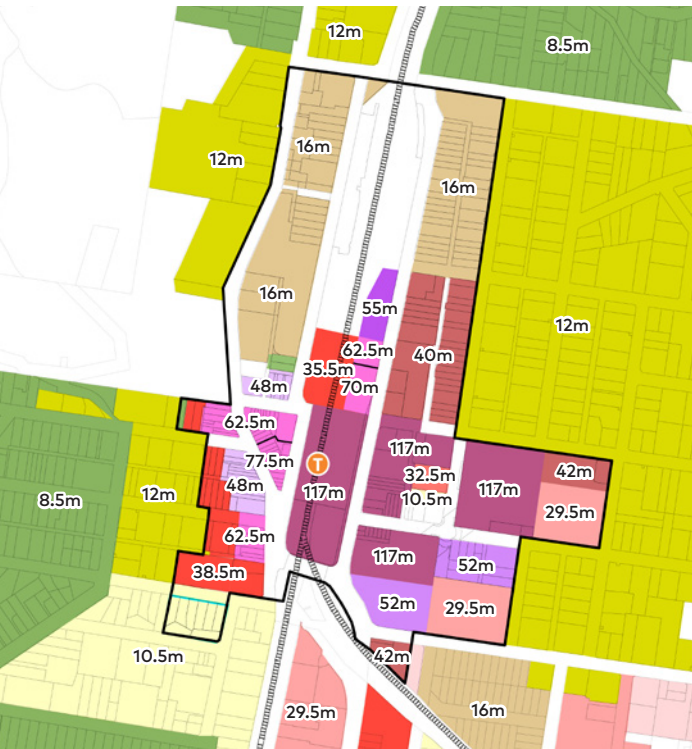


Figure 46: Proposed HLEP Height of Buildings (source: Hornsby Shire Council)

## Proposed Height of Building (Masterplan)

Significant increases to building height were proposed under the Masterplan. This includes a significant change from 48m and 35.5m in the Central Heart, Retail Core and Transport Corridor to 117m, creating opportunities for development up to 36 storeys.

Development located to the periphery of the site provides a transition to the smaller residential buildings, promoting a transition in scale and facilitating solar access.

- I: 8.5m
- K: 10.5m
- M: 12m
- O1: 16m
- S: 23.5m
- T2: 29.5m
- U: 32.5m
- V1: 35.5m
- V2: 38.5m
- W1: 40m
- W2: 42m
- X: 45m
- X: 48m
- Y: 52m
- Z: 55m
- AA1: 62.5m
- AA2: 70m
- AA3: 77.5m
- AC: 117m



## State Led Rezoning Proposed Height of Building

The following changes to proposed maximum height of building from the HTC Masterplan are identified:

- Increase in heights throughout the precinct to facilitate a 3.2m floor to floor residential height, 4m podium height and 4.8m ground floor podium height, as well as a 1-2m plant, parapet and/or lift overrun.
- Increase of height around the train station.
- Proposed 1m heights over the Hornsby Square and new road to the north-west

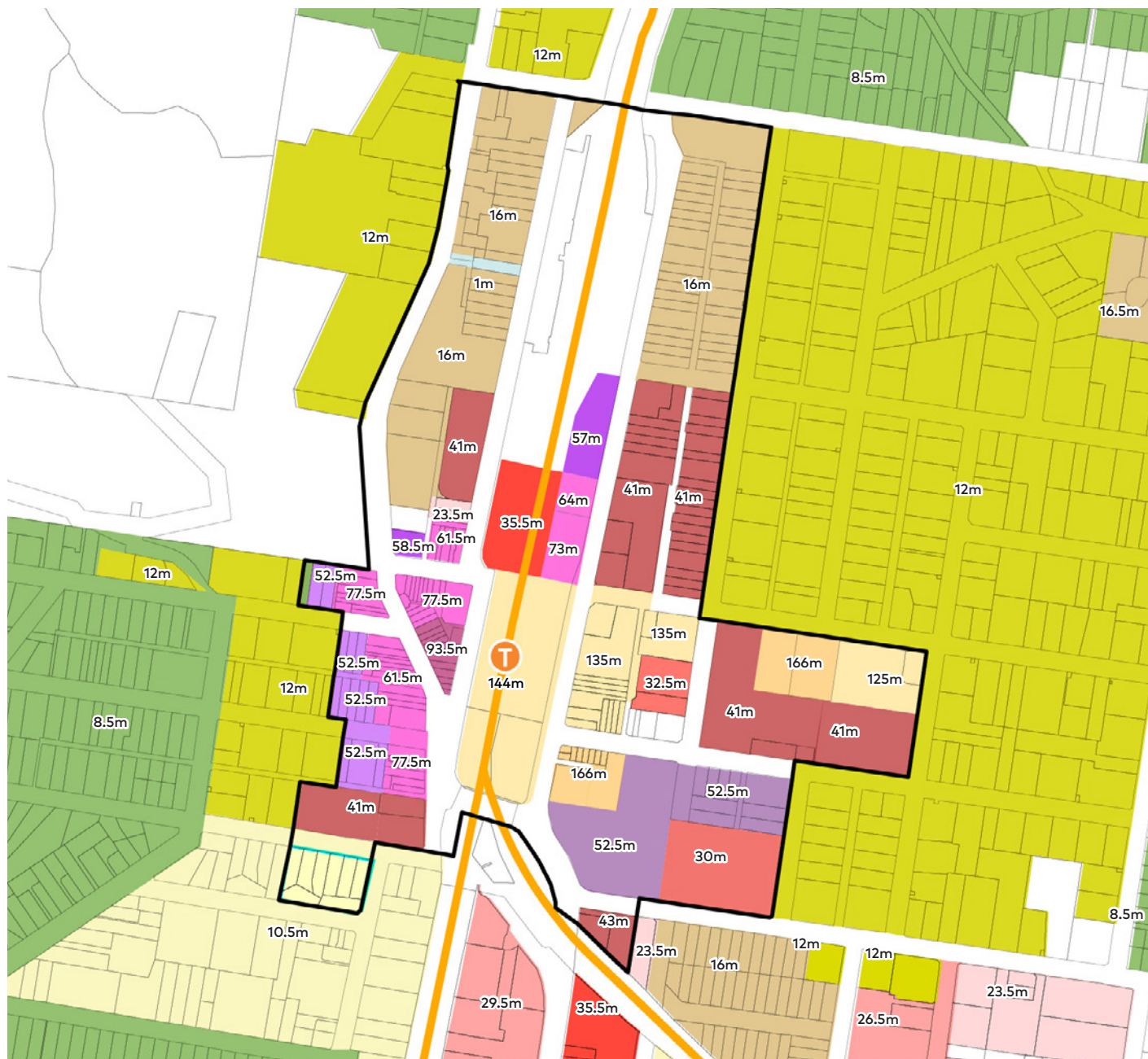
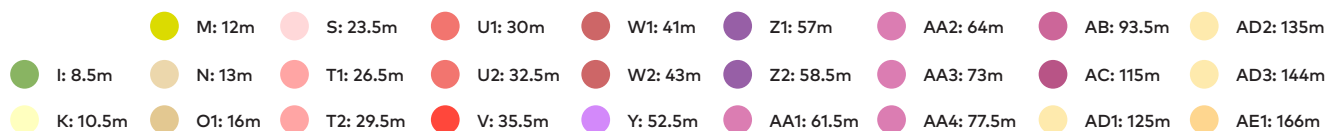
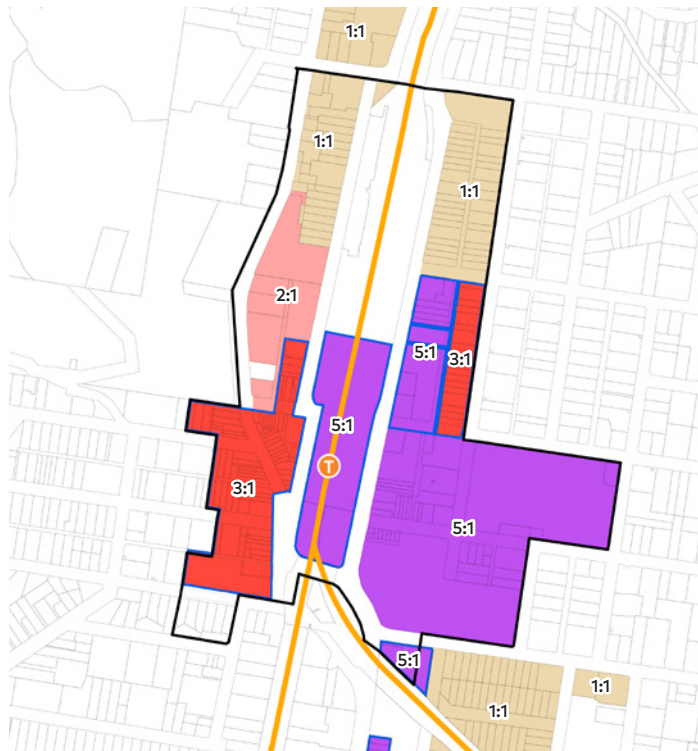


Figure 47: State led rezoning HLEP Height of Building





## Existing and proposed planning controls under the Masterplan



### Existing Floor Space Ratio

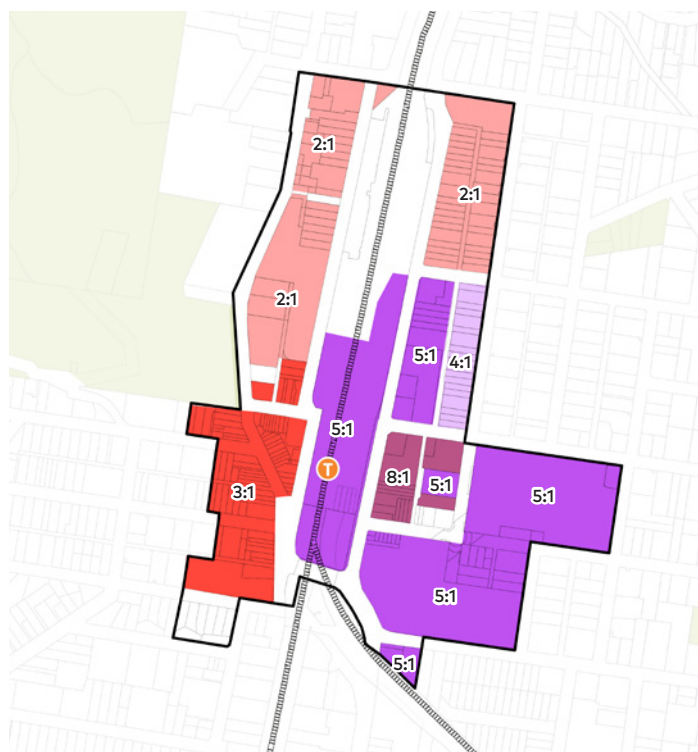
The Hornsby Town Centre study area is subject to maximum Floor Space Ratios (FSR) under the Hornsby Local Environmental Plan 2013.

The commercial and mixed use core within the study area are subject to maximum permissible FSRs of 5:1 and 3:1. Land in the northern portion of the Hornsby Town Centre has a permissible FSR of 2:1 and 1:1.

The eastern portion of the site has controls that provide a maximum to the amount of residential floor space area. The western area of the site has provisions that allow the FSR to exceed the mapped controls.

There is currently no permissible FSR controls for the surrounding residential land.

Figure 48: Existing HLEP Floor Space Ratio (source: Hornsby Shire Council)



### Proposed Floor Space Ratio

Consistent with the changes to the Maximum Building Height, the maximum Floor Space Ratio was also increased in the Central Heart of up to 8:1.

The eastern edge of the Central North precinct had a relative minor increase from 3:1 to 4:1. Additionally, northern employment lands had a potential increase from 1:1 to 2:1, facilitating the opportunity for slightly more dense uses.

Figure 49: Proposed HLEP Floor Space Ratio (source: Hornsby Shire Council)

# State Led Rezoning Proposed Floor Space Ratio

The following changes to proposed maximum height of building from the HTC Masterplan are identified:

- Central Heart increases from 8:1 to 8.5:1
- Jersey Street carpark increases from 2:1 to 4:1

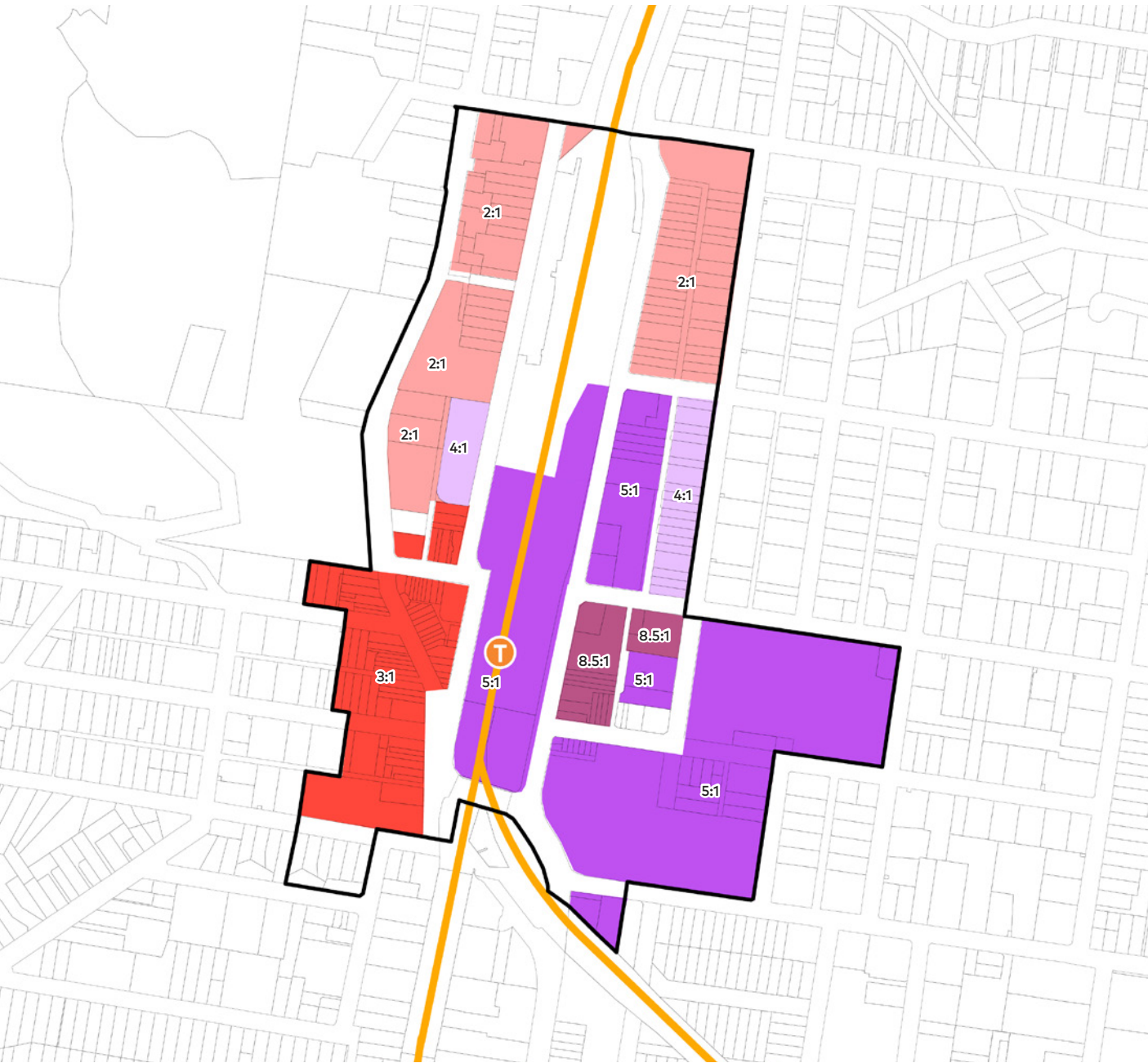


Figure 50: State led rezoning HLEP Floor Space Ratio



## Existing and proposed planning controls under the Masterplan

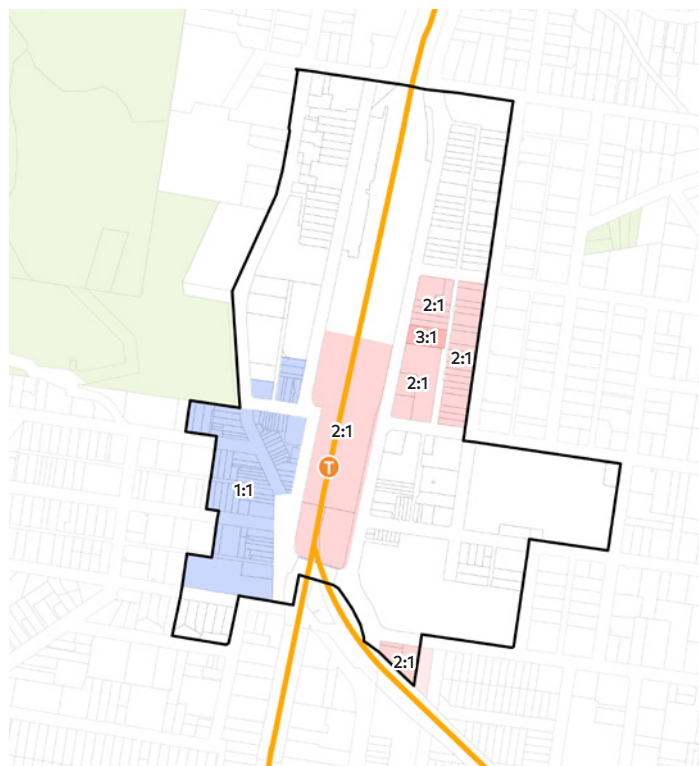


Figure 51: Existing HLEP Floor Space Ratio - additional controls (source: Hornsby Shire Council)

### Existing Additional Controls for Floor Space Ratio

The Hornsby Town Centre study area is subject to additional controls for Floor Space Ratios for development (FSR) under the Hornsby Local Environmental Plan 2013.

A maximum of 2:1 and 3:1 residential Floor Space Ratio is identified within the Central North and Rail Corridor precincts. This is to facilitate mixed use development.

In the Western Heritage Precinct, residential use which exceeds the permissible FSR is allowable if a minimum of non-residential Floor Space Ratio of 1:1 is met.

- Minimum 1:1 Non-Residential
- Maximum 2:1 Residential
- Maximum 3:1 Residential

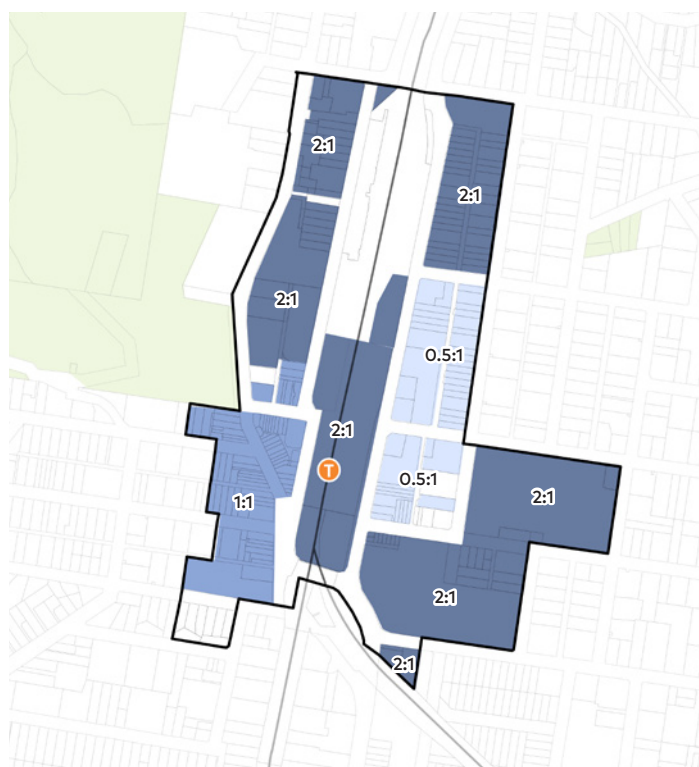


Figure 52: Proposed HLEP Floor Space Ratio - non residential (source: Hornsby Shire Council)

### Proposed Minimum Non-Residential Floor Space Ratio

Non-residential floor space within the Town Centre was provided to ensure the facilitation of jobs close to essential services. Areas close to the train station, such as within the railway corridor itself and within the Westfield Shopping Centre employed a 2:1 non-residential floor space ratio. Areas that were more focused on the provision of residential uses, including in the Central Heart and Central North, provided for 0.5:1 FSR.

It was intended that these controls may eventually alter the above existing Additional Provisions for Floor Space Ratio.

- 0.5:1
- 1:1
- 2:1



# State Led Rezoning Proposed Minimum Non-Residential Floor Space Ratio

- The following changes to proposed maximum height of building from the HTC Masterplan are identified:
- Reduction of non-residential floor space ratio to facilitate a larger residential component, as well as parking and bus interchange.

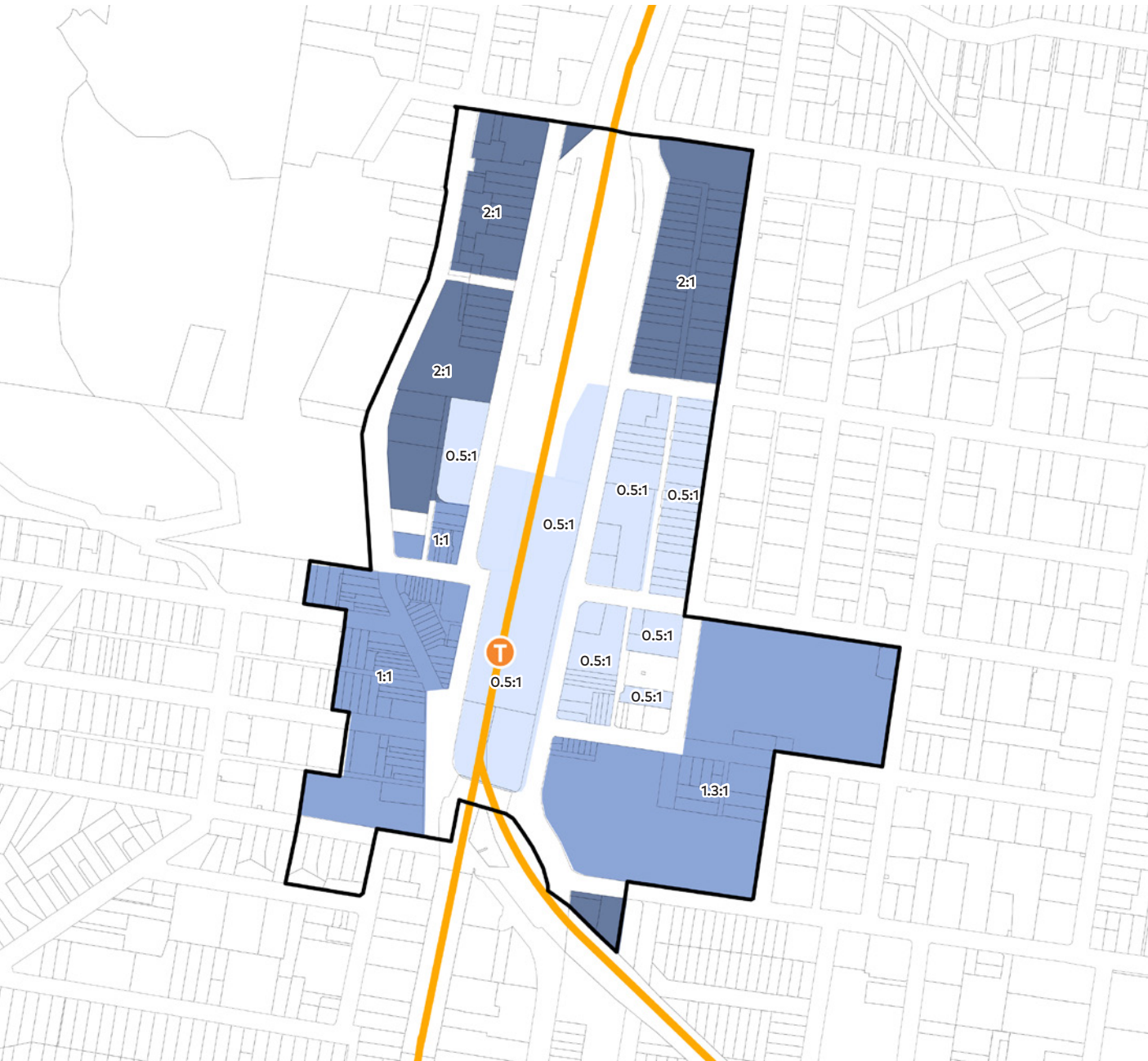
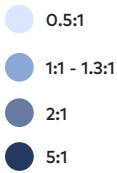


Figure 53: State led rezoning HLEP Floor Space Ratio - minimum non-residential



# Lot Amalgamation Strategy

## Overall objectives

Provisions for minimum lot sizes and amalgamation of land requirements for the redevelopment of land within the Precinct are included in the Design Guide. This provision will ensure the delivery of public benefits including open space and community infrastructure.

## Principles

The overall principles of the strategy will include:

- Buildings located on consolidated development sites are to achieve good urban design outcomes and efficient use of land, avoiding the creation of isolated sites.
- An integrated development process where landowners work together to achieve a good design outcome.
- Ensure the delivery of public benefit identified within the Central Heart Precinct.

## References

Design Guide	Section 2.3 Lot Amalgamation
--------------	------------------------------





Figure 54: Fine grain streetscape of Peats Ferry Road



# Public Transport Infrastructure Delivery Strategy

## Overall objectives

The key objective of the Public Transport Infrastructure Delivery Strategy is to ensure the timely delivery of key public transport infrastructure to support the growth of the Town Centre and the broader transport catchment.

## Prescriptive Measures

1. Option for a new northern rail concourse, connecting Hornsby Station to George Street, subject to further consideration by Transport for NSW.
2. A single bus interchange within the existing Station Street location. The closure of Station Street to traffic from Peats Ferry Road will include wider walkways around the bus stops and more space for an expanded Cenotaph Plaza. This will facilitate movement and place initiatives by minimising the interaction of vehicles, bicycles and pedestrians to support a multi-modal centre.
3. Drop off facilities on Jersey Street and Coronation Street

## References

N/A

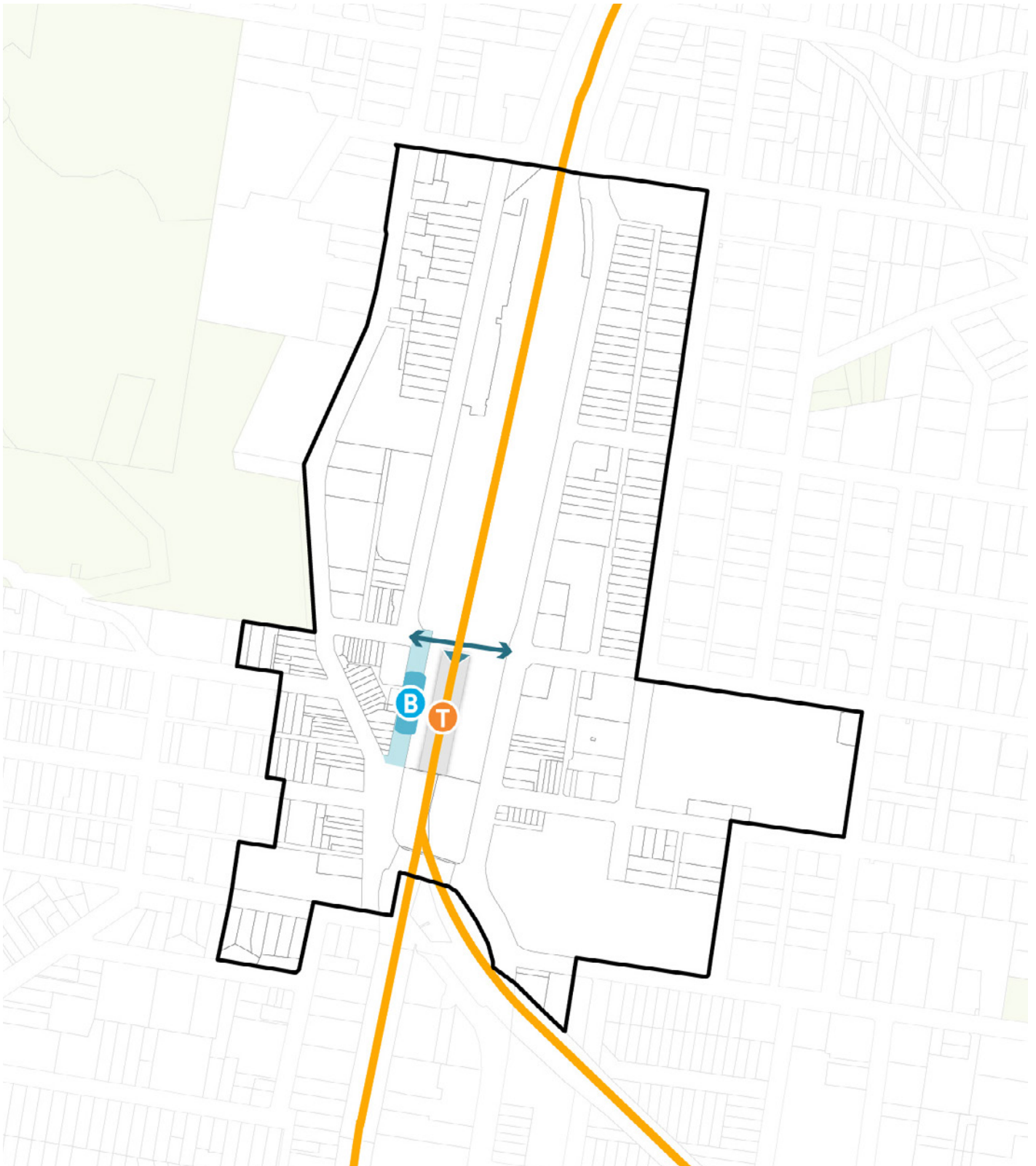


Figure 55: Public Transport Delivery strategy



- Site boundary
- Cadastre
- Train station/line
- Existing open space
- Bus routes
- Bus interchange
- Pedestrian crossings
- ▶ Station entries
- Vehicle slow zones

# Next Steps

Following public exhibition, the Department will consider all matters raised in submissions.

The final proposed changes will be forwarded to the Minister for Planning and Public Spaces for further consideration and determination. If the amendments are approved, they will come into force to enable the future development of central Hornsby. Pending the extent of valued feedback, the rezoning proposal is expected to be finalised in November 2024.

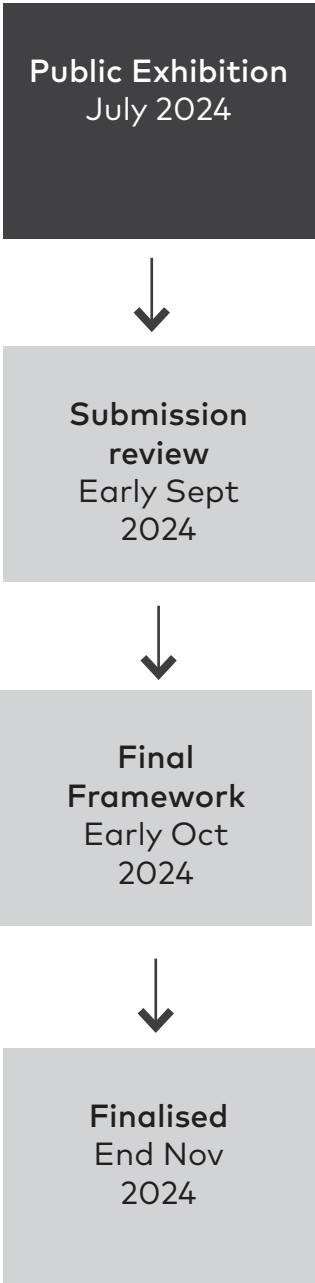


Figure 56: Next Steps in the process





Figure 57: Hornsby Town Centre Illustrative View

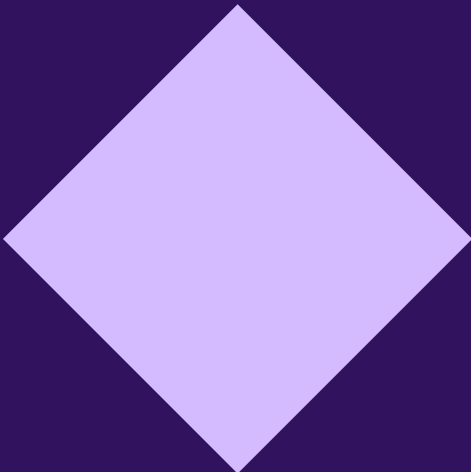
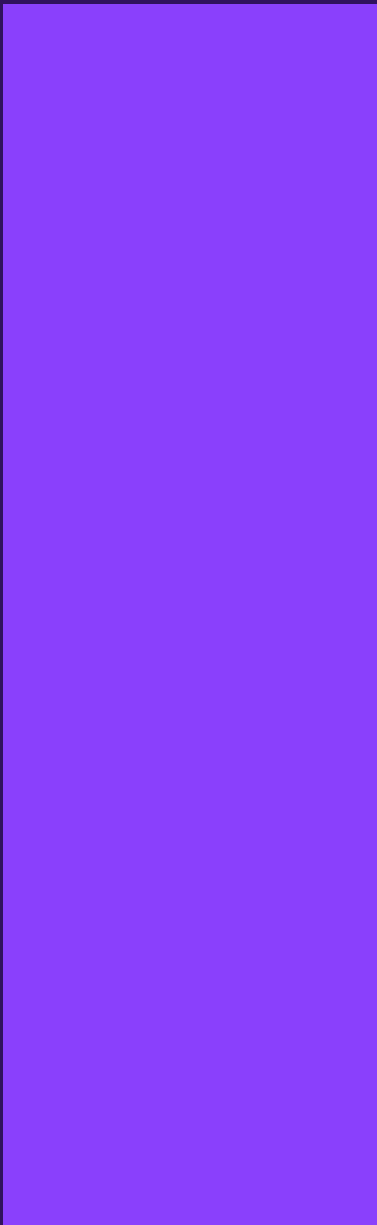




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# Appendix A:

## Masterplan Precinct Analysis





## Precinct Analysis

### Access and Movement

Hornsby Town Centre is currently accessed and served by multiple modes, including pedestrian, cycling, bus, heavy rail, taxi, car share and private motor vehicle.

Hornsby is a key train station for thousands of commuters due to its high accessibility to employment centres including the Sydney CBD, Parramatta, North Sydney and Chatswood.

The Town Centre includes a state arterial road, George Street, which runs north to south and serves as a major vehicular thoroughfare and connection to Peats Ferry Road, Bridge Road, Edgeworth David Avenue and the Pacific Highway.

With both the rail corridor and state arterial road running in parallel, the Town Centre is divided east and west. This segregation impacts public realm amenity and impedes pedestrian movement.

Several key public spaces are designed to accommodate vehicle movement, at the detriment of pedestrians and the urban amenity. This includes the bus interchange which sits west of the train station. Vehicular movement is prioritised within this space, offering little pedestrian amenity.

Visitors to Hornsby Town Centre currently have access to on-street parking and off-street parking on public and private land, in addition to private off-street parking and commuter parking. During peak parking times, on- and off-street parking is approximately 90% occupied, indicating that there is a small capacity to accommodate future increases in demand.



Figure 58: Vehicular Conflicts with Pedestrian Spaces

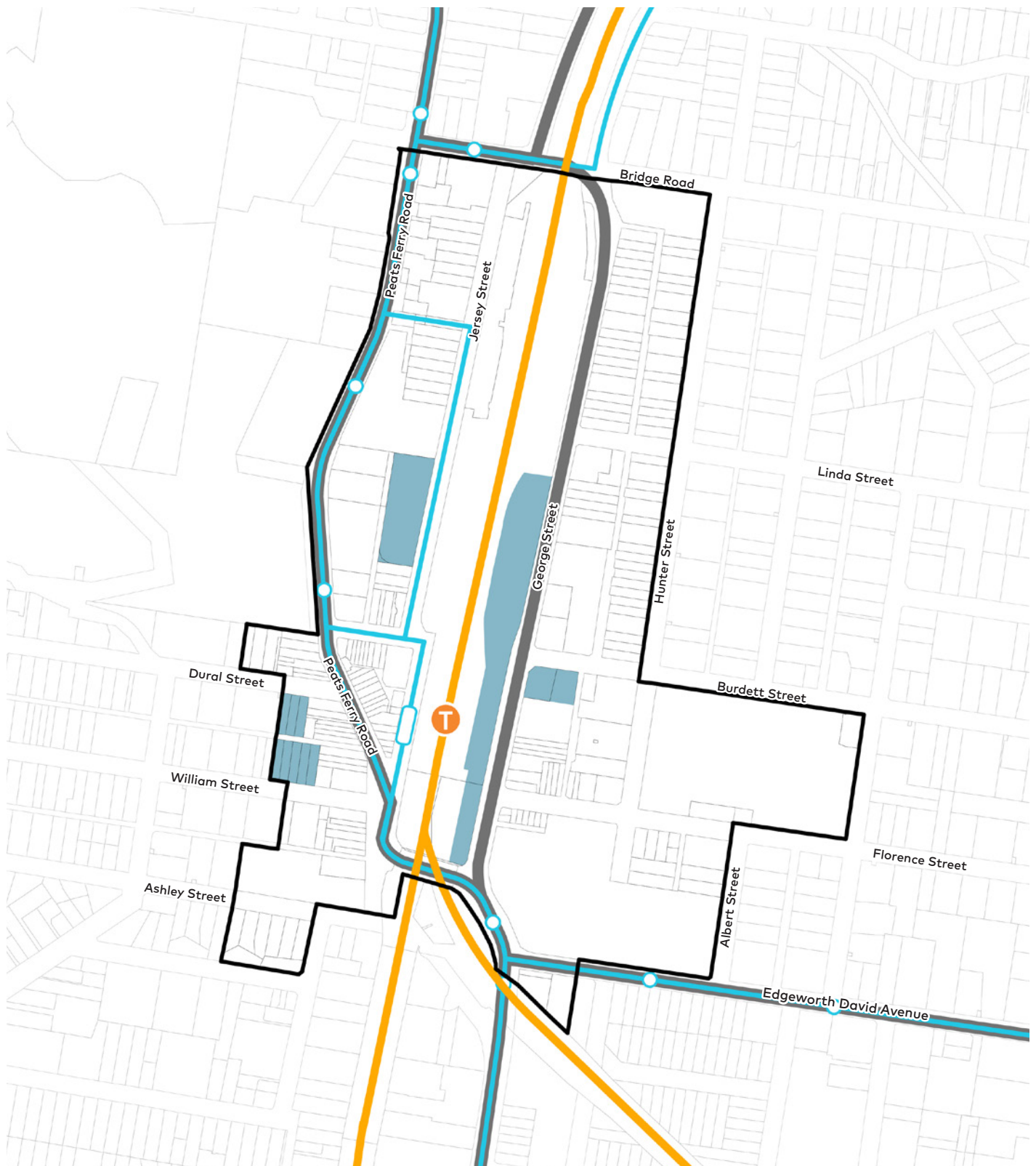


Figure 59: Access and movement analysis



- Major roads
- Bus routes
- Bus stops
- ▭ Bus interchange
- Public parking areas

## Active Transport

There are limited cycling facilities approaching and within the Hornsby Town Centre, with the majority located along Burdett Street and Florence Street connected to the train station. There are no existing bike paths on the western side of the train station.

A number of proposed bike paths are identified in Hornsby Shire Council's Bike Plan. The bike paths promote connections on the western side of the train line including along Peats Ferry Road and Jersey Street, as well as towards Hornsby Park to the north-west. Regional connections provide links to the north and south along major streets.

There are currently a limited number of crossings over the train line for pedestrians and vehicles. The connection across the train line on Florence Street is the only pedestrian-only connection, with some high-volume vehicle and pedestrian connections located on Bridge Road to the north and Peats Ferry Road to the south. There is limited connectivity over the train line in the northern portion of the site.

In addition, existing road infrastructure serve as additional barriers to active transport. Connections across George Street and Peats Ferry Road are limited and are obstructed by transport infrastructure such as fencing.



Figure 60: Dominant Transport Infrastructure as Barrier



Figure 61: Low Quality and Illegible Pedestrian Connection over Rail



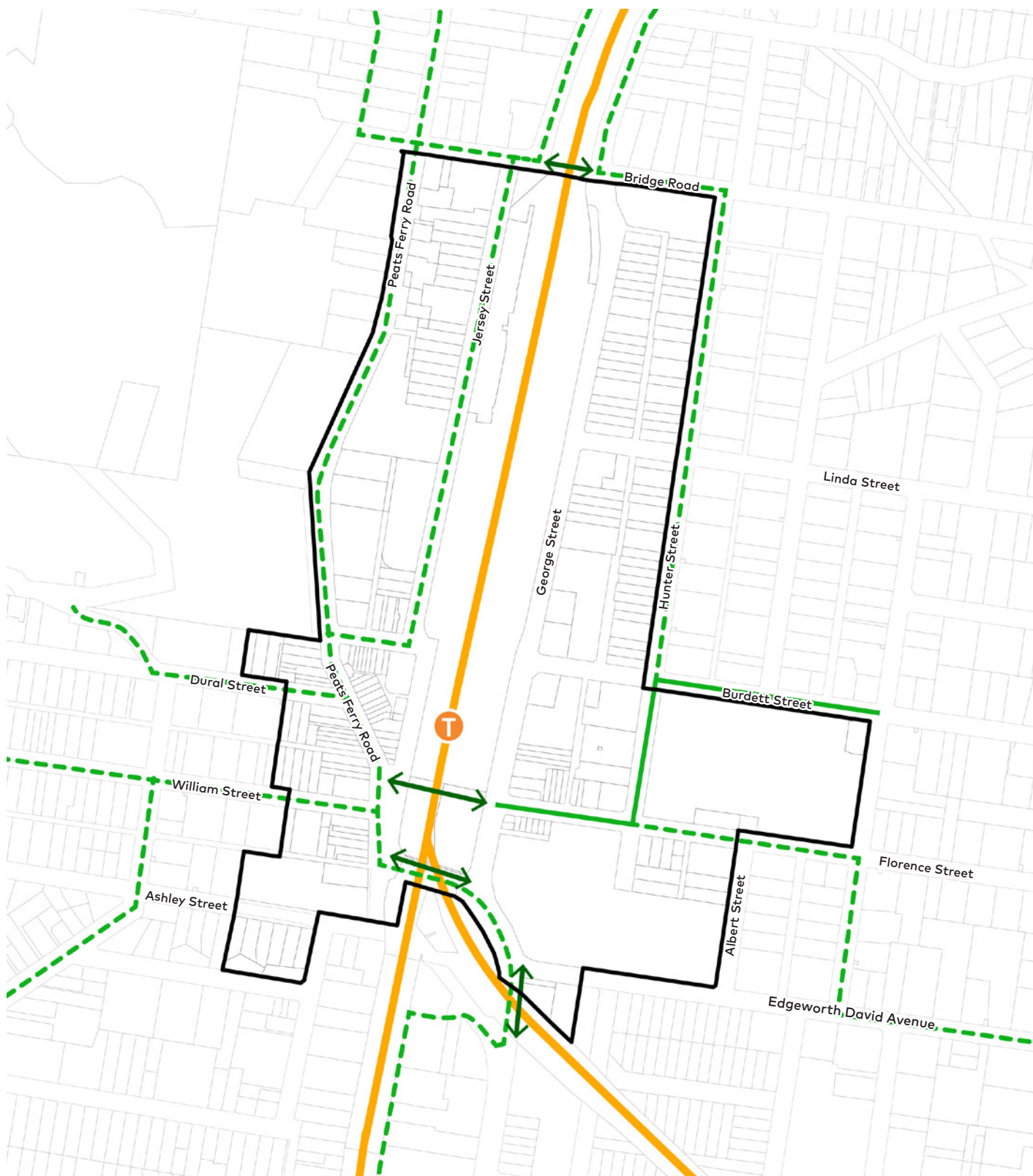


Figure 62: Existing active transport network



- Existing bike links
- - - Proposed bike links (Council)
- ↔ Existing connections

## Natural Considerations

Hornsby Town Centre is situated at the top of a ridge. Peats Ferry Road naturally follows the top of the ridge. With Hornsby being developed on the plateau of the ridge it allows for views down into the largely undeveloped valley. The west side of the train line is relatively flat whilst the east side is undulating and slopes down further east.

Hornsby is a town centre surrounded by native vegetation. Fingers of vegetation continue into the undeveloped valleys and bring the landscape close to the Town Centre on the west.

These spaces are preserved as part of the open space network including Hornsby Quarry, Hornsby Park and Lisgar Gardens and also include vegetation within

the streetscape or yards of suburban development.

Some parts of the western side of the town centre are bushfire prone, with land mostly within 'buffer areas'. This includes more industrial areas to the north as well as some parts of the existing streetscape to the west of Peats Ferry Road.

Flooding is a significant consideration for the site. While on top of a ridge, there is potential for higher volumes of runoff along Hunter Lane and Linda Street.

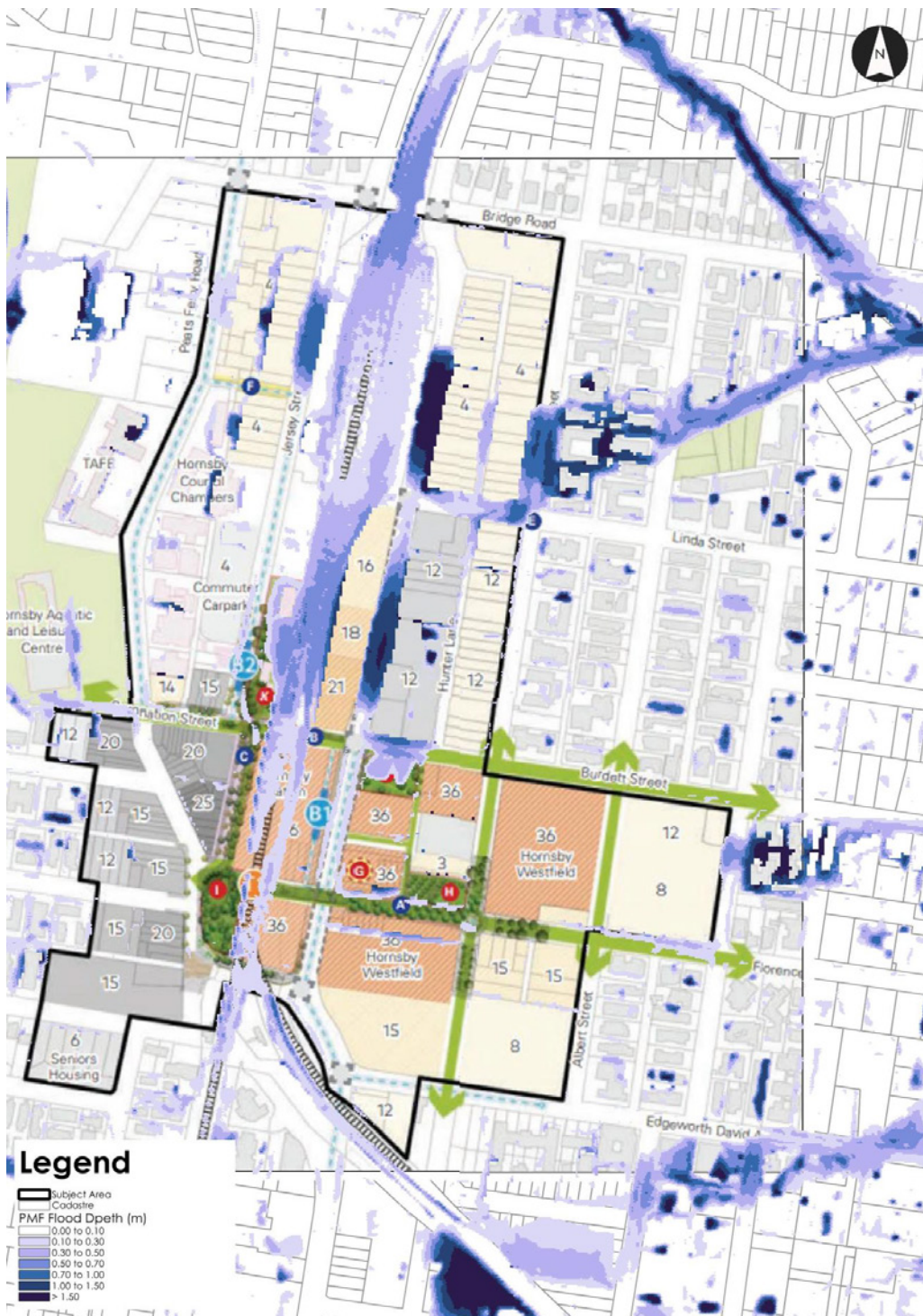


Figure 63: PMF Flood Depth (Proposed Conditions) (source: Stantec September 2024)



- 2m contours
- Flood Prone Land (source: Stantec)
- Open Space



## Built Considerations

Renewal and development within the Hornsby Town Centre has largely remained stagnant, with very few recent developments evident. Recent significant developments include residential apartments along George Street north of Burdett Street, and along Hunter Street adjacent to Westfield.

The Hornsby West Precinct west of the train station was part of an approved and finalised Planning Proposal in 2014 (PP-2020-140). Limited take up of the amended heights and FSRs have occurred. An additional planning proposal for the RSL site to the south of this precinct was approved and finalised in 2022 (PP-2022-2602).

Significant educational and civic facilities are located to the north-west of the precinct. This includes the court house, Council chambers, police station and the Hornsby RSL Club, Hornsby TAFE and Aquatic and Leisure Centre.

Significant number of strata buildings are located throughout the town centre and surrounding areas, including high density residential apartments. Strata buildings are harder to renew due to the requirements of 75% of owners to approve applications.



Figure 64: Odeon Cinema - Local Heritage Item



Figure 65: Increased Scale of New Mixed-use Development to Town Centre East

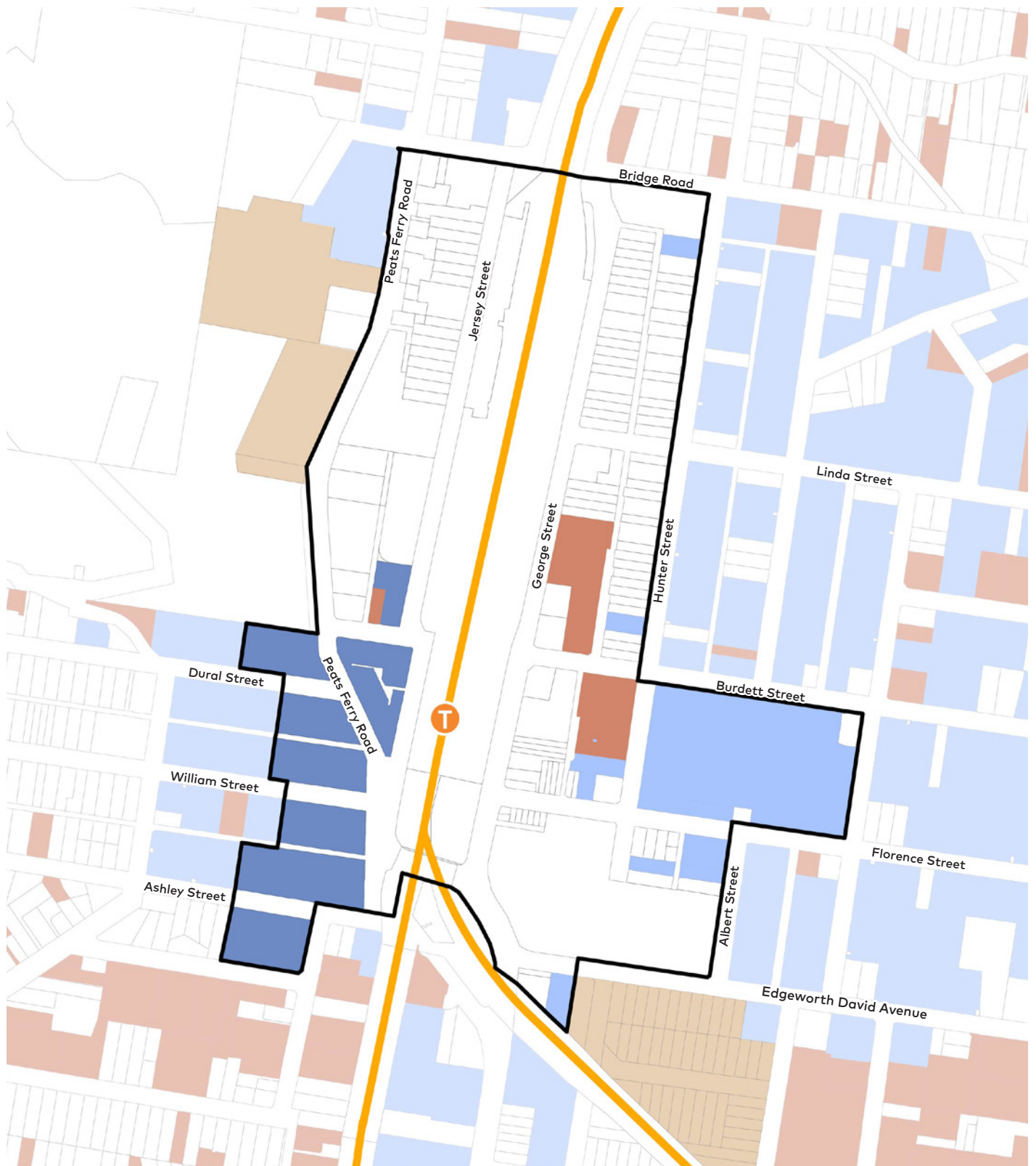


Figure 66: Built considerations



- Recent development
- Recent Planning Proposals
- Strata >10 dwellings
- Education facilities

## Heritage

The Darug and GuriNgai Peoples have protected and respected this area for thousands of years. The area now known as Hornsby Shire is unique in its placement within the landscape with natural features differing from those that surround and beyond.

The meandering ridge lines extending from the south, north-west and north-east, meet at Hornsby, demonstrating its importance within the cultural landscape as a junction for these once heavily occupied travel routes.

In the early 19th century, the Hornsby Shire area was settled by Europeans along the Hawkesbury River – which was a major route between Sydney and farms at Richmond and Windsor.

Hornsby began to take shape as a town with the arrival of the railway station, rather than just a rural community. In September 1886, the Homebush to Waratah railway line opened as part of a scheme to integrate the main rail lines which passed through a new station at Hornsby Junction. A second line to link St Leonards and Hornsby Junction opened in 1890.

The landscape features of the Hornsby area made it an attractive place for the people who moved there at the end of the 19th century. Situated at the top of a ridge the centre also offered connection to nature through spectacular views down into the valley. Throughout its history, Hornsby has distinctively developed on the plateau of the ridge, with the valleys below

remaining largely undeveloped. This pattern of development has largely conserved the sense of the urban area being surrounded by bushland.

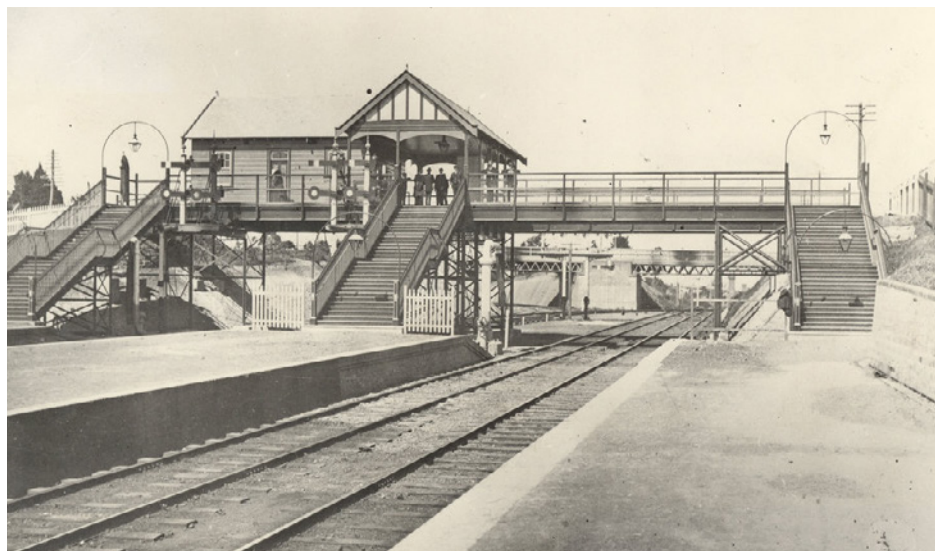
The overall structure is therefore dictated by topography, though the street pattern within this is mostly gridded. There are two significant disruptions to the grid: on the western side is Peat's Ferry Road which naturally follows the top of the ridge, and on the eastern side is the Westfield Shopping Centre, which has removed large sections of Albert and Hunter Streets.

Heritage items are generally located to the west of the station in the largely underdeveloped areas. Peats Ferry Road has a number of items that front the road.



Figure 67: Hornsby High Street looking North towards war memorial c1928  
Source: Hornsby Shire Council Recollects

Figure 68: Hornsby Railway Station c1930  
Source: Hornsby Shire Council Recollects





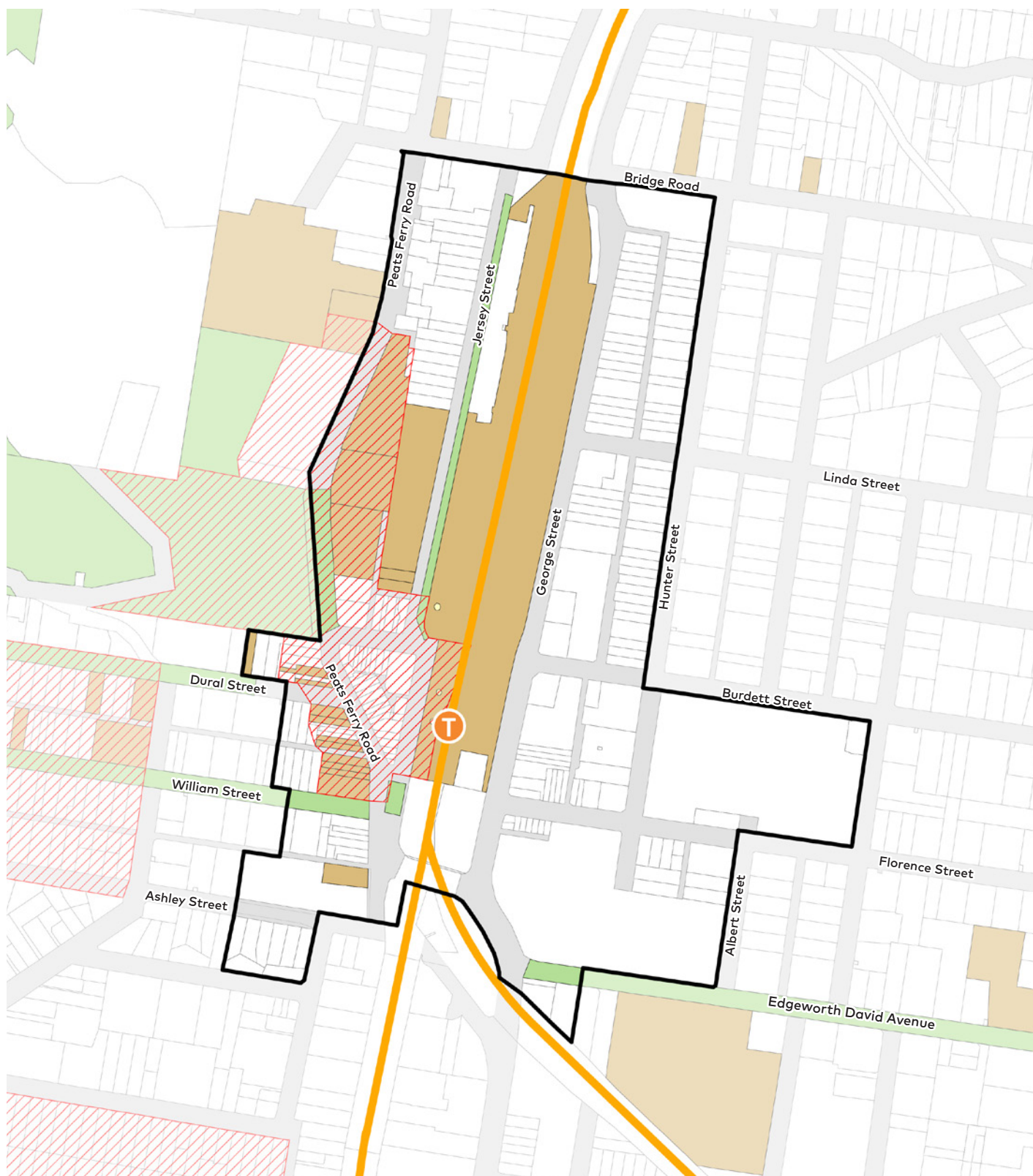


Figure 69: Heritage considerations (source: Hornsby Shire Council LEP)

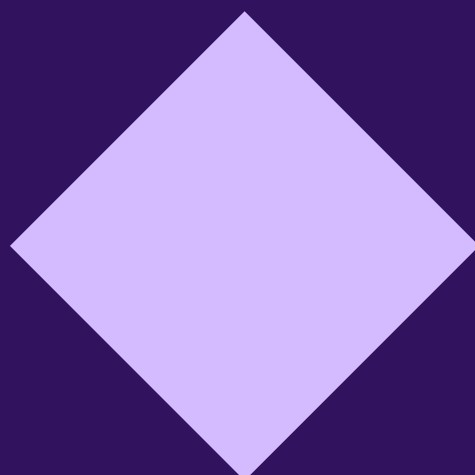


- Local heritage item
- Landscape heritage item
- Archaeological heritage item
- ▨ Heritage Conservation Area



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## Appendix B: Planning Policy and Supporting Information





## Planning Policy Context

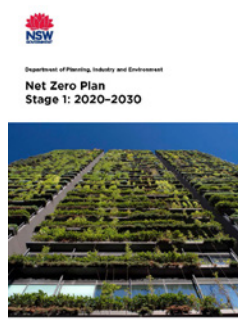


### NSW 2040 Economic Blueprint: Investing in the State's Future

NSW Treasury, 2019

This policy charts NSW's path for success in a changing global economy, focusing on productive jobs in appealing places. The following recommendations will guide the development of the Hornsby Town Centre:

- Improving living standards through health, education, and high-income jobs;
- Diversifying the economy with fast-growing industries; enhancing urban centres and connectivity; boosting regional productivity;
- Fostering innovation; preserving the environment and biodiversity; and ensuring reliable, affordable energy and water resilience.



### Net Zero Plan Stage 1: 2020

Environment, Energy and Science (in Department of Planning, Industry and Science), 2020

The Net Zero Plan Stage 1: 2020 outlines the NSW Government's plan to grow the economy, create jobs and reduce emissions over the next decade. The Hornsby Town Centre Precinct has the opportunity to contribute to the Plan's net zero priorities to:

- Drive uptake of proven emissions reduction technologies;
- Empower consumers and businesses to make sustainable choices;
- Invest in the next wave of emissions reduction innovation;
- Ensure the NSW Government leads by example.

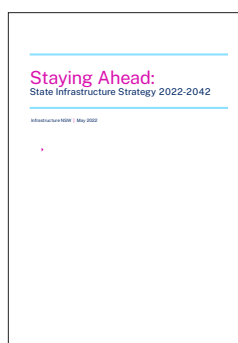


### Kickstarting the Productivity Conversation

NSW Productivity Commission, 2019

This discussion paper identifies ways to boost the State's productivity, strengthening the economy, maintaining high living standards, and spreading reform benefits. The following recommendations will guide the development of the Hornsby Town Centre Precinct:

- Investing in infrastructure bringing workers closer to jobs
- Unlocking employment zone potential and optimizing assets
- Tailoring housing to preferences and offering diverse housing options
- Maximizing public and green spaces
- Streamlining developer contributions, and reducing bureaucratic hurdles.



### State Infrastructure Strategy 2042

Infrastructure NSW, 2022

The 20-year State Infrastructure Strategy, provided by Infrastructure NSW, offers advice on the current state of New South Wales' infrastructure and outlines priorities for the next two decades. While it doesn't explicitly mention Hornsby Town Centre, it acknowledges the importance of optimising land use where infrastructure capacity exists. This integration could leverage assets like trade gateways and better connectivity, possibly through a Fast Rail system. Key recommendations include:

- Invest in public transport networks to support the growth of Greater Sydney
- Deliver more housing, jobs, amenities and services in locations where there is spare capacity in existing and planned infrastructure
- Actively reflect history, culture and heritage in places and infrastructure
- Aligning infrastructure development with housing supply to address affordability, and creating vibrant neighbourhoods with open spaces and amenities.



## Future Transport Strategy: Our vision for transport in NSW

Transport for NSW, 2022

The Future Transport Strategy sets the course for investment, services, and policies to connect people and goods across cities, regional centres, neighbourhoods, and internationally. The Future Transport Strategy outlines the following principles:

- Enhancing liveability for communities
- Fostering 15-minute neighbourhoods
- Optimizing infrastructure use by favouring efficient transportation modes like buses, walking, cycling, and micromobility devices
- Building resilient communities that can withstand challenges while promoting economic growth.



## Housing 2041

NSW Department of Planning, Industry and Environment, 2021

The NSW Government's Housing 2021-2022 Action Plan provides a housing strategy to achieve better outcomes and choice state-wide for the next 20 years. The plan envisions a state where all people have access to housing that supports security, comfort, independence and choice. The following actions will guide residential supply in Hornsby Town Centre:

- Improve government-led residential development outcomes and processes to achieve increases in social and affordable housing, open and public space provision, higher environmental sustainability performance and place and design outcomes
- Partner with industry and community organisations to test new housing typologies on government land
- Promote sustainable and energy-efficient homes

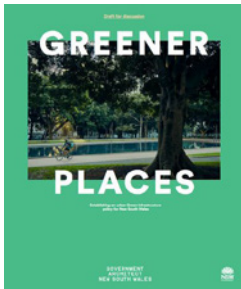


## Aligning Movement and Place

Transport for NSW, 2023

The NSW Movement and Place Framework has informed Hornsby Town Centre's Urban Design Framework. The Movement and Place Framework outlines a whole-of-government approach to ensure projects integrate land-use and transport planning to achieve great place outcomes and maximise community benefit.

Consideration of Movement and Place has informed the direction of the Urban Design Framework. Significant movement corridors along George Street and Peats Ferry Road have had to be integrated with public domain opportunities in Cenotaph Plaza and Jersey Street Park.



## Greener Places

Government Architect NSW, 2020

Greener Places is an urban green infrastructure framework in NSW, supported by the draft Greener Places Design Guide and inspired by the Sydney Green Grid strategy. It is designed to improve the quality of urban life by strategically planning and managing green spaces, natural systems, and semi-natural systems. This framework promotes a healthier, more sustainable urban environment by enhancing community access to recreation, connectivity for walking and cycling, and urban resilience. It revolves around four key principles:

- Integration with urban and grey infrastructure
- Creating an interconnected open space network
- Providing multiple ecosystem services
- Involving stakeholders in development



## Connecting with Country

Government Architect NSW, 2023

The Connecting with Country Framework describes practical ways for responding to Aboriginal culture and heritage, including place-led design approaches. It also aims to help better support a strong and vibrant Aboriginal culture in our built environment.

Country relates to the nation, cultural group and region that Aboriginal people belong to, yearn for, find healing from and will return to. This project has facilitated a Country centred approach by collaborating with First Nation's stakeholders and the Hornsby Aboriginal and Torres Strait Islander Consultative Committee throughout the project process, ensuring that knowledge is shared and cultural narratives are supported. In addition, we have listened to community concerns about building development and how it will affect Country.



## Better Placed

Government Architect NSW, 2017

Better Placed is an integrated design policy that outlines seven key objectives: promoting designs that are contextually relevant, sustainable, inclusive, safe, efficient, value-adding, engaging, and attractive. These objectives establish expectations for good design in projects of all sizes, highlighting the public benefits of such design. The policy also defines well-designed built environments as healthy, responsive, integrated, equitable, and resilient.



## Biodiversity in Place

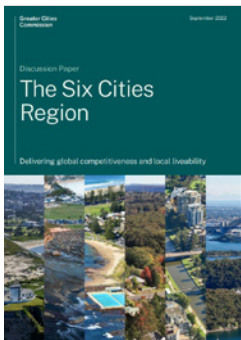
Government Architect NSW, 2024

The Biodiversity in Place Framework provides a practical guide to bring nature back into our cities, towns and suburbs.

As the state plans for more housing, it's important that urban areas are nature positive and support urban habitat.

How we plan and what we plant on our verges, backyards, balconies, public spaces, rooftops as well as in the land around critical infrastructure, such as our roads, railways and creek corridors, can make a big difference in the health of the local environment.



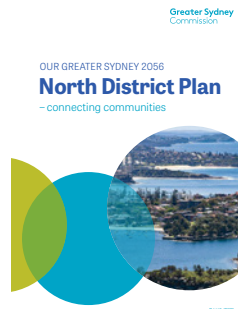


## The Six Cities Region Discussion Paper

Greater Cities Commission, 2022

This discussion paper aims to encourage dialogue about planning the Six Cities Region to benefit the community and tap into global economic opportunities. To realize this vision, six Region Shapers are proposed including the following applicable to the Hornsby Town Centre precinct:

- Incorporating First Nations' aspirations
- Potential to deliver improved transport connections such as fast rail
- Increasing housing supply with proper infrastructure
- Encouraging and incentivising high quality jobs for more people close to home
- Addressing exposure and vulnerability to climate-related risks.



## North District Plan

Greater Sydney Commission, 2018

The NSW Government, in conjunction with the Greater Cities Commission, sets targets for housing and employment growth across local government areas. The North District Plan outlines housing targets for the District and individual Council areas.

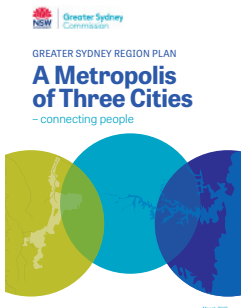
Hornsby Council's short, medium and long-term targets for additional dwellings are as follows:

Timeframe	Target
Short term (2016-2021)	4,350
Medium term (2021-2026)	3,800 – 4,200
Long term (2026-2036)	TBC by State Govt

The North District Plan also includes the following actions relevant to the Hornsby Town Centre:

*Action 43: Strengthen Hornsby through approaches that:*

- Encourage revitalisation of the commercial core*
- Better integrate Westfield Hornsby into the centre and make the area more attractive*
- Attract mixed use development west of the railway line, encourage a stronger integration with the centre, and encourage the development of a lively eat street and restaurant precinct*
- Unlock development potential of strata-constrained areas east of the centre*
- Support health-related land uses and infrastructure around Hornsby-Ku-ring-gai Hospital*
- Improve walking and cycling connections between Hornsby Station and the Hospital*
- Reduce the impact of traffic movements on pedestrians*
- Promote walking, cycling and public transport to and within the centre*
- Prioritise public domain upgrades, place-making initiatives and a new civic space.*



## Greater Sydney Regional Plan

Greater Sydney Commission, 2018

The Greater Sydney Region Plan, A Metropolis of Three Cities (GSRP) is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

Hornsby, a strategic centre, is located within the North District of the Greater Sydney Region. The centre is at the gateway to the Central Coast via rail and road.

The GSRP is supported by 10 directions and 40 objectives to deliver the plan, grouped into 4 themes of infrastructure and collaboration, liveability, productivity and sustainability.



## Hornsby Community Strategic Plan

Hornsby Shire Council, 2022

Hornsby Shire's Community Strategic Plan 2032 outlines the community's main priorities and aspirations for the next ten years and outlines the strategies needed to achieve them. The plan outlines the following eight strategic directions split into the themes of liveable, sustainable, productive and collaborative:

- Connected and cohesive community
- Inclusive and healthy living
- Resilient and sustainable
- Natural environment
- Integrated and accessible transport
- Vibrant and viable places
- Open and engaged
- Smart and innovative



## Hornsby Local Strategic Planning Statement

Hornsby Shire Council, 2020

The Hornsby Local Strategic Planning Statement (LSPS) sets out a 20-year vision for land use; the special character and values that are to be preserved; shared community values; and how Hornsby Shire Council will manage growth and change.

A key action of the LSPS is to concentrate future housing provision in the Strategic Centre (Hornsby Town Centre) to protect the predominant character of the lower density suburbs. This action has promoted the intensification of uses within the centre to encourage a vibrant and attractive centre.



## Hornsby Local Housing Strategy

Hornsby Shire Council, 2020

Council's Housing Strategy 2020 identifies that the revitalisation of Hornsby Town Centre will provide the bulk of new homes required to meet the long term housing and jobs targets, avoiding the need for large scale rezoning in other parts of the Shire.

The Local Housing Strategy also identifies the need to promote sustainable locations for housing growth close to transport, which support the role of centres, have adequate infrastructure and maximise opportunities through collaboration. The Hornsby Town Centre is a priority for Council to continue with a concentrated housing model close to transport and local services.



## Hornsby Employment Land Study

Hornsby Shire Council, 2021

The Hornsby Shire Employment Land Study provides a strategic framework to facilitate and accommodate future employment growth within the Hornsby local government area (LGA).

Over the next 17 years, to respond to population growth and industry trends, the LGA will require up to an additional 214,665sqm under the highest growth scenario.

Commercial centres in Hornsby Shire will accommodate around 195,060sqm of required additional floorspace to meet future demand. Most of this forecast space would be directed towards Hornsby Town Centre with an additional 125,820sqm or 65% of the total net demand being accommodated in the centre.

## Supporting Documents (Hornsby Town Centre Masterplan)



### Transport Plan

WSP, 2022

The Transport Plan was developed to support the Hornsby Town Centre Review. Its purpose is to assess the current transport network and assess the future transport needs of Hornsby Town Centre with the additional population, employment and retail activity. It recommended a series of transport measures and strategies to influence a positive outcome for Hornsby Town Centre that achieves the urban design and amenity envisaged for the future Town Centre, including the following aspects:

- Road network hierarchy and access strategy
- Transport impact
- Mitigation measures to offset the impacts of the development (including staging)
- Public transport requirements to maximise public transport use
- Pedestrian and cycling facilities
- Travel demand management measures.



### Net Zero Carbon Precinct Strategy for Building Design

WSP, 2022

The strategy looks first at onsite solutions to reduce energy consumption through excellent building design and high performing, low energy building services. The next step is to consider options for onsite renewable energy options to deliver clean energy to the precinct. Finally, the remaining energy demands not able to be met onsite can be offset through a contribution to offsite renewable energy initiatives or renewable energy procurement agreements. The analysis has also investigated the feasibility of the timing of achieving net zero emission and the trajectory to this target.



### Landscape and Public Domain

Tract, 2022

Improvement proposals for the Town Centre public domain are part of the overall urban design improvement strategy. The Strategy has a focus on the scale of streets, potential for linkages both within the Town Centre and beyond to the broader community, and creation of a network of open spaces to provide larger and more meaningful places which can function at multiple levels to meet the needs of a diverse and evolving community including provision of event space. Improvements to public domain prioritise achieving streets and spaces which support pedestrian amenity, relate to the human scale and provide accessible paths of movement.



### Feasibility and Tipping Point Analysis

JLL, 2023

This study provides an update to the Economic Analysis undertaken in December 2019. It addressed changes in the market and the changes to controls, and provides the key findings and assumptions for the development feasibility analysis for potential future built form controls.

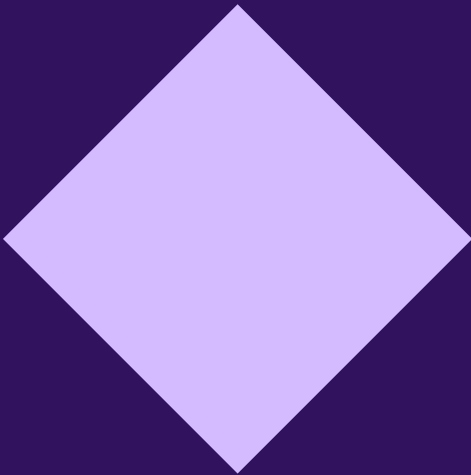
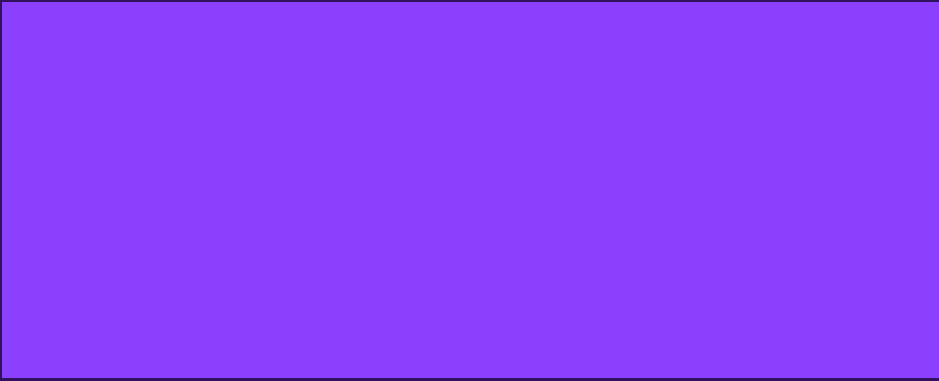
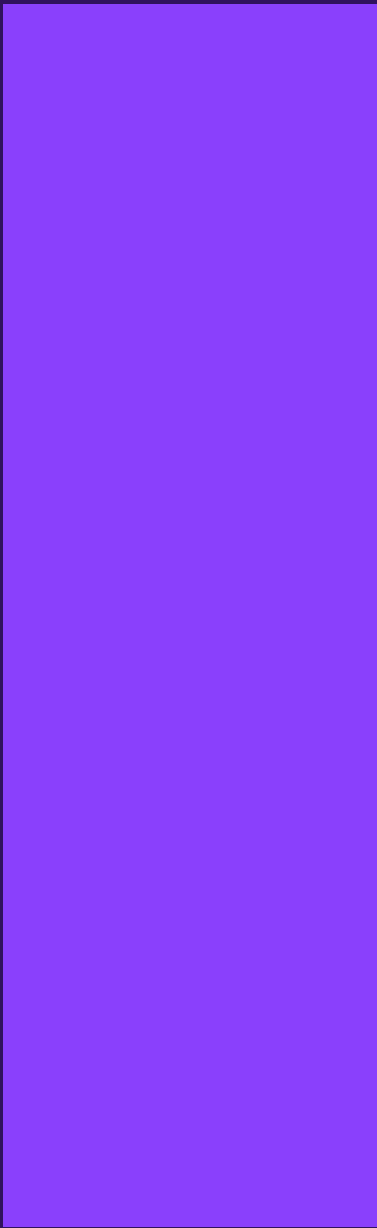




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# Appendix C:

## Proof of Concept



# Overview

The intention of the Proof of Concept is to test the proposed planning controls for the all sites within the Town Centre and demonstrates just one of many permutations in which built form can be configured and designed to meet the objectives and aspirations outlined in the Masterplan, and compliance with Design Guide and Apartment Design Guide criteria.

The following Proof of Concept layouts represent just one scenario of what may be developed under the proposed permissible Land Uses and Floor Space Ratios and are not representative, or prescriptive of any development outcomes that may be achieved through a development application and/or design excellence process.

The following section outlines this testing in alignment with:

- Hornsby Town Centre Design Guide criteria
- Apartment Design Guide (ADG) criteria and guidance

## Methodology

The Proof of Concept is undertaken by testing the proposed built form controls against the following components, as outlined within the Apartment Design Guide, and Council's own draft DCP to gain assurance against key criteria:

### 1. Building Footprints - Orientation, Location, Separation, Setbacks and Height

The maximum parameters of the building envelopes and their relationship to each other are carefully considered in relation to privacy, solar access, common open space and deep soil.

*Consideration: Communal open space*

Building footprint locations are considered to optimise communal open space at ground level. Due to the high-density nature of the sites and the location within a centre, open space provision needs to be considered on a site by site basis to ensure with ADG minimum requirements.

*Consideration: Visual privacy*

The separation distances between both existing and new development are all compliant with Part 3F: Visual Privacy of the Apartment Design Guide (ADG).

*Consideration: Solar Access*

Solar access to both open spaces and facades is tested using solar modelling techniques, testing against location, orientation and building height. The majority of the building footprints can be oriented to run lengthways north-south (and with orientations of up to 20° west of north and 30° east of north still allow good passive sun control), in conjunction with dwelling layouts to ensure solar access to balconies and primary habitable spaces.

Separation distances between buildings and height are tested to ensure minimum requirements to solar access of communal open spaces.

*Consideration: Deep Soil*

Deep soil requirements within the Town Centre will vary depending on land use and the specific lot conditions. Many sites, particularly within the Central Heart and the Retail Heart have limited opportunity for deep soil provision due to the highly urbanised nature and the land use objectives. Requirements and considerations are outlined in the Design Guide depending on land use, and specific requirements for deep soil be tested at site Design Development stages. For the purpose of this Proof of Concept, testing of deep soil is limited to E3 Employment Lands.

*Consideration: Tree canopy*

Due to the existing urbanised nature of the Town Centre, tree canopy requirements within the precinct will vary, and also will be linked closely with deep soil requirements.

For the purpose of this Proof of Concept, testing of tree canopy is limited to E3 Employment Land

Requirements and considerations are outlined in the Design Guide depending on land use, and specific requirements for tree canopy be tested at site Design Development stages.

### 2. Example commercial and dwelling layouts

Typical floor plans are included to illustrate responses to different conditions – for example tower forms, through apartments or row apartments for constrained sites, and the ability to achieve a range of apartment types with the minimum size, and able to achieve solar access.

*Consideration: Apartment size*

The indicative layouts illustrate that a range of apartment sizes can be accommodated - from smaller 1 bedroom units through to 3 bedroom apartments.

*Consideration: Building Type*

The indicative layouts illustrate that a range of apartment typologies can be provided to respond to particular site conditions - for example, tower forms, through apartments, open-deck/row apartment and adaptive reuse within heritage buildings.

*Consideration: Access*

Typical floor plans for lower and upper levels are provided to illustrate access to both street level (pedestrian and vehicular), podium level and tower levels.

### 3. Carparking

Access to basement carparking is identified through the podium level indicative layout diagrams.

*Consideration: Carparking yields*

The testing of carparking capacity demonstrates compliance with the maximum carpark requirements which align with Council carparking rates as outlined the adopted Hornsby Shire Council Transport Plan.



## Assumptions

The following tables outline key assumptions in relation to the Proof of Concept testing:

Apartment Mix	
Studio/1 Bed	minimum 10%
2 Bed	minimum 10%
3 Bed	minimum 10%

GFA Assumptions (m²)	
Market apartment studio	45
Market Apartment 1 bed size (m²)	50
Market Apartment 2 bed size (m²)	70
Market Apartment 3 bed size (m²)	90
Average Apartment size (m²)	90
Non-resi GBA/GFA Efficiency	85%
Resi GBA/GFA Efficiency	80%

Floor heights	Min. floor to floor height
Ground floor	4.8
Commercial/retail	4
Residential	3.2
Parapet/plant	1-2

## Western Heritage Precinct

### Proposed Planning Controls

	Lot Size	UDF Max Height of Building	PoC Number of Storeys	UDF Non-Residential FSR	UDF Non-Residential GFA	PoC Non-Residential GFA	UDF Residential FSR	UDF Residential GFA	PoC Residential GFA
1A	1,673m <sup>2</sup>	61.5m	18	1:1	1,673m <sup>2</sup>	2,423m <sup>2</sup>	Unlimited*	Unlimited*	8,538m <sup>2</sup>
1B	997m <sup>2</sup>	58.5m	17	1:1	997m <sup>2</sup>	1,661m <sup>2</sup>	Unlimited*	Unlimited*	4,800m <sup>2</sup>
2A	1,521m <sup>2</sup>	77.5m	23	1:1	1,521m <sup>2</sup>	2,586m <sup>2</sup>	Unlimited*	Unlimited*	9,223m <sup>2</sup>
2B	1,293m <sup>2</sup>	77.5m	23	1:1	1,293m <sup>2</sup>	2,198m <sup>2</sup>	Unlimited*	Unlimited*	11,911m <sup>2</sup>
2C	2,956m <sup>2</sup>	93.5m	28	1:1	2,956m <sup>2</sup>	4,342m <sup>2</sup>	Unlimited*	Unlimited*	16,765m <sup>2</sup>
3A	2,290m <sup>2</sup>	61.5m	18	1:1	2,290m <sup>2</sup>	3,301m <sup>2</sup>	Unlimited*	Unlimited*	9,293m <sup>2</sup>
3B	1,379m <sup>2</sup>	52m	15	1:1	1,379m <sup>2</sup>	1,630m <sup>2</sup>	Unlimited*	Unlimited*	6,874m <sup>2</sup>
4A	2,538m <sup>2</sup>	77.5m	18	1:1	2,538m <sup>2</sup>	3,194m <sup>2</sup>	Unlimited*	Unlimited*	8,589m <sup>2</sup>
4B	2,303m <sup>2</sup>	52m	15	1:1	2,303m <sup>2</sup>	3,133m <sup>2</sup>	Unlimited*	Unlimited*	8,050m <sup>2</sup>
5A	2,666m <sup>2</sup>	77.5m	23	1:1	2,666m <sup>2</sup>	3,148m <sup>2</sup>	Unlimited*	Unlimited*	13,440m <sup>2</sup>
5B	1,964m <sup>2</sup>	52m	15	1:1	1,964m <sup>2</sup>	1,365m <sup>2</sup> **	2:1	3,928m <sup>2</sup>	8,237m <sup>2</sup> **

### Assumptions

- Please refer to the Overview section of this chapter for an explanation of the Proof of Concept
- \*The HLEP2013 identifies the following for residential and non residential accommodation:
  - (2D) Despite subclause (2), the floor space ratio for development on land identified as "Area 8" on the Floor Space Ratio Map may exceed the floor space ratio shown for the land on the Floor Space Ratio Map if the development is for the purposes of—
  - (a) shop top housing, and
  - (b) any other land use permitted in the zone, other than residential accommodation, that comprises a floor space ratio of at least 1:1.
- \*\*Site 5B assumes that 3:1 FSR is required as per the HLEP. This is to facilitate a 5 storey Multi Storey Carpark and additional residential dwellings.
- Assumes shared basement for Superlot 2 (2A, 2B and 2C).
- Assumes shared laneway pedestrian friendly for superlot 2.
- Assumes shared basement in Council owned lots for super lot 3B and 4B.
- Assumes retention of heritage facades to 6m depth as per Council's Heritage Controls.
- Assumes MSCP in superlot 5B does not contribute to GFA.
- Assumes western setback for podium level of 6m and upper levels of 9m.

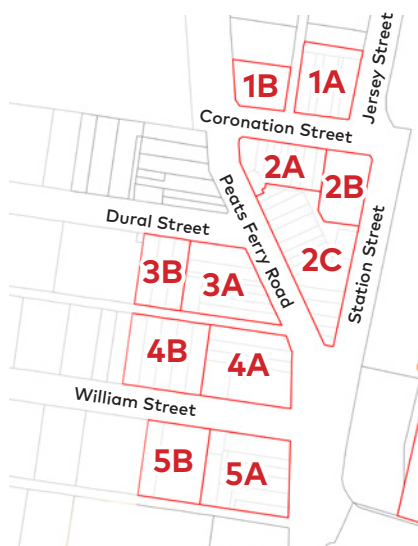


Figure 70: Indicative site amalgamations for the purpose of the Proof of Concept testing only.

# Podium Level - Indicative Layout



Figure 71: Podium Level



- Commercial/Retail
- Residential
- Circulation/Service/Waste
- Heritage Item
- Residential entry
- Carparking entry
- Services entry
- Public Domain
- Public Space



Above Podium Level - Indicative Layout



Figure 72: Above Podium Level

- Commercial/Retail
- Residential
- Circulation/Service/Waste
- Employment
- Balconies
- Streetscape

Solar Access & Ventilation - Indicative Layout



Figure 73: Solar Access & Ventilation

- > 2 hours of Sunlight
- < 2 hours of Sunlight
- Circulation/Service/Waste
- Ventilation

## Western Heritage Precinct - Jersey Street Commuter Carpark

There are a number of options presently being explored by TfNSW for ground floor use of the commuter carpark site.

Transport for NSW



### Attachment B – Schematic design for TfNSW Land



Tower Footprints

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OFFICIAL

5





## Central Heart Precinct

### Proposed Planning Controls

	Lot Size	UDF Max Height of Building	PoC Number of Storeys	UDF Non-Residential FSR	UDF Non-Residential GFA	PoC Non-Residential GFA	UDF Residential FSR	UDF Residential GFA	PoC Residential GFA
1A	3,790	135m	40	0.5:1	1,895m <sup>2</sup>	7,500m <sup>2</sup>	8:1	24,715m <sup>2</sup>	20,328m <sup>2</sup>
1B	7,775m <sup>2</sup>	135m	40	0.5:1	3,888m <sup>2</sup>	17,531m <sup>2</sup>	8:1	62,200m <sup>2</sup>	53,592m <sup>2</sup>

### Assumptions

- Please refer to the Overview section of this chapter for an explanation of the Proof of Concept
- Assumes provision of 7,000sqm of Community Space included the Non-Residential GFA.
- Assumes potential developable floor space from Burdett Street Park is absorbed into the development footprint within the precinct.
- Assumes servicing and access from Hunter Lane only.

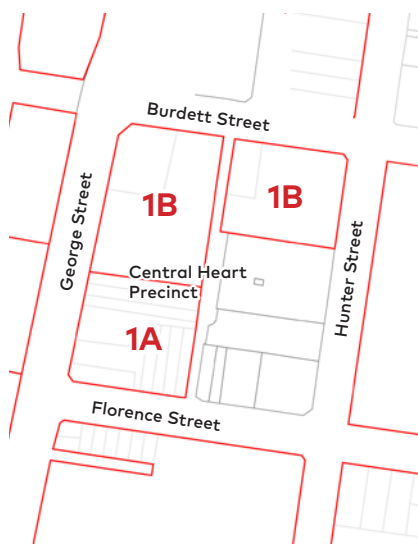


Figure 74: Indicative site amalgamations for the purpose of the Proof of Concept testing only.

Podium Level - Indicative Layout



Figure 75: Podium Level



- |                           |                   |
|---------------------------|-------------------|
| Commercial/Retail         | Residential entry |
| Residential               | Carparking entry  |
| Circulation/Service/Waste | Services entry    |
| Community                 |                   |



## Above Podium Level - Indicative Layout



Figure 76: Above Podium Level

- Residential
- Balconies
- Circulation/Service/Waste
- Public Open Space

Solar Access & Ventilation - Indicative Layout



Figure 77: Solar Access & Ventilation

- > 2 hours of Sunlight
- < 2 hours of Sunlight
- Circulation/Service/Waste
- Ventilation

# Central North Precinct

## Proposed Planning Controls

	Lot Size	UDF Max Height of Building	PoC Number of Storeys	UDF Non-Residential FSR	UDF Non-Residential GFA	PoC Non-Residential GFA	UDF Residential FSR	UDF Residential GFA	PoC Residential GFA
1A	2226m <sup>2</sup>	41m	12	0.5:1	1,113m <sup>2</sup>	3,389m <sup>2</sup>	4.5:1	10,017m <sup>2</sup>	5,854m <sup>2</sup>
1B	4635m <sup>2</sup>	41m	12	0.5:1	2,318m <sup>2</sup>	8,808m <sup>2</sup>	4.5:1	20,858m <sup>2</sup>	12,701m <sup>2</sup>
2	10291m <sup>2</sup>	41m	12	0.5:1	5,146m <sup>2</sup>	2,242m <sup>2</sup>	3.5:1	36,019m <sup>2</sup>	26,107m <sup>2</sup>

## Assumptions

- Assumes 3 storey parking on eastern blocks.
- Assumes small provision of retail in eastern blocks
- Assumes rear access for servicing and residential vehicular access



Figure 78: Indicative site amalgamations for the purpose of the Proof of Concept testing only.



Podium Level - Indicative Layout



Figure 79: Podium Level



- |  |  |  |
|--|--|--|
| <span style="color: #00AEEF;">●</span> Commercial/Retail         | <span style="color: #D9534F;">▶</span> Residential entry | <span style="color: #FFC000;">●</span> Public Domain     |
| <span style="color: #F08080;">●</span> Residential               | <span style="color: #4F81BD;">▶</span> Carparking entry  | <span style="color: #76B82A;">●</span> Public Open Space |
| <span style="color: #A9A9A9;">●</span> Circulation/Service/Waste | <span style="color: #808080;">▶</span> Services entry    |  |
| <span style="color: #9932CC;">●</span> Employment                |  |  |

## Above Podium Level - Indicative Layout



Figure 80: Above Podium Level



- Residential
- Balconies
- Circulation/Service/Waste
- Employment
- Public Domain
- Public Open Space

Solar Access & Ventilation - Indicative Layout



Figure 81: Solar Access & Ventilation



- > 2 hours of Sunlight
- < 2 hours of Sunlight
- Circulation/Service/Waste
- Ventilation



## Retail Core Precinct

### Proposed Planning Controls

### Assumptions

- Urban Design Framework informed by engagement with landowner throughout exhibition period



Figure 82: Indicative site amalgamations for the purpose of the Proof of Concept testing only.



## Transport Corridor Precinct

### UDF Proposed Planning Controls

	PoC Number of Storeys	Non-Residential GFA	Residential GFA	Apartments
1	16	4,700m <sup>2</sup>	8,330m <sup>2</sup>	93
2	18	3,250m <sup>2</sup>	10,120m <sup>2</sup>	112
3	21	3,350m <sup>2</sup>	12,430m <sup>2</sup>	138
4	40	1,700m <sup>2</sup>	24,310m <sup>2</sup>	270
5	40	2,500m <sup>2</sup>	24,620m <sup>2</sup>	274
6	40	4,700m <sup>2</sup>	27,220m <sup>2</sup>	302
<b>Total</b>				<b>1189</b>

### Assumptions

- Lot site areas are indicative only. Further discussion with TfNSW is required to identify what land is developable.
- The number of apartments is based on the number of apartment counts within the proof of concept.
- Setback from George Street and the rail corridor is proposed.
- Excludes any development yield at ground and first floor for buildings 4 and 5 (proposed to be used as the bus interchange)
- Excludes any development yield on first three floors for buildings 1, 2 and 3 (proposed to be used as commuter carparking)

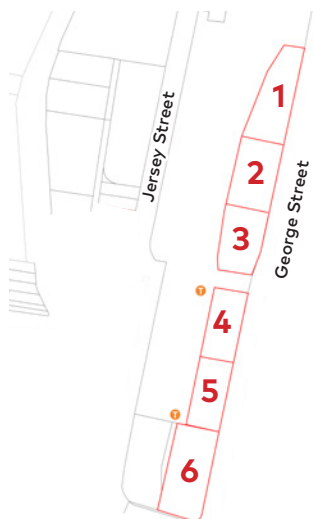


Figure 83: Indicative site amalgamations for the purpose of the Proof of Concept testing only.



# Podium Level - Indicative Layout

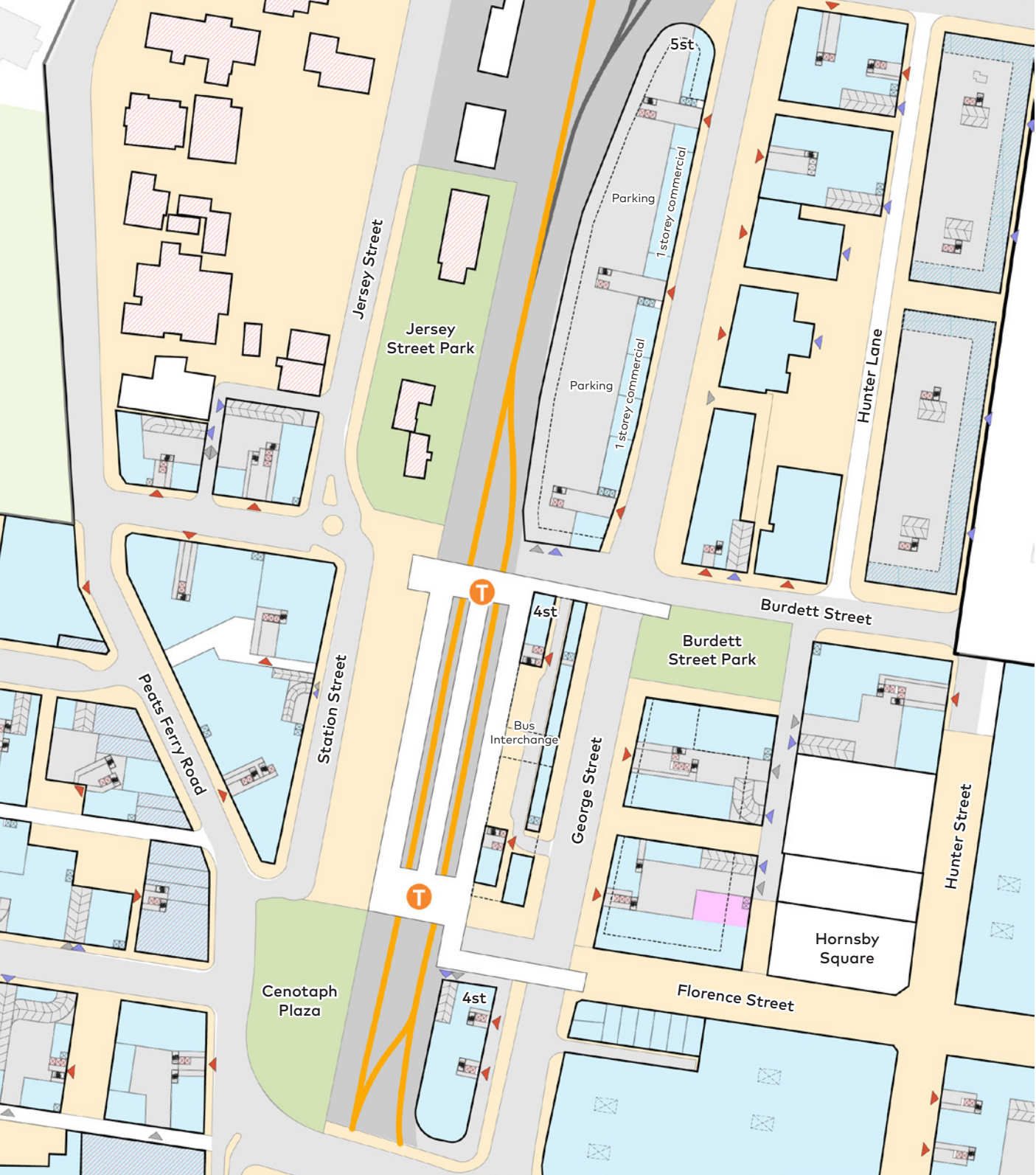


Figure 84: Podium Level



- |  |  |  |
|--|--|--|
| <span style="color: #4682B4;">●</span> Commercial/Retail         | <span style="color: #CD5C5C;">➤</span> Residential entry | <span style="color: #FFD700;">●</span> Public Domain     |
| <span style="color: #FF69B4;">●</span> Residential               | <span style="color: #4169E1;">➤</span> Carparking entry  | <span style="color: #3CB371;">●</span> Public Open Space |
| <span style="color: #A9A9A9;">●</span> Circulation/Service/Waste | <span style="color: #696969;">➤</span> Services entry    |  |
| <span style="color: #FF00FF;">●</span> Community                 | <span style="color: #FF0000;">///</span> Heritage item   |  |

## Above Podium Level - Indicative Layout

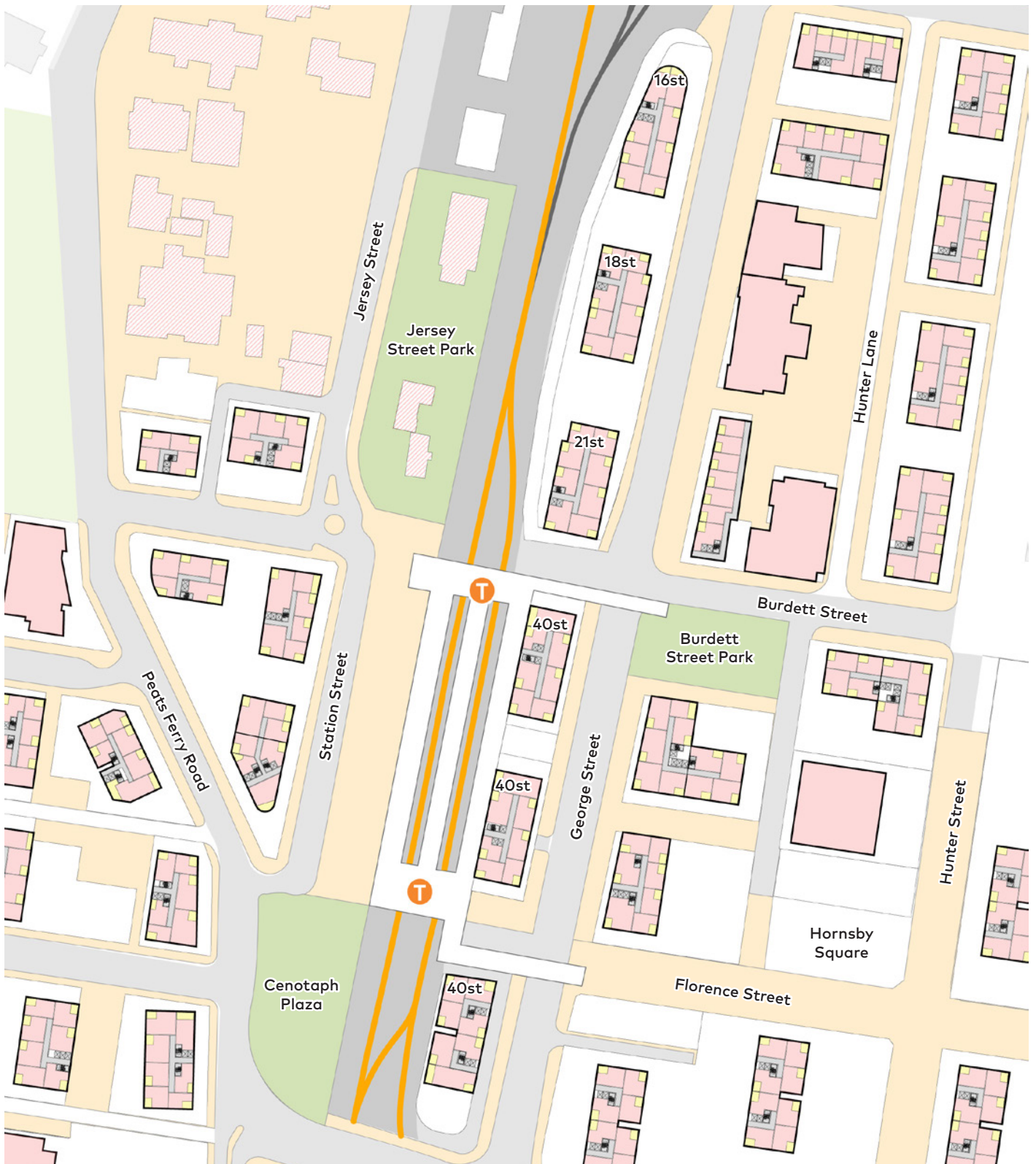


Figure 85: Above Podium Level



- Commercial/Retail
- Residential
- Circulation/Service/Waste
- Balconies
- Public Domain
- Public Open Space



Solar Access & Ventilation - Indicative Layout



Figure 86: Solar Access & Ventilation

- > 2 hours of Sunlight
- < 2 hours of Sunlight
- Circulation/Service/Waste
- Ventilation



# Northern Employment Precinct

## UDF Proposed Planning Controls

	Lot Size	UDF Max Height of Building	PoC Number of Storeys	UDF Non-Residential FSR	UDF Non-Residential GFA	PoC Non-Residential GFA	UDF Residential FSR	UDF Residential GFA	PoC Residential GFA
	44,215m <sup>2</sup>	16m	4	2:1	87,744m <sup>2</sup>	80,030m <sup>2</sup>	0	0m <sup>2</sup>	0m <sup>2</sup>

## Assumptions

- Assumes increased setbacks for the provision of deep soil and tree canopy.
- Assumes consistent with amalgamation patterns and lot ownership to provide for future growth.
- Assumes provision of road connection between Peats Ferry Road and Jersey Street.
- Assumes minimum setback distance between employment use blocks to be 6m.



Figure 87: Indicative site amalgamations for the purpose of the Proof of Concept testing only.

Podium Level - Indicative Layout



Figure 88: Podium Level



- |                           |                   |
|---------------------------|-------------------|
| Commercial/Retail         | Residential entry |
| Residential               | Carparking entry  |
| Circulation/Service/Waste | Services entry    |
| Employment                | Heritage item     |

Above Podium Level - Indicative Layout



Figure 89: Above Podium Level



- Commercial/Retail
- Residential
- Circulation/Service/Waste
- Employment
- Balconies

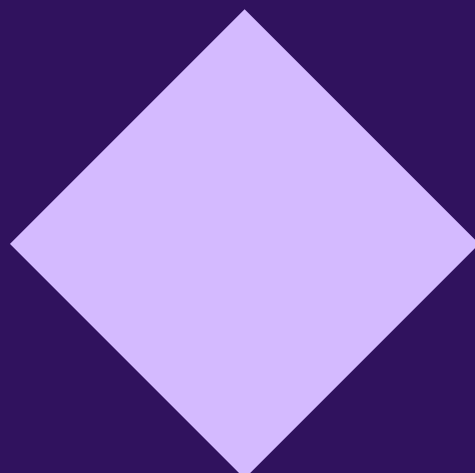






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## Appendix D: Aboriginal Research





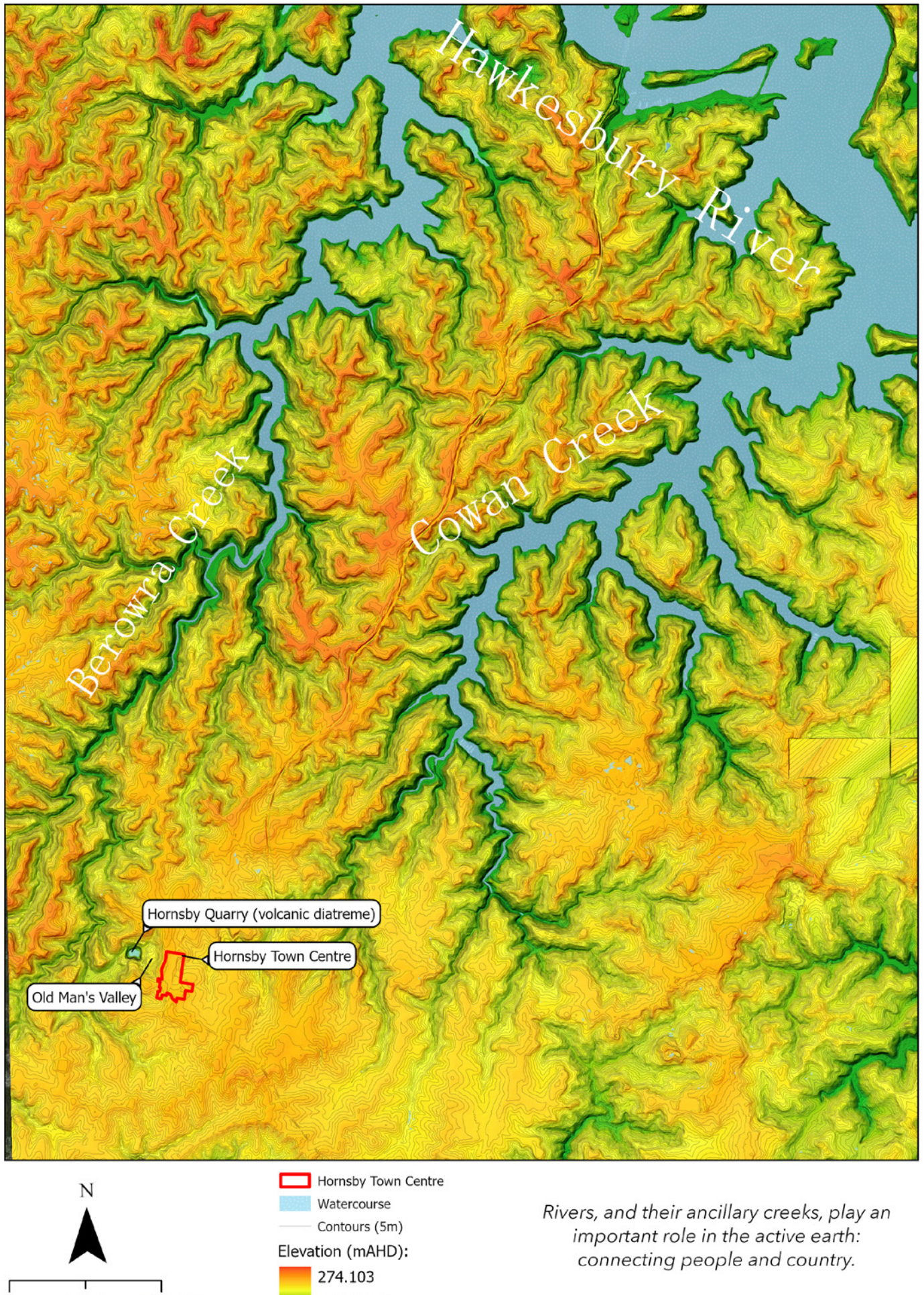


Figure 90: Aboriginal Research - Rivers and creeks (Source: Dominic Steele Consulting Archaeology)



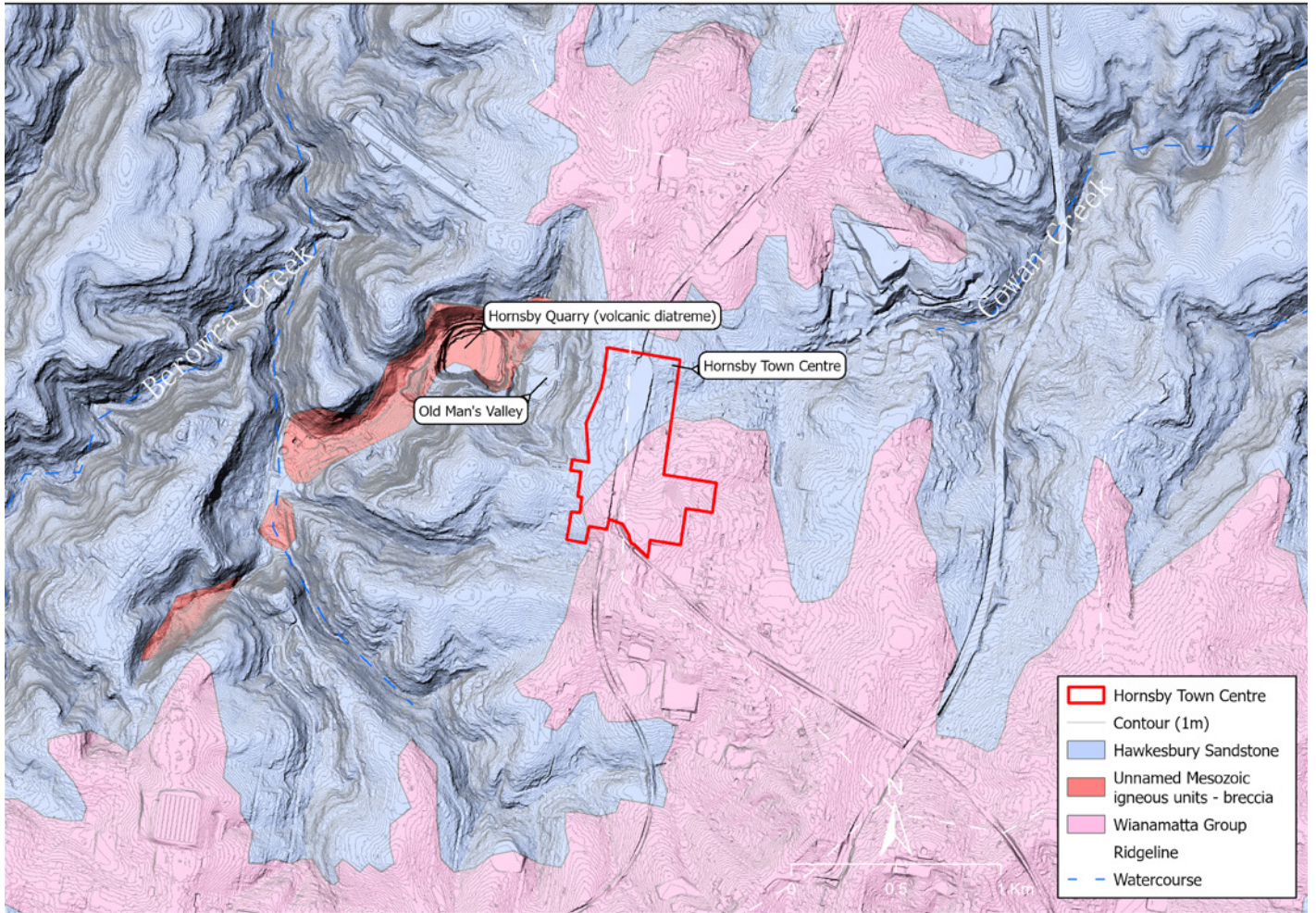


Figure 91: Aboriginal Research - Geology (Source: Dominic Steele Consulting Archaeology)



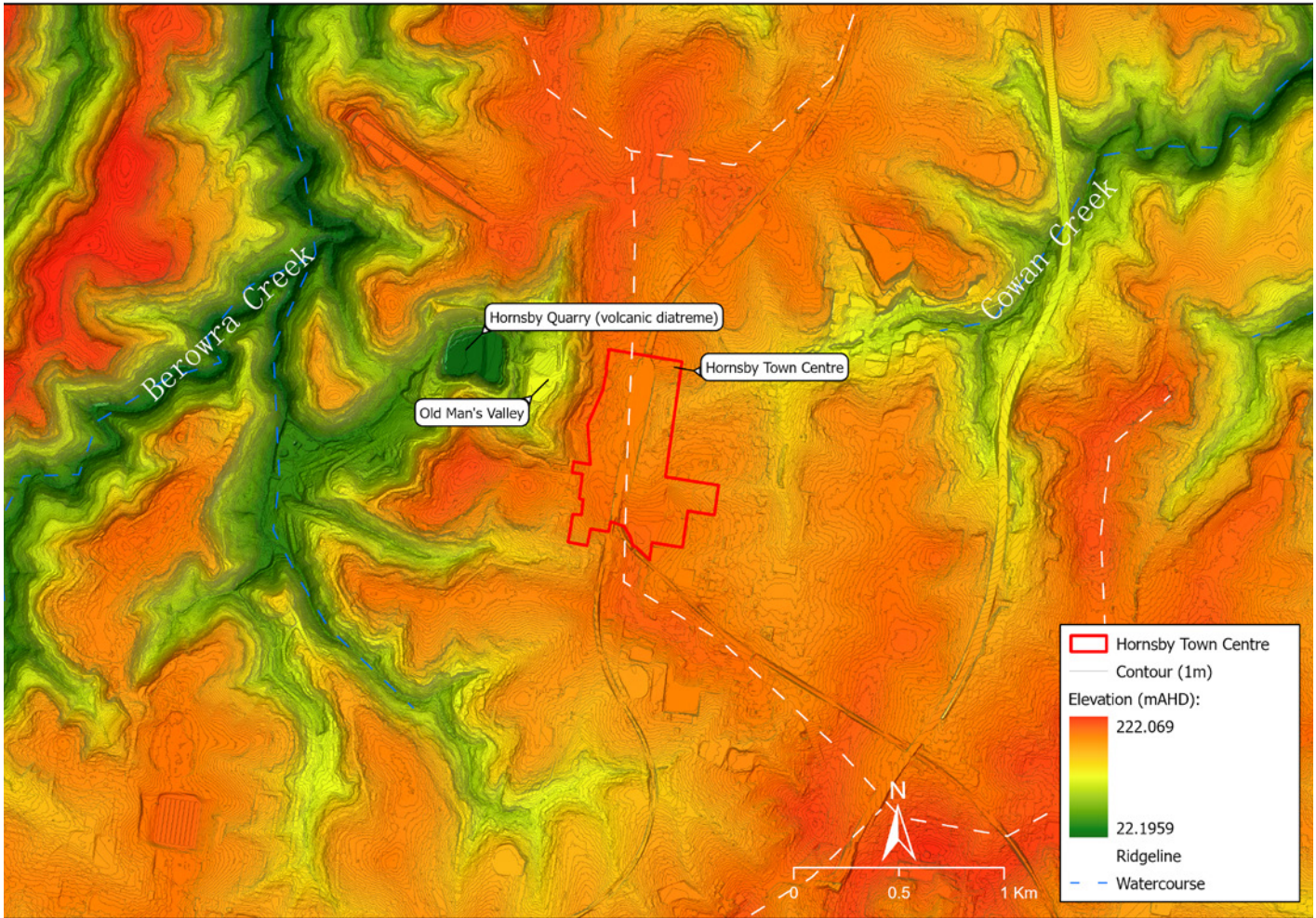
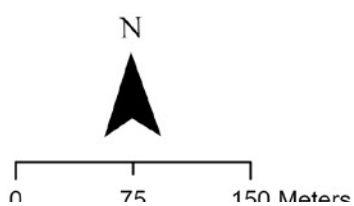
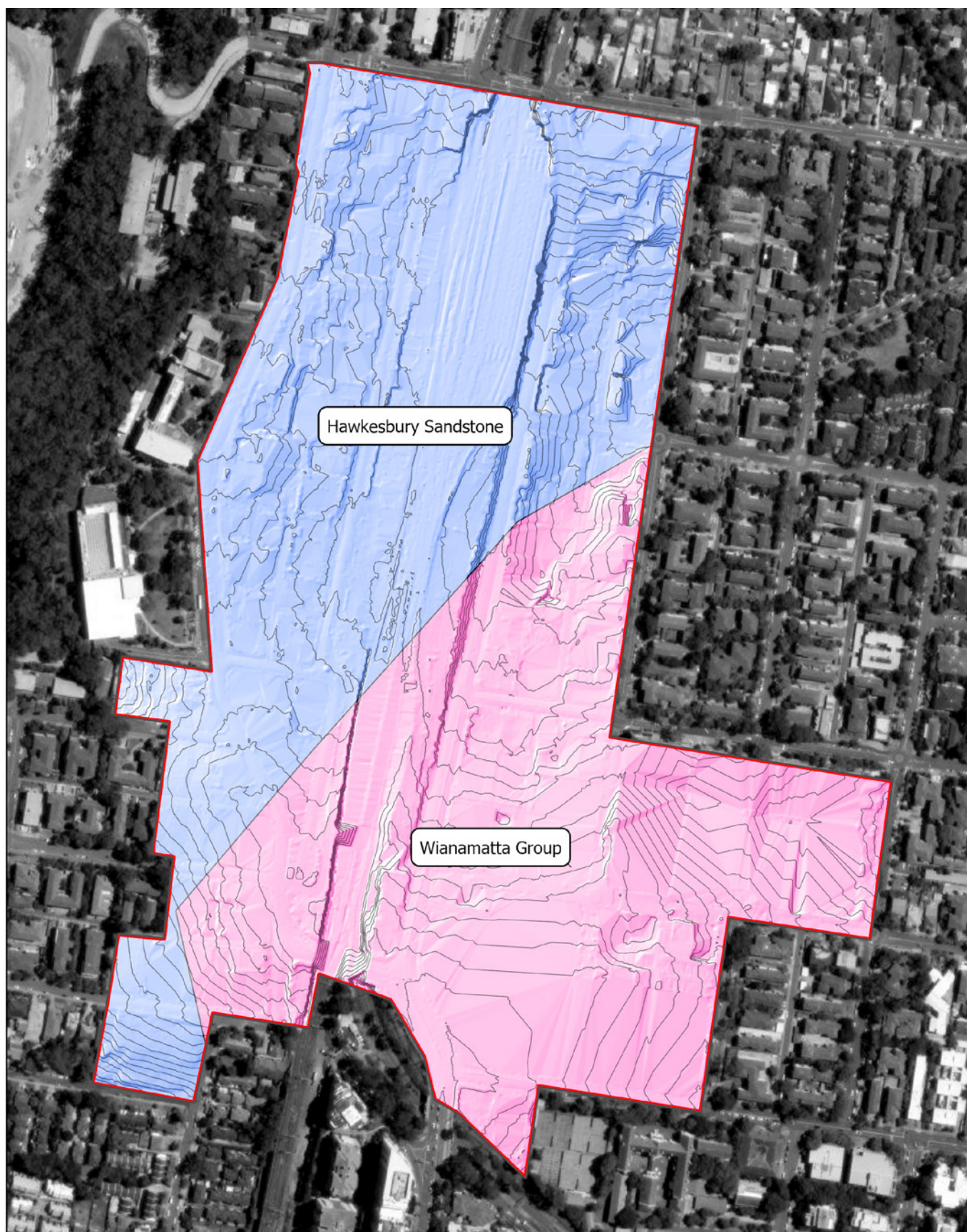


Figure 92: Aboriginal Research - Landform (Source: Dominic Steele Consulting Archaeology)



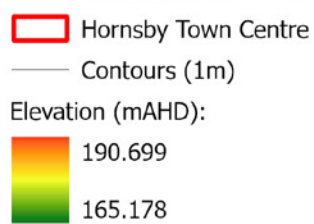
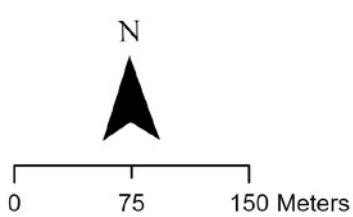
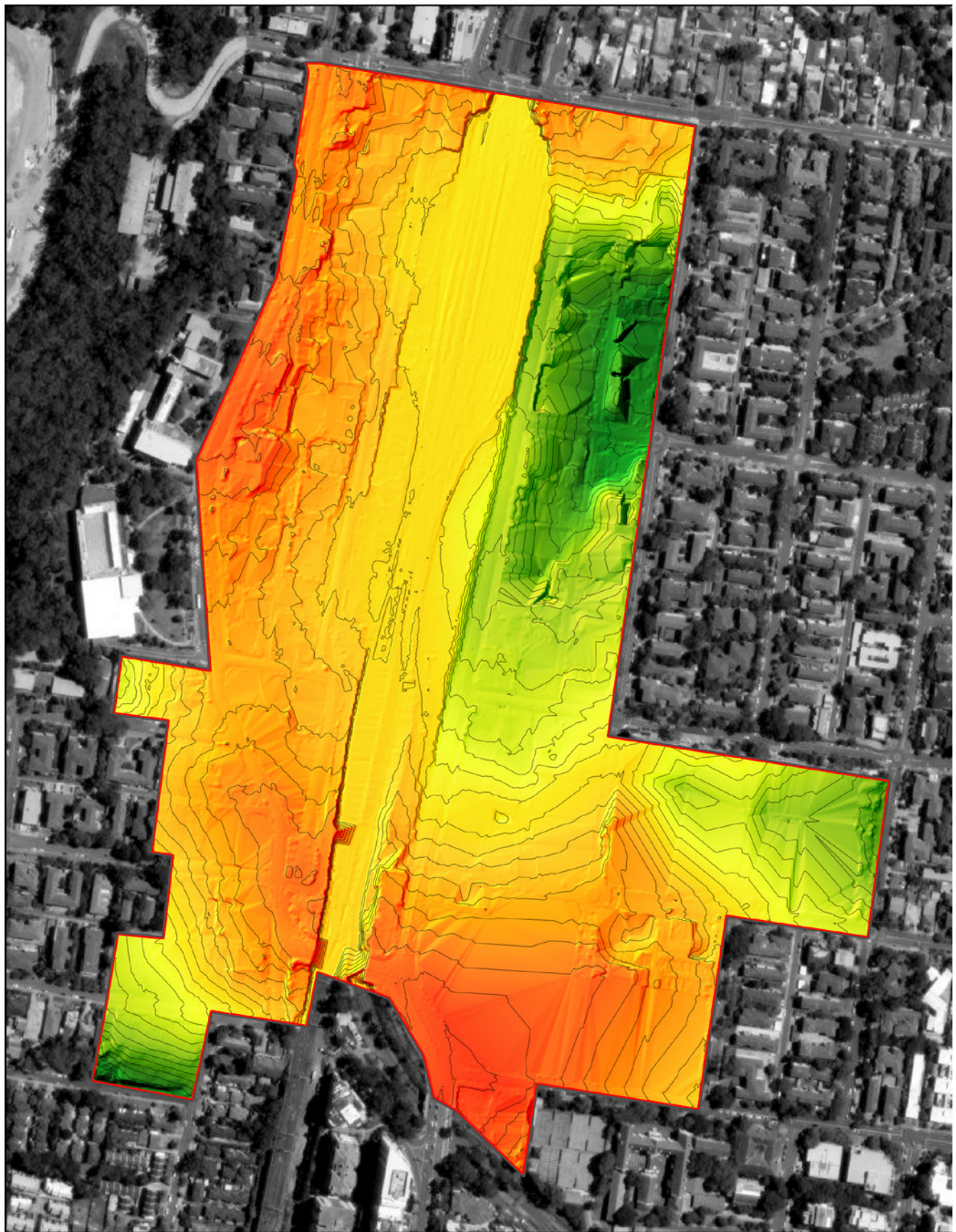


- Hornsby Town Centre
- Contours (1m)
- Hawkesbury Sandstone
- Wianamatta Group

*Geological boundaries can represent variations in soil, fauna, and flora.*

Figure 93: Aboriginal Research - Precinct scale Geology (Source: Dominic Steele Consulting Archaeology)





*Elevated positions, such as ridgelines, allow for easier movement across the landscape as well protect against risks of flooding.*

Figure 94: Aboriginal Research - Precinct scale Landform (Source: Dominic Steele Consulting Archaeology)



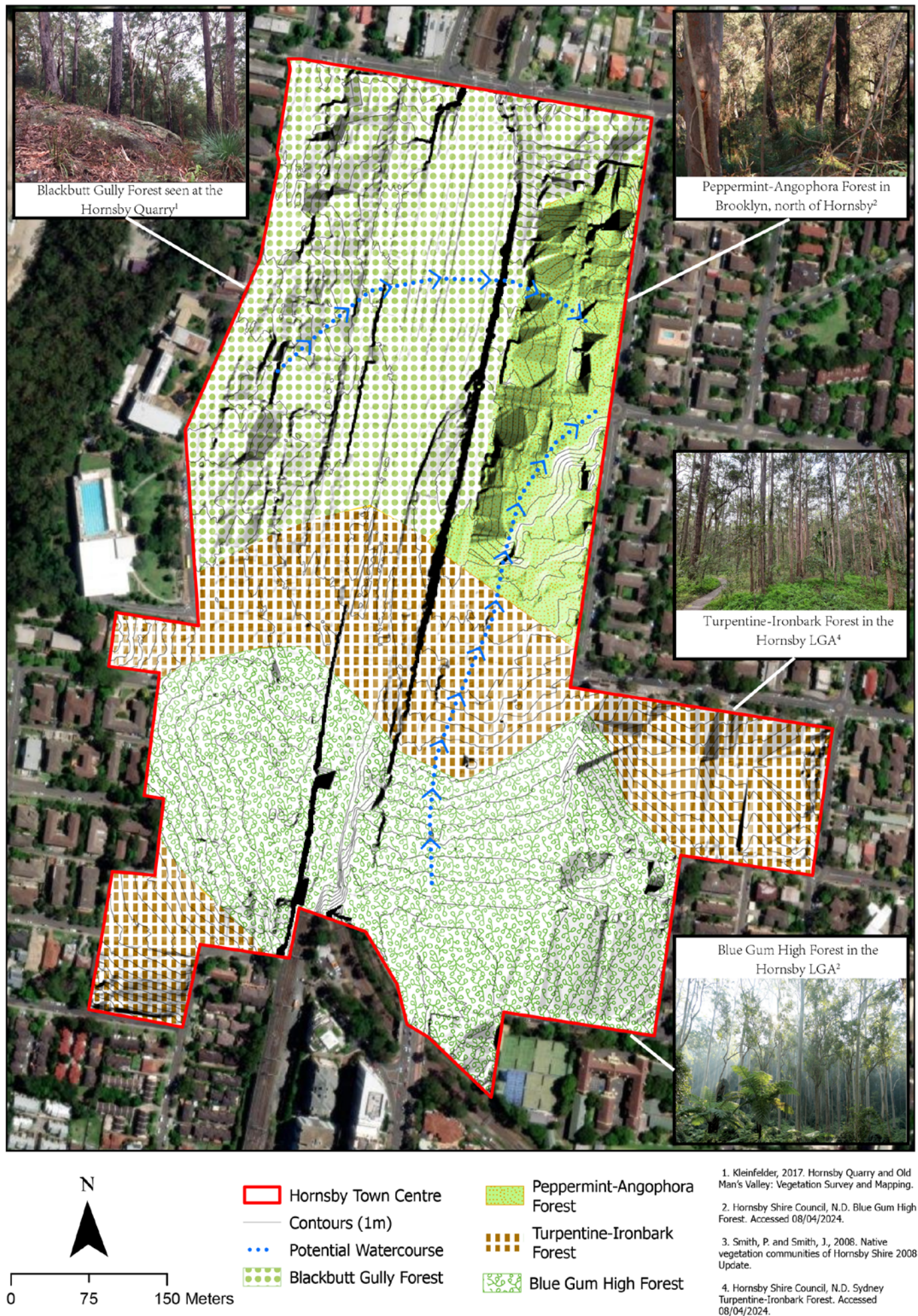


Figure 95: Aboriginal Research - Precinct scale Vegetation (Source: Dominic Steele Consulting Archaeology)



