HORNSBY SHIRE COUNCIL

ATTACHMENTS

GENERAL MEETING

Wednesday 13 July 2022
at 6:30PM

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ITEM 1

ATTACHMENT/S

REPORT NO. GM24/22

ITEM 1

1. ATTACHMENT 1 - ISSUES PAPER
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Brooklyn Car Parking Management Issues Paper

This Issues Paper provides background information and detail regarding the car parking management proposals put forward in General Managers Report GM24/22 on Brooklyn Car Parking Management. This detail is provided to assist the community in understanding why the recommendations contained in Council Report GM24/22 have been made.

In short, the following elements have driven the recommendations contained in the report:

1. Best practice car parking management recommendations from the Car Parking Management Study
2. The vision and guiding principles adopted by Council through the Discussion Paper – Brooklyn Place Planning
3. Data on the use of car parking in Brooklyn from a variety of sources
4. Legislative requirements for the management of public land
5. A position on what Council is and isn't responsible for when it comes to providing public land for the purposes of car parking.

A summary of recommended changes to car parking management are:

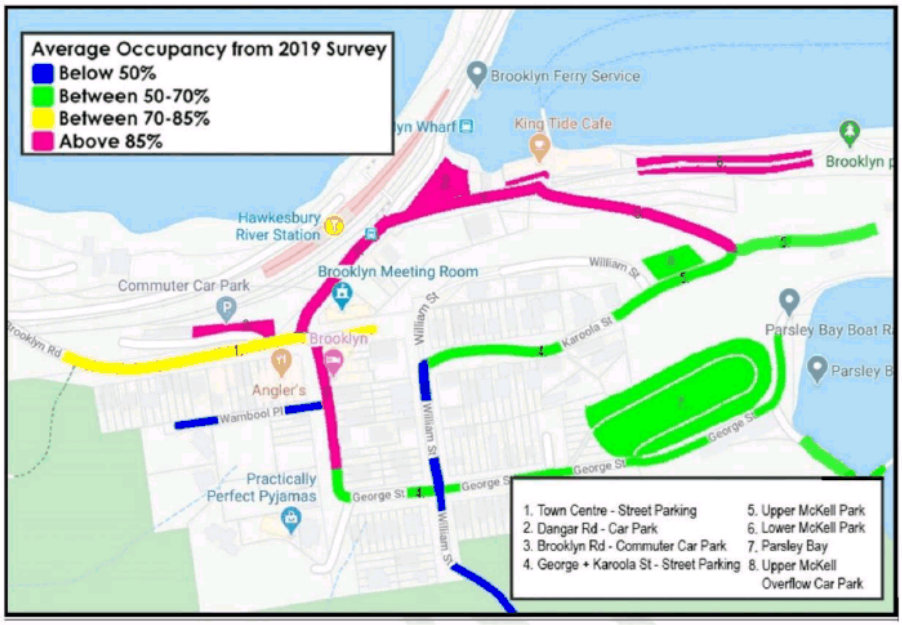
1. Time restrict car parking in all off street car parks in Brooklyn
2. Time restrict on street car parking servicing Upper McKell Park picnic areas
3. Exclude trailer parking from the village centre – excepting the timed parking in Parsley Bay
4. Provide space for a resident only parking area in Upper McKell Park overflow area and retain enough unrestricted on street parking within Brooklyn for a total of one parking space per offshore rateable property – 220 spaces.

Car Parking Management Study Recommendations

Below are the recommendations for Brooklyn contained in the Car Parking Management Study adopted by Council in 2020. These best practice recommendations have been coupled with on the ground observations, other traffic and parking studies and land use management requirements to craft a recommended course of action.

2.5 BROOKLYN TOWN CENTRE

Figure 2.5 Brooklyn Town Centre occupancy heat map



Description of Information or Data	Findings
Utilisation Surveys	• There are 52 time-restricted and 580 unrestricted parking bays located within the Brooklyn Town Centre. Of these, 8% are time restricted and 92% unrestricted. • 42% of parking supply is on-street, while 58% is off-street including Dangar Road carpark, Brooklyn Road Commuter carpark, Upper McKell Park, Lower McKell Park and Parsley Bay.. • Peak occupancy on-street is 71% on a Thursday at 2pm, and, 77% on a Sunday with peak demand occurring from 12pm to 3pm. • Peak occupancy off-street is 100% on a Thursday from 12 pm to 2 pm and 96% on a Sunday with peak demand occurring from 10 am to 12pm. • The time-restricted areas of on-street parking generate an average turnover of 4.6 cars during the survey on Sunday. • The unrestricted areas of on-street parking generate an average turnover of 2.3 cars during the survey on Sunday. • The average length of stay on-street on a Sunday is 5 hours for on-street parking.
SWOT Analysis	• There are plenty of options for people to access this area, either through public or private transport. • There is a limited range of parking controls in both on-street and off-street carparks. • The on-street parking in this area is limited by no-parking zones and narrow streets. • Utilisation of the current supply could be increased through the improvement of the delineation of parking. • Large demand for parking on weekends effects the residents' ability to park in carparks as well as in residential areas due to infiltration, resulting in drivers navigating through narrow streets for parking. • There is little parking for disabled individuals as well as no observed loading zones. • More proactive measures to control parking is required such as increased areas with time restrictions and the enforcement of time restricted zones throughout, especially during peak demand parking times. • Signage could be improved to show drivers where a parking bay that suit their needs could be. • The improvement of integration of all transport modes will encourage less use of vehicles in this area.

Recommendations					
Hierarchy of Parking					
	Priority	**Brooklyn Town Centre Parking**		**Outside Brooklyn Town Centre Parking**	
		On-street	**Off-street**	**On-street**	**Off-street**
	Highest	Disability permit holders (where appropriate off-street parking cannot be provided)	Disability permit holders	Public transport	Long-stay/ commuter, Facility user
		Special service vehicles	Special service vehicles	Special service vehicles	Special service vehicles
		Loading	Drop-off/pick-up	Residents	Park and Ride
		Public transport	Loading	Short to medium-stay	Drop-off/pick-up
		Drop-off/pick-up	Motorcycle/scooter, cyclists	Disability permit holders	Short to medium-stay
		Short to medium-stay	Short to medium-stay	Loading	Residents,
		Cyclists	Car share	Long-stay visitors, commuter and residents	Motorcycle/scooter
		Motorcycle/scooter	long-stay & residents	Drop-off/pick-up & motorcycle/ scooter & cyclists	Disability permit holders & loading & cyclists
				Layover zones for buses/community transport	Boats and trailers
				Boats and trailers	
	Lowest	Motorcycle/scooter	Commuter		Disability permit holders & loading & cyclists
	Not allowed in this zone	Long-stay/commuter	Public transport		Public transport
		Residents	Boats and trailers (excluding Parsley Bay)		
		Boats and trailers			
New technology can also be used to assist in enforcement including handheld enforcement devices and LPR surveillance which will decrease the time taken to issue fines, and, in return, increase compliance of parking restrictions.					U
The Dangar Road car park near Brooklyn Wharf to be 4P parking and bays are to be line marked to increase the number of available bays and ensure aisle widths allow free flow of traffic. This is the main car park that is to be used by visitors to service the town centre businesses and restaurants.					U
Encourage businesses on Bridge Street and Wambool Place to share their off-street bays to allow the number of parking bays required to service demand to be reduced significantly and allow on-street parking to be used by bona fide customers.					U
Improve security and street lighting in town centre streets and car parks.					U
Investigate and install parking for persons with a disability in conveniently located and easily accessible on and off-street parking areas.					U
Keep foliage trimmed along Dangar Road to keep parking signs visible.					U
Investigate a shared zone outside the train station along Dangar Road from Brooklyn Road to the Dangar Road car park due to the limited opportunity for pedestrian facilities in the area. This will slow down the movements of vehicles through the area and allow safer pedestrian accessibility in the town centre. Investigate installation of shared zone on all roads in Lower and Upper McKell Park to prioritise pedestrian access.					U
Two parking time restrictions be implemented on-street in the Brooklyn Town Centre – subject to business demand depending upon the day of the week. Two-hour parking (2P) is to be implemented on: • Wambool Place • Bridge Street • Brooklyn Road from the bridge over the train line to Dangar Road. Four-hour parking (4P) is to be implemented on:					N

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Recommendations	
• Dangar Road • George Street from Bridge Street to William Street • William Street from George Street to Karoola Street • William Street from Dangar Road to Karoola Street. • Upper and Lower McKell plus slip road	
Long-stay parking should be located at the outside edge of the centre so as not to compromise access and maximise use of the limited Brooklyn Town Centre space available. This should be achieved through the construction of a long-stay car park on the disused State Rail land on Long Island and a further car park on the land on the corner of Brooklyn Road and Cole Street near the Rural Fire Brigade, which is Council owned (Saltpan Reserve). It is located just 1.7km from the corner of Bridge Street in the centre of the Brooklyn Activity Centre and takes 11 minutes by bus that services Brooklyn Road every 30 minutes. Other government land on the eastern side of Government Road, north of the Brooklyn Road Rail Bridge may also be investigated.	N
Install consistent parking wayfinding signage and ensure the location and size of the signs is clear. The signs are to guide drivers to the long-stay and medium stay parking available in the Dangar Road car park and the parking area at the top of Karoola Street – Upper McKell Park. These should be located before key decision making intersections such as Brooklyn Road and Bridge Street intersection, the intersection at the Marina and Upper McKell Park slip road and upon arrival at Upper McKell Park – top of Karoola Street. Wayfinding signage may also be installed on the Pacific Highway and/or slip road off the M1 to alert boat and trailer drivers when the carpark is full at the boat ramp.	N
Investigate a loading zone/15-minute parking area near to the Brooklyn Mooring Co-op in Lower McKell Park and investigate short term storage lockers for off shore residents.	N
Investigate use of Old Diary Site and / or Saltpan Reserve for long-term car parking for house boat hirers / overnight visitors along with boat trailer parking. This could be a fee for service.	N
Investigate pay parking for boat users in the Parsley Bay Car Park. Revenue generated from pay parking should be written into policy to be exclusively used for maintenance and upgrade of parking equipment, other town centre improvements and further pedestrian and cyclist facilities within the town centre.	N
Investigate the upgrade of Parsley Bay Car Park, Lower McKell Park, Upper McKell Park and surplus TfNSW land to facilitate a multi-level car park to accommodate the growing parking demand into the future. Parking supply would provide for visitors to Brooklyn and offshore. Pay parking to be investigated for this service.	N
Investigate priority parking opportunities for car share groups for off shore residents	D
Accessibility for pedestrians to be investigated further to provide safe pedestrian crossing locations and pathways throughout the Brooklyn Town Centre. This will improve connectivity with parking areas and improve pedestrian safety along the narrow streets.	D
Review the current Council Policy allowing a time restriction for boat trailers of 28 days on-street. The current restriction limits the use of high demand parking in and around the town centre due to the occupation of the bays with boat trailers. The policy needs to be limited to areas of less parking demand such as the longer-term parking provisions outside the town centre. Within the town centre area, installing parking time restrictions for all users will allow better turnover and utilisation of the high demand bays.	D
Investigate locations to provide tourist coaches and bus drop off near the town centre and parking further from the town centre to encourage tourists and visitors to the area without using further high demand parking in the town centre.	D
Remove informal boat and trailer parking in Upper McKell Park, George Street and Karoola Street. Subject to demand explore opportunities to relocate on surplus government land outside the town centre (e.g. Saltpan Reserve or Old Dairy Site at a cost to the owner / user – fee for service.	D
Investigate opportunities to formalise car parking in overflow Upper McKell area (top of Karoola Street). Increase availability of parking spaces in Upper McKell Park by converting kerbside parallel parking to angle parking subject to design. Include 4P parking and accessible spaces for park visitors.	D
Council liaise with the Central Coast Council to provide funding directly to Hornsby Shire Council to provide car parking facilities / mooring for their residents at Little Wobby. Council to prioritise Hornsby Shire residents in any future long-term car parking opportunities for off shore residents.	D
Council should lobby TfNSW to provide appropriate commuter parking supply commensurate with current and forecast levels of demand for train and ferry users in the town centre. Opportunity to partner with TfNSW for an integrated parking solution to also incorporate visitor and off shore resident parking (at a cost).	D

Vision

How do the vision and guiding principles for Brooklyn inform car parking management recommendations?

The coming together of place management and car parking management has provided a unique opportunity to address car parking within the context of an integrated vision for the Brooklyn Village Centre. The community driven vision and place principles for Brooklyn were adopted by Council in 2021 following an exhibition period. Council received 234 survey responses in response to the Discussion Paper – Brooklyn Place Planning.

The completed feedback surveys on the Discussion Paper constitute a 13% response rate from all Brooklyn residents (regardless of age) and a 28% response rate of residents of Dangar Island and Milsons Passage. The percentage of community agreement on the guiding principles for Brooklyn was high to very high. The following results were received with respect to the proposed guiding principles:

- A town centre that celebrates and preserves its connection to the river, the environment and its heritage – 92% agreement
- A town centre that is well maintained, attractive and with community custodianship – 88% agreement
- A town centre that supports local business – 85% agreement
- A town centre that is walkable, integrated, connected and active – 80% agreement
- A town centre that incorporates an appropriate community facility as a hub – 79% agreement
- A town centre that functions as a transport interchange – 71% agreement
- A town centre that maximises benefits of visitors for locals – 69% agreement
- A town centre that is a vibrant and welcoming visitor destination with an active spine along Dangar Road – 69% agreement

Compared to the agreement on the place principles, community agreement with the exhibited vision was relatively low, but still a clear majority at 56%. When respondents didn't agree 100% with the vision, they often mentioned parking in their description of why they didn't agree. Following community feedback, the vision was adapted (see Background Section of Council Report GM24/22) to emphasise that Brooklyn village is a liveable place for people that is welcoming and vibrant for the whole community – both residents and visitors. The amended vision also emphasised Brooklyn's function as a port and transport interchange – supporting all river communities to transition between river, road and rail.

Response to the vision and guiding principles as they relate to car parking management

Within the context of a car parking discussion, a town centre that "celebrates and preserves its connection to the river" would suggest that the areas closest to the river should be reserved for people and not for cars. A town centre that "supports local business" would suggest that adequate car parking is available at an appropriate time for those wishing to spend money at village centre businesses so that businesses can grow and flourish. A town centre that is "liveable, welcoming and vibrant" would suggest that Council and the community needs to be working towards the village being a place for people and not cars. A focus on Brooklyn as a "port and a transport interchange" suggests that transit-oriented planning principles should be adopted – which, amongst other things, include a focus on walkability and pedestrian connections, the creation of public plazas, locating retail and cafes near the transit hub, reducing parking immediately adjacent to the transit hub, and providing enhanced multi modal transport connections to the transit hub.

In summary, the vision and guiding principles adopted for Brooklyn have been translated as guiding car parking recommendations in the follow ways:

1. Move car parking away from the river to make room for people
2. Move car parking away from the transit hub to create plazas and open spaces for people
3. Pedestrianise and activate the areas surrounding the transit hub for, and with, people
4. Make a liveable place for people, and not cars, by providing opportunities for people to stop, linger and connect
5. Ensure that visitors, both local to Brooklyn and from elsewhere, can access the recreational areas within Brooklyn Village.

Data used to make recommendations

Offshore resident parking demand and parking policy considerations

Since the commencement of the place management approach in Brooklyn, a common point of agreement amongst the river community was the need to measure the parking problem to understand it. Detailed measurement and survey work has been undertaken over the ensuing months and years – but with a view of understanding Brooklyn holistically from a place-based perspective, not just the needs of individual user groups which have been clearly articulated in the past.

A review of historic surveys, recent on the ground parking surveys, community submissions and Australian Bureau of Statistics data has been examined to estimate overnight/long stay car parking demand for offshore residents – including residents of Central Coast Council who access Brooklyn via boat. It is noted that several river residents moor boats at marinas throughout Brooklyn (east and west) and the parking associated with this service is required to be provided by the marina itself.

It is estimated from a review of historic surveys and a desk top analysis that demand for overnight parking for offshore residents is between 117 and 220 spaces – which is a significant quantity of cars being parked on public land. Practical, on the ground surveys, suggest that overnight parking demand for the entire village precinct east of the railway bridge (not just offshore residents) could be in the vicinity of 310 spaces (excluding trailers). This estimate is based on a survey conducted at 6am during the COVID lock down period in September 2021 when parking demand was anecdotally likely to be the highest for on and offshore residents.

Notwithstanding the demand for long stay car parking, Council will need to determine an appropriate policy approach to providing car parking for this user group i.e. resident parkers who have no access to parking on their own properties. Most local governments in this situation do not supply 100% of parking demand – often due to the competing demands for the use of public land. This report recommends that Council seek to make available one space per rateable offshore property – a total of 220 spaces.

The 2019 car parking survey that informed Council's Car Parking Management Study indicated that several parking precincts in the village centre of Brooklyn exceeded 85% utilisation and therefore it was recommended that the next stage in managing demand in those precincts is to install timed parking to manage this demand. Officers are aware from longitudinal studies, historical community feedback and on-site observations that the prime precincts on the waterfront in question in Brooklyn are used as long stay car parking over multiple days for offshore residents. Data on length of stay of car parkers using public land is critical to understanding an appropriate management and parking policy response in these high demand parking areas.

To this end, an 8-day study was conducted in December 2021 to understand parking patterns over the longer term in Brooklyn. The study area was focused on the unrestricted, off street car parking areas in the Dangar Road/Wharf Car Park and the Lower McKell Car Park as it has been noted in previous studies that areas further away from the river tend to have a higher turnover of car parking spaces. These two off street parking areas are also the high value parking areas sought after by visitors.

Number plates of cars in each unrestricted car parking space in these off street car parks were recorded on the 8 consecutive days of the study period at approximately the same time each day. The study focused on counting the number of days that a car was recorded in the same

parking space – hence, how many days the car likely sat in the same car parking space without moving. There were 110 car parking spaces within the study area.

To summarise the results, single night car parking space use accounted for approximately 30% of car parking use, on average, across the study period. Cars that were parked for 2-3 nights without changing car parking spaces accounted for roughly 33% of the car parking space use. The remaining 37% of spaces were used between 4 and 8+ consecutive days – referred to hereafter as long, long stay parkers. Interestingly, if these long, long stay parkers were excluded from parking in this precinct, Council could make 37% more parking available and only impact on 60 car owners. Also notably, 17 vehicles (which were parked in one of the 110 spaces) did not move at all over the 8-day study period – which accounts for 15% use of the available parking in these two car parking areas.

Taken together, statistics on the length of use of car parking spaces would seem to suggest that a significant proportion of the car parking issue in Brooklyn is related to a "car storage" issue – that is, cars parked over multiple days without being moved. There would appear to be an adequate amount of parking, at least in the short term, however, on average, 70% of car parking in the prime waterfront areas is taken up for consecutive multi day and night use. Consideration should be given to moving these 70% of users further away from their point of departure to the river as they do not appear to be using this convenient access with a high degree of frequency – compared to visitors and single night only users who are also seeking parking in the precinct on a daily basis.

When this same study data is coded to understand the day of the week that a vehicle moved, the two busiest days for turnover of car parking were Monday and Wednesday where 42 out of 110 vehicles were moved. This equates to only 38% of car parking spaces turning over on the busiest car movement days of the week – meaning that 6 out of 10 cars were left in situ. The frequency of car use declines over the course of the week to the lowest point on a Sunday whereby only 13 out of 110 car parking spaces (or 12%) in the survey area turned over. Anecdotally, this effect is due to offshore residents moderating their travel patterns in order to be able to find convenient car parking on their return. 1,600 vehicles have been recorded entering the Brooklyn village on a Sunday.

Other important data informing decisions around car parking management in Brooklyn relates to the arrival times of the 1,600 vehicles. Traffic volume (tube count) data from Dangar Road collected in November 2021 indicates that the morning peak arrival time in Brooklyn is 10am. The afternoon peak arrival is at 12pm. As such, Brooklyn appears to currently have a morning tea and lunch time visitor economy. The tube count data shows that, on average, at the peak morning arrival time of 10am on weekends, only 2 of 50 vehicles entering the Lower McKell precinct found parking in Lower McKell Park and only 5 of 45 vehicles entering at the 12pm peak found parking in the same area. The remaining vehicles were captured by the tube count leaving the precinct – often creating the traffic congestion that the community raise concern

about. Overall, this result suggests that Brooklyn is not accommodating the visitor demand for parking and therefore is not capitalising on associated economic benefits of this visitation.

Four main policy questions arise when considering this local data:

1. With data suggesting that 70% of offshore residents park for 2 or more nights in a consecutive fashion, is it appropriate to reserve the unrestricted car parking in the closest possible proximity to the Brooklyn Mooring Co-op and ferry wharf for the convenience of offshore residents or should such infrequent car users be moved further away from the key visitor destinations to support access to car parking for the up to 1,600 vehicles entering Brooklyn per day?
2. Can car parking be timed in these key destinations to benefit those offshore residents who are coming and going with a greater degree of frequency (30% of surveyed car parking spots turn over each day) such that they would still be able to park overnight and would benefit from a greater availability of parking on their return to Brooklyn in the evening. To achieve this, it is important to remove competition for car parking from the 70% of multi day stay parkers.
3. In timing the car parking restriction in these precincts, is it possible to time the commencement of restrictions such that car parking spaces are required to turn over at 10am and 12pm to match the peak of arrivals such that parking is available for visitors?
4. And overall, what is an appropriate and balanced approach to managing offshore resident parking demand?

The data outlined above suggests that not all offshore resident parking demand is equal in terms of the frequency that convenient access to boats and ferries is required. Given the competing demand for car parking at the regional park and village centre, a policy approach which prioritises access for daily offshore resident car users may provide an appropriate balance.

Land use and appropriate uses of public land

Crown Land

Over the years, Council has received reports and advice regarding the management requirements for Crown Land in Brooklyn (Saltpan Reserve, McKell Park and Parsley Bay amongst other parcels) and the legislative requirement for Council, as the land manager, to provide equitable access to this land to the people of NSW. Unrestricted parking within a Crown Reserve (Lower McKell Park) - which practically functions to provide long term parking for offshore residents - effectively excludes other recreational users from accessing the reserve. Car parking turnover data discussed above demonstrates this exclusionary effect

given the very low turnover of parking spaces – particularly on peak recreational visitation days.

The following statement is provided on the Crown Land website - "Crown Land managers need to keep in mind that the reserve is to be managed on behalf of the people of NSW as a whole, and not for a particular group or interest or local community". During this current review of parking in Brooklyn, Crown Lands Department have been clear in providing a pathway forward if Council is of a view to provide space to accommodate resident parking on Crown Land. To this end, the Department state that "*a direct lease with the department would be required to facilitate parking for offshore residents on public recreation reserves*".

Further to this, advice has been provided that "*storage of watercraft and other private items on Crown land is considered unauthorised. Council in their capacity as Crown land manager need to assess the appropriateness of any storage activities and if deemed appropriate consider licencing and appropriate rental*". Essentially, the advice received requires that storage of private items on public land must come at a cost to those benefiting from that use. In this regard, Crown Lands have advised that it is Council's role to determine where such an arrangement may be feasibly explored within Brooklyn.

It is argued that formed car park areas servicing the regional park and boat ramp in Brooklyn are not suitable for a resident parking area as they will not facilitate access to the land for the people of NSW and, more broadly, will not ensure the delivery of the adopted vision for Brooklyn. The unformed open area in Upper McKell Park, known as the "overflow parking area", is a site that does not overtly service the regional park or boat ramp at present and could potentially be made available for resident parking purposes.

Operational Land

The Council owned Operational Land in Brooklyn is located at various locations on both sides of Dangar Road and includes the Dangar Road/Wharf Car Park.

When outlining how land should be managed by Council, land with an operational classification should ordinarily be used for the following three purposes under the Local Government Act 1993.

"*Operational land would ordinarily comprise land held as a temporary asset or as an investment, land which facilitates the carrying out by a council of its functions or land which may not be open to the general public, such as a works depot or a council garage*".

Chapter 5, Sections 21-23 of the Local Government Act 1993 outlines the functions of Councils. The Act specifically mentions an example of a Council function associated with "land & property, industry & tourism development & assistance".

In this case, it is considered that the function of the Operational Land upon which the Dangar Road/Wharf Car Park is located should fulfil the function of industry and tourism development and assistance through providing parking for visitors to the village centre – consistent with the Car Parking Management Study recommendation. In the shorter term, it is recommended that the site be managed via timed parking to support the economic functioning of the village centre. In the longer term, once additional parking supply in Brooklyn is identified, returning the site to public recreation use through the creation of a public plaza that connects people to the river would be consistent with both the land use zoning and the vision for Brooklyn.

With regards to the Operational Land along the southern side of Dangar Road, due to the public ownership of much of this land, Council is in a unique position to use publicly owned land in Brooklyn to leverage an outcome consistent with the vision for Brooklyn in a way that it is not able to in many other town centres. Council can do this through controlling how the land that it owns on the main street is utilised.

Concept designs presented to the Council's place managers by the community, and previously presented in various consultant's reports, have outlined community developed car park designs for the 6-10 Dangar Road site - which could accommodate up to 60 cars. In referring back to the adopted vision for Brooklyn, it is argued that creating a "welcoming and vibrant place for the whole community – both residents and visitors" will not be achieved through dominating the crucial village centre with a multi deck car park, regardless of the utility of this solution. Best practice car parking principles would recommend long stay car parking for offshore residents delivered on the outskirts of the village and encouraging a walkable village centre – as outlined in the adopted Car Parking Management Study.

The use of this critical connecting piece of land/infrastructure (Dangar Road properties) for a passive use such as long stay car parking is not in keeping with the vision that the community has for Brooklyn.

Summary of land uses for parking

Whilst the above narrative of "appropriate uses of land" for parking would appear to significantly disadvantage offshore residents, it needs to be considered that in every other locality in the Shire, residents are required to store their private items either on street (as opposed to in off street parking areas as are currently provided in Brooklyn) and be subject to the relevant legislation, or to pay for private storage arrangements.

What is Council responsible for in terms of the provision of car parking?

Council officers have sought legal advice on this matter and have been advised that there is no legal requirement for Council to provide access to car parking for water only access properties. Notwithstanding this, this report recommends that Council provide land for parking for offshore residents at a cost to the benefiting residents via access to a resident only parking

area. Crown Lands have offered an appropriate leasing pathway to facilitate this outcome if Council is of a mind, as the land manager, to make this space available. It also recommends that on street unrestricted parking spaces be retained to accommodate this demand.

Council is not responsible for providing parking for public transport users – this is a responsibility of the State Government. Similarly, if the State grants leased or licenced use of over water uses (such as moorings) or off reserve uses (such as the Great North Walk) that create demand for parking in the village centre, it is argued that Council should not prioritise parking for these user groups - but should instead focus on providing parking for use of the land that it is responsible for managing. If Council were to provide overflow commuter car parking for public transport users (beyond that currently provided by the State on Brooklyn Road) this approach would not encourage the State Government to take action on the provision of such parking. Council does have a role to play in supporting the community by advocating for the provision of parking for these uses – noting the availability of the Transport owned land on the western side of the Hawkesbury River Station.

Detailed description of proposed off shore resident parking model

- Council offer land for a leased "residents only parking area" in the overflow area of Upper McKell Park. Given the land area is Crown Land, inclusion in the resident only parking area should be open to any interested river residents – in the first instance.
- Lease of land to be negotiated with Crown Lands Department – costs to be borne by users.
- Approximately 2000 sqm of land accommodating an estimated 100 parking spaces at grade. This footprint has capacity to expand to the west along William Street.

- Design, construction, maintenance, operating and leasing costs of the car park should be borne by users.
- Capital costs for developing a sealed, compliant with standards, car park in the vicinity of 100 spaces has been roughly estimated by Council engineers at between $8,500 and $10,000 per parking space.
- Governance, management and funding model for the car park to be discussed/negotiated with the community.
- Feedback on the acceptance, or otherwise, of this offer to be provided within 12 months of the adoption of this report.

It is proposed that Council seek feedback from the community during the exhibition period as to whether a resident only approach to parking in Upper McKell Park (overflow area), and potentially Saltpan Reserve (for long, long stay parking, weekend/holiday peak overflow) would be of value and worth initiating discussions with Crown Lands Department about. It is important to note that these areas have been identified as appropriate for resident only leased parking as they do not, at present, service the regional park or regional boat ramp in Brooklyn i.e., McKell Park and Parsley Bay respectively.

More broadly, if Council is of the view to make space available for one unrestricted car parking space for each offshore dwelling, the parking solution for offshore residents being put forward for feedback involves a multi-site/multi-opportunity approach – designed to both respond to the land use management constraints of Council, the adopted vision for Brooklyn and after having observed the different travel patterns of offshore residents. The figures presented below reflect the quantum of parking spaces of each type if the proposed changes to car parking management in Brooklyn discussed in detail below are progressed.

Opportunity 1 - Resident only parking area in Upper McKell Park overflow area

The site is estimated to accommodate at least 100 cars at grade. The site would require a user pays approach – including capital costs, lighting, leasing, maintenance and security. It is recommended that the approach to development and management of the car park be determined by the users i.e., there may be more members than available car parking spaces or it may be that each space is allocated to an individual. A footprint of approximately 2000sqm has been identified for the resident only parking area. This car parking opportunity is designed for residents who do not use their cars daily (70%) but who are interested in having a reserved parking space at a cost. Historical car parking studies have indicated that there are multiple residents who are interested in such a user pays, dedicated car parking opportunity. Current interest in the resident only scheme would need to be tested during the exhibition period.

Opportunity 2 - On street unrestricted parking

Following the implementation of recommended actions, there will be an observed 173 unrestricted on street parking spaces available in the village centre. Parking in these on street areas would be at no cost to residents – however, there would be competition for these parking spots by other residents and visitors. This opportunity is similar to the approaches taken by other Council's when on site car parking is not available on a property. It is noted that there are also a number of onshore properties in the Brooklyn village that, due to the age of the property, do not have access to off street parking and would also utilise these unrestricted parking spaces.

Opportunity 3 – Lower and Upper McKell Park, Dangar Road/Wharf car parks, Parsley Bay plus existing on street timed parking

Following the implementation of recommended actions, there are an estimated total of 215 timed spaces available in the village centre. These sites will cater for single night, overnight parking only. It is noted that removing competition for parking from multi night parkers in Lower McKell and Dangar Road/Wharf carparks through implementing timed parking, the availability of these parking spaces for returning offshore residents is envisaged to increase dramatically. Given the proposed timing restrictions, there are various times that would be required for departure from the parking space following the overnight stay – ranging from 10am to 12:30pm. It is noted that these parking restrictions will not apply to people with accessible parking stickers.

Opportunity 4 – Saltpan Reserve – potential overflow resident parking for weekends and peak periods

In providing the above opportunities for unrestricted parking, Council's informal policy position is akin to providing one unrestricted parking space (on street and in a resident only parking area) at a rate of at least one space per offshore dwelling - accommodating Dangar Island and Milsons Passage residences. Further overnight parking is provided in off street car parks for single night users. This option will supply additional parking choices for some offshore residents. It is noted however, that the single night users are less likely to utilise this option on weekends based on current observed travel patterns. If this travel pattern continues, or during times of peak visitation, it may be the case that an overflow area is required – potentially in Saltpan Reserve, or spill over parking may occur on Brooklyn Road to the west of the railway bridge.

It may also be the case that residents with second cars or cars that are infrequently used (17 residents did not move their car over the 8-day survey period), may choose to store these vehicles outside of the village centre in order to free up car parking for other residents. It is noted that Saltpan Reserve is a longer walk/cycle/drive/bus ride from the village centre and that buses are infrequent – especially on weekends with no buses currently operating on Sundays. As such, Saltpan Reserve may play quite a bespoke or periodic role in providing a

car parking option for some users – if it has a role to play at all. However, it is recommended that Council consult the community on the opportunity given the likely tight usage of overnight village centre parking on weekends and peak visitation periods.

Brooklyn Car Parking Management Consultation Paper

The document below outlines recommended car parking management changes in Brooklyn east of the railway bridge

The "Feedback sought" section for each precinct outlines the nature of the feedback that Council will seek from the community.

Council will use this exhibition period to trial the new "The HiVE" online feedback and engagement platform to elicit feedback from the community. The community will be surveyed based on the "Feedback sought" questions below. Hard copy surveys will be made available for those residents that do not have internet access.

The Car Parking Management Study (CPMS) acts as the basis of the recommendations being consulted upon. It is noted that the adopted priority of car parking managment actions have been amended to ensure that a consistent, wholistic approach aligns with the adopted vision and guiding principles for Brooklyn.

Dangar Road/Wharf Carpark – 1 Dangar Road

Purpose: The CPMS identifies this car park as the main carpark used by visitors to service the village centre businesses and restaurants and recommends a 4 hour length of stay. It is recommended that this regime be in place between 6am and 6pm.

The timing regime recommended will require the first turn over of spaces to occur at 10am for vehicle that would have parked at 6:00am. Vehicles commencing their 4P parking time at 2pm will be able to stay up to 6pm when the parking restrictions will end. 12pm is the peak afternoon arrival time. The proposed timing supports the use of the space for morning tea and lunchtime visitors. The proposed timing of the car park will also allow for overnight use by offshore residents from 2pm until 10am the next day.

Owner – Hornsby Shire Council

Classification: Operational Land – *Operational land would ordinarily comprise land held as a temporary asset or as an investment, land which facilitates the carrying out by a council of its functions or land which may not be open to the general public, such as a works depot or a council garage* – Local Government Act 1993.

Zoning: RE1 – Public Recreation

1 Objectives of zone
- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Review carpark layout

Provide 31 x timed parking – 4 hour parking (6am-6pm) (blue area)
Provide 2 x car share spaces in current unrestricted parking spaces (pink area)
Retain existing accessible parking spaces

Long term objective – Create public open space/community connection to the river.

Feedback sought:

1. Length of carparking stay (4P) – too long, too short, just right
2. Commencement of timing restrictions (car parking turn over required at 10am, overnight parking can commence from 2pm)
3. Location of carshare spaces
4. Number of car shares spaces
5. Long term objective, consistent with the vision, of transforming the car park into river side public open space subject to provision of sufficent parking supply elsewhere

HORNSBY SHIRE COUNCIL

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Lower McKell Car Park

Purpose: The CPMS identifies this car park as a potential site for multi level car park in the longer term and 4P parking in the shorter term – with a section of a 15 minute loading zone for Brooklyn Mooring Coop and the installation of storage lockers for offshore residents and/or park visitors.

It is recommended that this regime be in place between 6am and 6pm. The timing regime recommended will turn over car parking at peak morning arrival time (10am) and then turn it over again by 2pm. 12pm is the peak afternoon arrival time. The proposed timing supports the use of the space for morning tea and lunchtime visitors. The proposed timing of the car park will also allow for overnight use by offshore residents from 2pm until 10am the next day.

Owner - Crown Land reserved for public recreation

Classification: Community Land - *Community land would ordinarily comprise land such as a public park* - Local Government Act 1993

Categorisation – Park under Council's Plan of Management

The core objectives for management of community land categorised as a park are:
(a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
(b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
(c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Zoning: RE1 – Public Recreation

1 Objectives of zone
- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives –	Provide 84 x timed parking – 4 hour parking (6am-6pm) (blue area)
	Provide 2 x 30 minute parking to facilitate loading/unloading (red area)
	Retain accessible parking spaces
	Install short term storage lockers
Long term objective –	Remove riverside parking to return to public open space/community connection to the river consistent with the vision for Brooklyn.

HORNSBY SHIRE COUNCIL

Feedback sought:

1. Length of carparking stay (4P) – too long, too short, just right
2. Commencement of timing restrictions (car parking turn over required at 10am, overnight parking can commence from 2pm)
3. Number of 30 minute parking spaces to facilitate loading/unloading
4. Are lockers required?
5. Long term view of returning the riverside for use by people subject to provision of sufficient parking elsewhere in Brooklyn

HORNSBY SHIRE COUNCIL

Parsley Bay Boat Ramp

Purpose: The CPMS recommends that investigations be undertaken into paid parking in the Parsley Bay Car Park and also investigations into multi-level car parking to increase parking supply.

Prior to implementing paid parking, timed parking is recommended. 12P parking for cars with attached trailers and 6P parking for cars only. A small section of 6P flexible parking is also recommended – which will allow for cars only or cars with trailers. The timing would still allow for overnight car parking – requiring parkers to move their vehicles by 12pm.

Land Owner - Easten end - Crown Land reserved for public recreation
Western end – Council (15x George Street, Brooklyn)

Classification: Community Land - *Community land would ordinarily comprise land such as a public park* - Local Government Act 1993

Categorisation – General Community Use (car park) and Park (green space behind boat preparation area) under Council's Plan of Management

The core objectives for management of community land categorised as general community use are to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public
(a) in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and
(b) in relation to purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).

The core objectives for management of community land categorised as a park are:
(a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
(b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
(c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Zoning: RE1 – Public Recreation

1 Objectives of zone
- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Provide car and trailer parking – 12P (6am-6pm) (yellow areas)
Provide car only parking 6P (6am-6pm) (green areas)
Provide flexible parking for cars or cars with trailers 6P (6am-6pm) (light blue areas)
Provide 30 minute parking – to facilitate loading/unloading (red area)

HORNSBY SHIRE COUNCIL

Provide shared use storage lockers

Long term objective – Provide paid parking throughout for cars with boat trailers and cars.

Feedback sought:

1. Length of car parking stay (6P) – too long, too short, just right
2. Length of stay (12P) car and trailer parking – too long, too short, just right
3. Number of flexible car only and car and trailer parking spaces (13 total) – too many, too few, just the right amount
4. Commencement of timing restrictions (car parking turn over required at 12pm, overnight parking can commence from 12pm)
5. Number (3-4) and timing 30min parking spaces to faciltiate loading/unloading on breakwall
6. View of longer term paid parking plans
7. Are lockers required

Upper McKell Car Park and Overflow Area

Purpose: The CPMS identifies the overflow area as a potential site for a multi level car park in the longer term and 4P parking in the shorter term in a formalised car park. The study also recommends the removal of informal boat and trailer parking. In the area servicing Upper McKell Park it is recommended that parking capacity be increased by converting parallel parking to angle parking.

It is recommended that this regime be in place between 8:30am and 6pm. Upper McKell Park will turn over car parking at 12:30pm – freeing up the space for lunch time visitation albeit slightly after the 12pm peak afternoon arrival time. The proposed timing of the car park will also allow for overnight use by offshore residents from 2pm until 12:30pm the next day.

Owner - Crown Land reserved for public recreation

Classification: Community Land - *Community land would ordinarily comprise land such as a public park* - Local Government Act 1993

Categorisation – Park under Council's Plan of Management

The core objectives for management of community land categorised as a park are:
(a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
(b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
(c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Zoning: RE1 – Public Recreation

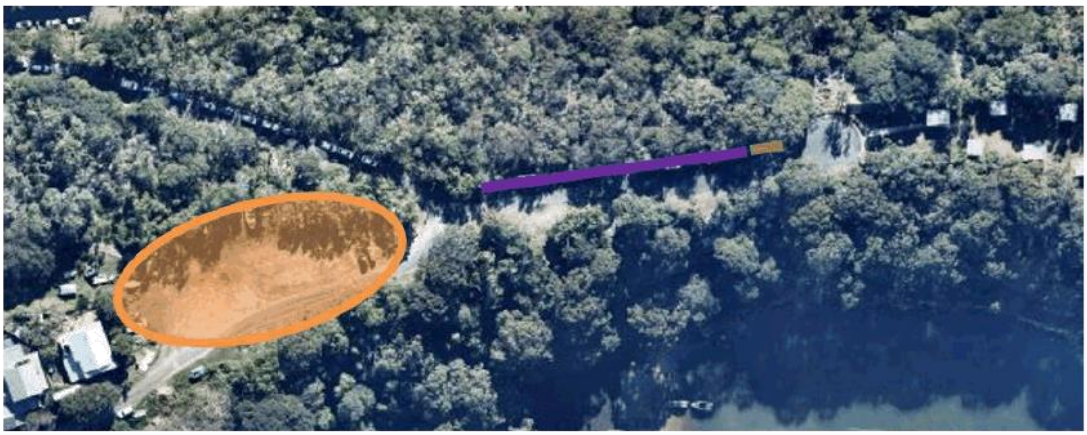
1 Objectives of zone
- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Upper McKell Park – Provide timed parking on northern/footpath side of access road – 4 hour parking (8:30am-6pm) (purple line)
Provide new accessible parking space to service new accessible picnic shelter (mustard line)

Overflow area (orange oval)– investigate suitable land area and consult on the establishment of resident only parking area. Formalisation of the resident only parking area would be subject to agreement from residents that this was desired and subject to a leasing arrangement with Crown Lands. The costs of the scheme would be borne by those seeking to benefit from its use.

HORNSBY SHIRE COUNCIL

Long term objective – Investigate additional car parking supply to meet the visitor needs as per CMPS recommendation – subject to resident only parking area not proceeding.



Feedback sought:

8. Length of carparking stay (4P) – too long, too short, just right
9. Number of 4P parking spaces – too many, too few, just the right amount
10. Commencement of timing restrictions (car parking turn over required at 12:30pm, overnight parking can commence from 2pm)
11. Inclusion of accessible parking space
12. Interest in resident only parking area in overflow area – user pays.

HORNSBY SHIRE COUNCIL

General trailer parking excluded from village centre (except Parsley Bay)

Purpose: The CPMS identifies that trailer parking should not be permitted either on street or off street in the Brooklyn Village Centre east of the railway bridge – excepting Parsley Bay car park.

It is proposed that all trailers be excluded from being parked on public land within the village centre – with the exception of the timed parking in Parsley Bay. This approach has been proposed due to the scarcity of available car parking and the need for public land to serve the purpose for which it is provided – which, in the case of Brooklyn, is predominately related to public recreation.

It is acknowledged that some residents in the village centre may not have access to park their trailers on their own land. As such, Council will consult on whether some streets in the village centre should be exempt from the trailer ban – noting that it is not Council's intention to implement a sticker scheme for effected residents.

The red sections below indicate proposed trailer parking exclusion zones. The green section indicates timed trailer parking.

Feedback sought:

13. General exclusion of trailers from the village centre versus exclusion from specific streets only?
14. If specific street exclusions are preferred, where should the exclusions be?
15. Should trailer parking be provided at a cost elsewhere in Brooklyn? If so, where?

Brooklyn Car Parking Management

Engagement objective: Engage the broad group of Shire wide and local stakeholders on the proposed car parking management changes in the Brooklyn village centre and seek their feedback.

Consultation phases and timing

- **March and May 2022**: Brief Councillors on proposed changes to car parking management.
- **June and July 2022**: Finalise reports, process, documents and materials for consultation.
- **July 2022**: Council to consider recommendations at the July General Meeting.
- **July, August and September 2022**: Exhibition period.
- **October 2022**: Report back to an informal Councillor briefing on results of the exhibition. Subject to feedback received, forward feedback to the Local Traffic Committee for endorsement.

Stakeholder groups

- Councillors
- Brooklyn and river community
- Businesses and workers
- Visitors
- District and Shire residents
- Community organisations
- Government agencies
- Recreational groups

Engagement approach

- Consultation techniques
  - Briefings for Councillors
  - Online (using The HiVE consultation platform) and paper-based surveys for the community (where required)
  - Topics of engagement and feedback are attached in the Consultation Paper attached to Report GM24/22
  - 2 days of appointment only in person sessions in Brooklyn
  - Working group on resident car parking scheme

Communication channels

- Briefing packs for Councillors
- The HiVE online engagement platform will host both a survey on the recommended changes and other detailed background information.
- Email circulation of documents via community networks
- Social media sharing of documents and survey
- Website
- Posters in key locations around the precinct

Potential risks

- Misunderstanding the purpose and extent of the engagement
- Misinformation gaining traction

Mitigation approach

- Clear process map outlining the steps being taken
- Open and transparent approach
- Single source of truth - key messaging and information through Council website/HiVE platform
- Keep Councillors up to date on messaging and process

What success looks like

- Linking first stages of car parking management with longer term community vision and place principles
- Councillors and other stakeholders have all the relevant information they need
- The community and stakeholders trust the process is inclusive
- Feedback is captured from a diverse range of stakeholders and perspectives

Key messages

- The community asked Council to focus on car parking management as the first step in Brooklyn place planning.
- The recommendations for car parking management are based on:
  - Car Parking Management Study 2020
  - Data and survey information from multiple sources
  - Adopted working vision and guiding principles for Brooklyn
  - Land management responsibilities
  - Understanding Council's responsibilities for the provision of car parking
- Stage 1 recommended actions are on the current car parking footprints.
- Stage 2 actions will start to move Brooklyn in the direction of the adopted vision.
- Some recommended elements in the approach to car parking management are based on the need to ensure legislative compliance as land managers and will not be consulted on.
- Council is consulting on the elements that it can consult on.
- It is reasonable for private parking arrangements to come at a cost to those people that benefit from accessing them. Crown Lands has indicated that a leased area of land is the only appropriate action for resident parking.
- The ability to roll out changes to car parking management will help shape the next stage of the place planning process for Brooklyn.

ATTACHMENT 3 - ITEM 1

ITEM 2

ATTACHMENT/S

REPORT NO. CS45/22

ITEM 2

1. TABLE 1 - PUBLIC SUBMISSIONS

2. LONG TERM FINANCIAL PLAN (WITH MARK UP)

No.	Summary of Submission	Staff recommendation / feedback
1	• Supported the suggestion to consider a further special rate variation to rebalance Council's finances. • Supported Council's forecasted position to be debt free during 2023. • Expressed concern at the current negative yield on Council's investment portfolio and asked whether there is a plan to improve the yield.	• *The current negative yield on Council's investment portfolio is attributable to an unrealised loss on managed funds Council has invested with NSW T-Corp, which is presently experiencing significant market volatility due to uncertainty over domestic and global economic conditions. This investment is intended to be held for at least 7 years and it is expected that returns will, on average achieve a yield equivalent to annual CPI +2% over the 7-year time frame.*
2	• The submission provided a summary of the Workforce Plan, Asset Management Strategy and LTFP including recommendations and questions; • Workforce Plan – Questions were asked in relation to whether the plan should include an FTE number forecast, annual leave provision balances and whether the impact of the use of apprentices has been considered. • Asset Management Strategy – Questions were asked pertaining to extra detail around the definition of expenditure categories, disclosure of full assumptions used and written down values of asset categories for accounting purpose. A question was also asked as to whether the strategy covered property plant and equipment. • LTFP – Expressed that a Special Rate Variation would require further communication to the community. • Suggested that the LTFP should be further disaggregated into additional expense categories and that further analysis be undertaken to identify additional income/efficiencies to supplement a Special Rate Variation.	• *The purpose of the Workforce Plan is to set strategic objectives, actions and measures to articulate what is needed to attract and retain the workforce requirements of Council over the next four years. The purpose of the plan is therefore not to forecast financial projections or provide financial data and FTE numbers.* • *The Asset Management Strategy is a strategic document that is based on information available in each of Council's Asset Management Plans (AMP's). Each AMP includes the detail on assumptions and the written down value of assets for accounting purposes. Expenditure category definitions are as per the Institute of Public Works Engineering Australasia (IPWEA).* • *The Asset Management Strategy covers 95% of Council's depreciable asset base and includes Roads, Stormwater Drainage, Buildings and Open Space asset categories. Plant and Equipment is not defined as an Infrastructure Asset under the Local Government Code of Accounting Practice and therefore does not require an Asset Management Plan. The value of this asset class is also immaterial compared to Council's other asset classes.* • *The LTFP recommends that Council consider a special rate variation to rebalance Council's finances. Should Council resolve to do so at a future general meeting extensive consultation and communication with the community will be undertaken.* • *The LTFP also recommends that income streams such as fees and charges should be reviewed to assess whether price increases could generate additional income. The LTFP also includes a recommendation to maintain cost increases at modest levels and a recommendation to continue with financial improvement initiatives such as business improvement plans.*
3	• The submission supported Council's Additional Special Rate Variation for the 2022/23 financial year and expressed support for a further SRV to rebalance Council's finances.	• *No changes to the LTFP proposed as the submission was supportive.*

ATTACHMENT 1 - ITEM 2

LONG TERM FINANCIAL PLAN

2022/23 to 2031/32

ATTACHMENT 2 - ITEM 2

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ATTACHMENT 2 - ITEM 2

Executive Summary

Since the last version of Council's Long Term Financial Plan (LTFP) was prepared Council's financial capacity has declined because of internal and external factors, notably ~~a historically low rate peg of 0.7% set by the Independent pricing and Regulatory Tribunal (IPART) in 2022/23,~~ an increase in the Emergency Services Levy payable to the NSW State Government of $1 million per year, the need to provide an additional $3.2 million per year to meet the requirements identified in Council's recently revised Asset Management Plans and an increase in statutory employee superannuation to 12% that amounts to $1.2 million in additional superannuation payments each year by 2026. Investment returns from Council's investment portfolio have also declined in the early years of the Plan in line with a reduction in the interest base rate set by the Reserve Bank of Australia from the 2018 level of 1.5% ~~to 0.1%.~~ Because of these factors forecast deficits are expected to occur sooner and are larger than those that were forecast in the ~~last two years of the~~ previous ten-year Plan.

The deficits forecast increase in size over the life of the Plan because Council's income is expected to grow at a slower rate than expenditure due to increases in the wages price index and consumer price index over the planning period. The forecast deficits are also accelerated by the need to allocate additional funding to maintain Council's assets in a satisfactory condition, including allocating recurrent budgets for operational, maintenance and renewal expenditure for newly constructed major capital projects such as Hornsby Park that are due to be completed during the period of the Plan.

Because of each of these matters the capacity forecast in the LTFP is below acceptable levels and action is required to ensure that recurrent services, including allocating appropriate budgets for asset maintenance and renewal can be provided in a sustainable manner into the future.

The main purpose of the LTFP is to guide and inform decision making in respect to Council's financial sustainability. The LTFP establishes the framework for sound financial decisions and provides an insight as to the financial sustainability of the Council over the planning period of this document. The key objectives in developing this Plan are:

- Balanced Budgets
- Continuous Financial Improvement

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ATTACHMENT 2 - ITEM 2

- Reduction in External Loan Borrowing
- Achieve/Maintain Financial Sustainability Benchmarks (Indicators prescribed by the Office of Local Government)

As part of undertaking financial modelling, key assumptions that underpin the forecasts must be made. The 2022/23 Original Budget has been used as its base point, with a number of market driven and internal assumptions to project revenue and expenditure then made over the forecast period.

Council's future financial position has been forecast on the basis of a continuance of 'normal operations' including providing for the expenditure requirements identified in recently revised Asset Management Plans.

Councillor Briefings

Since the adoption of the current published LTFP at the 13 March 2019 General Meeting of Council further revisions have been necessary due to various budget challenges. These revisions have been endorsed by Councillors at various briefing workshops held during November 2020, February 2021, March and April 2022. These briefing workshops were held to advise Councillors of revisions required to the LTFP due to changed economic conditions impacting Council's financial position, reaffirm priorities, provide updated asset management requirements and to plan for any necessary budget adjustments in future annual budgets.

Priorities reaffirmed by Councillors identified in the 2019 version of the LTFP are:

- Revitalisation of the Hornsby Quarry and Westleigh Sportsground projects as per funds received from the NSW Government's Stronger Community Funding allocated to Council together with a recurrent allocation towards maintaining these sites upon construction
- Continuation of Public Domain improvements for Asquith to Mt Colah and an allocation of funding for improvements in Galston
- Greater allocation towards new footpaths
- Improvements to Wallarobba Arts and Cultural Centre
- Heritage Planning Study

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ATTACHMENT 2 - ITEM 2

Future Direction

The Income Statement result before capital items over the 10-year period forecasts a deficit in eight out of ten years and there is an average deficit of (~~$4.736~~ $3.437) million per year. The budget result over the 10 year period also predicts a deficit in eight out of ten years and there is an average cash deficit of (~~$3.096~~ $1.797) million per year. The cash deficits forecast will result in the use of Council's unrestricted cash balance and/or the repurposing of internally restricted assets during the period of the Plan to fund recurrent operations, which is unsustainable. Therefore, additional funding must be generated to rebalance results within acceptable levels.

If unaddressed the reduced financial capacity will limit Council in a number of ways:

1. Normal Operations

There is insufficient capacity within the LTFP to fund the continuance of normal operations into the future. Additional funding must be identified to fund the deficits forecast in future years or services may need to be reduced to ensure a balanced budget each year.

2. Asset Management

There is insufficient capacity within the LTFP to fund the requirements identified in Council's Asset Management plans to maintain assets in a satisfactory condition. As a result, the condition of Council's assets will decline and the level of infrastructure backlog will increase unless funding is identified.

3. Major Capital Projects

The funding available for the redevelopment of Hornsby Park is limited to the funds that have been set aside for this project from Development Contributions and from the NSW Government's 'Stronger Community Funds'. Increased community expectations around the scope of this project will need to be limited to the amount that has been set aside based on a budget of $79.4 million with acknowledgement that the full scope of works identified in the Master Plan cannot currently be completed given the associated estimated capital cost of $130 million.

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The preference made by the previous Council to progress Hornsby Park instead of Westleigh Park should also be reinforced as there is insufficient capacity within the LTFP to fund the ongoing recurrent costs of both sites. There is also an unavoidable level of financial risk from the size of the works being undertaken at Hornsby Park that, as demonstrated by the Sensitivity Analysis section of this report would have a significant impact on Council's financial sustainability should costs or scope increase. To reduce some of the financial risk that Council is exposed to works at Westleigh Park should not commence until after the completion of Hornsby Park. Recurrent funding for ongoing maintenance and renewal must also be identified before Westleigh Park can commence as there is not currently a budget allocated for this.

4. Strategic Initiatives

There is insufficient capacity within the LTFP to fund the initiatives identified across Council's recently adopted strategic and technical documents. Community consultation is required to prioritise the initiatives identified and test the appetite of residents to pay for initiatives through a special rate variation. Council should also consider the risk in creating future new strategies as the quantum of unfunded initiatives in the existing documents have an estimated cost of at least $8.8 million based on funding 50% of the identified actions only.

Action to Improve Future Direction

Future operating capacity is below acceptable levels, and it must be improved to ensure recurrent services can be provided into the future including the need to provide sufficient funding to maintain Council's assets in a satisfactory condition. The following is recommended:

- ~~Continue with Council's application to IPART for a 2.28% additional special rate variation on a permanent basis for 2022/23.~~
- Consider a ~~further~~ special rate variation to rebalance Council's finances within acceptable levels over the long term. Priority should be given to meeting asset management requirements and ensuring there is sufficient funding for recurrent services. A special rate variation is recommended in the first instance because of the quantum of funds required to provide balanced budgets. However, other funding initiatives such as the generation of additional income from increases to user fees and charges could be explored to potentially reduce the size of a special rate variation required.

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ATTACHMENT 2 - ITEM 2

- Undertake community consultation with regards to the unfunded initiatives identified within Council's recently adopted Strategic and Technical documents. The consultation should assess the appetite of the community for a further rate rise to pay for initiatives and establish priorities.
- Council should carefully assess whether there is value in creating any further strategic documents given unfunded initiatives in existing documents require at least $8.8 million of funding (based on preliminary costing for 50% of the actions identified only).
- Continue with the previously agreed position to develop Hornsby Park ahead of Westleigh Park including reinforcing this messaging to the community. To mitigate financial risk works at Westleigh Park should not be undertaken until it is financially appropriate to commence. The development of Westleigh Park also requires a recurrent budget for operations and asset maintenance and renewal expenditure to be identified.
- Communicate the scope of works that can realistically be completed at Hornsby Park based on the available budget to the community and how this differs to the full scope of the master plan.
- Carefully consider the acceptance of further external grants for capital purposes. There is insufficient capacity within the LTFP to fund the associated recurrent costs from any new capital that is not already included in the LTFP. It may be in Council's best financial interests to decline capital grant funding depending on whether an evidence-based need for the project exists within Council's strategic documents, and depending on the availability of budgets to fund recurrent costs.
- Review other income streams such as fees and charges to ensure appropriate price setting and assess whether price increases could be used to generate additional income.
- Apply a freeze to Council's approved Full Time Equivalent headcount where appropriate; with no new positions to be created unless offset by an equivalent position elsewhere.
- Maintain cost increases to modest levels in regard to non-labour related expenses each year.
- Continuance of financial improvement initiatives (the development of business improvement plans)
- Consider whether there is a case to rationalise underutilised assets to reduce ongoing cost requirements and/or provide one off capital funding from sale proceeds towards other capital investment decisions.

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Introduction

Council's LTFP is a requirement under the Integrated Planning and Reporting framework for NSW Local Government and forms part of the Resourcing Strategy. The LTFP must be for a minimum of 10 years with the purpose of making clear the financial direction of Council as well as the impact of that direction on achieving community priorities.

The LTFP is based on Council's draft 2022/23 budget, which was adopted for public exhibition on 13 April 2022 and is expected to be adopted by Council in June 2022. The 2022/23 budget forms the first year of the LTFP. Future years are based on a range of forecasted assumptions used to determine:

- Future revenue and expenditure (Income Statement result)
- Budget summary (cash liquidity result)
- A projection for a range of key financial indicators prescribed by the Office of Local Government
- Balance Sheet and Cash Flow Statements

The main purpose of the LTFP is to guide and inform decision making. The LTFP establishes the framework for sound financial decisions and to provide an insight as to the financial sustainability of the Council over the planning period of this document. In addition to the presentation of financial results, information will be provided in respect to:

- Financial planning assumptions used
- An analysis of the factors and/or assumptions that are most likely to affect the plan
- Methods of monitoring financial performance

Financial planning over a ten year horizon is difficult and obviously relies on a variety of assumptions that may be subject to change during this period. The LTFP will therefore be closely monitored, and regularly revised, to reflect these changing circumstances.

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ATTACHMENT 2 - ITEM 2

Financial Objectives

In preparing the LTFP a number of key objectives have been considered. These objectives are listed below.

Balanced Budgets

Council has a strong commitment to adopting annually a balanced budget. To ensure there is capacity to respond to budget shocks that can occur such as infrastructure asset failures and natural disasters a 2% budget surplus/Operating Performance ratio is aimed for at the start of each year. This is considered financially prudent to respond to one off budget shocks that can occur over the course of the year.

Where a surplus budget is generated at the end of a financial year this amount will be directed towards the Capital Projects and Debt Retirement Restricted Asset account, which is used to fund key strategic capital projects that require reasonable capital investment from the Council or to fund cash shortfalls in future years of the Plan. This is consistent with Council's objective to maintain prudent financial management of its finances and to allocate financial surpluses towards key strategic issues.

Continuous Financial Improvement

Council has a longstanding commitment towards reviewing costs while maintaining existing service levels. This will require ongoing support towards:

- A general freeze on any non-labour operational expenditure unless grants and/or fees and charges can support an increase. Increases in these budgets are only increased after all options have been extensively explored.
- Prioritising funding requirements identified in Council's Asset Management Plans before new initiatives.
- Evaluation on a periodic basis of Council's activities to determine our competitiveness in terms of service provision and financial viability.
- To review Council's existing capital decisions ensuring business evaluations are undertaken where necessary to ascertain value and meet Capital Governance Framework requirements.
- Review of fees and charges to ensure closer alignment with costs.

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Reduction in External Loan Borrowing

Council has a commitment towards reducing the need to externally borrow for annual capital works programs. This has been made possible by various financial improvements achieved over the term of previous Councils that generated savings from financial improvement that have been applied to eliminating the need to borrow annually for recurrent capital projects.

It is forecast that Council will be debt free by 30 June 2023 and the only ongoing borrowing cost in the LTFP after this point represents notional interest that is recognised for leased IT equipment and office space in line with accounting standards. There are forecast budget deficits in future years of the LTFP that should be funded prior to considering further external loan borrowing.

Achieve/Maintain Local Government Performance Indicators

The Office of Local Government has prescribed a range of Performance Indicators that are used to measure Council's financial position to assess its financial sustainability. A benchmark is set for each indicator, which sets the level of financial sustainability that Council should aim to achieve for each indicator, and it is a requirement to report on each of the indicators in Council's annual financial statements.

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The Performance Indicators that are considered the most important measure of Councils financial sustainability are listed below:

Indicator	Quantitative Measure	Definition	Benchmarks
Operating Performance Ratio	Measures a council's ability to contain operating expenditure within operating revenue.	Operating revenue (excluding capital grants and contributions less operating expenses)/Operating revenue (excluding capital grants and contributions)	>0% (OLG Benchmark) >2% (Council Benchmark) The OLG set a benchmark is 0%. For this to be achieved it is recommended that an Operating Performance Ratio/Budget Surplus of 2% is forecast at the start of each year to respond to budget shocks that can occur throughout the year.
Own Source Operating Revenue Ratio	Measures the level of a council's fiscal flexibility. It is the degree of reliance on external funding sources such as operating grants and contributions.	Total operating revenue less (inclusive of capital grants and contributions) / Total operating revenue	>60%
Unrestricted Current Ratio	This ratio is specific to local government and is designed to assess the adequacy of working capital and the ability to satisfy obligations in the short term for unrestricted activities of council.	Current assets less all external restrictions/current liabilities less specific purpose liabilities	>1.5
Debt Service Cover Ratio	The availability of operating cash to	Operating Result before capital	> 2

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	service debt including interest, principal and lease payments.	excluding interest and depreciation / Principal Repayments (from the Statement of Cash Flows + Borrowing Interest Costs (from the Income Statement)	
Asset Maintenance Ratio	Compares actual versus required annual asset maintenance.	Actual maintenance / Required asset maintenance	>100%
Infrastructure Renewals Ratio	Compares the proportion spent on infrastructure asset renewals and the assets deterioration.	Asset renewals/Depreciation of building and infrastructure assets	>100%
Infrastructure Backlog Ratio	This ratio shows what proportion the backlog is against total value of a council's infrastructure.	Estimated cost to bring assets to a satisfactory condition/total infrastructure assets	<2%

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Financial Planning Assumptions

As part of undertaking financial modelling, key assumptions that underpin the forecasts must be made. The assumptions utilised in the LTFP have been sourced and compared to various publications such as: BIS Oxford Economics, TCorp's economic forecasts and economic forecasts from Reuters.

The 2022/23 budget has been used as its base point, then makes a number of market driven and internal assumptions to project revenue and expenditure over the forecasted period. Several one-off recurring adjustments have also been included in the LTFP to provide funding for strategic initiatives agreed to by Councillors.

Councillor Briefings

Since the adoption of the current published LTFP at the 13 March 2019 General Meeting of Council further revisions have been necessary due to various budget challenges. These revisions have been endorsed by Councillors at various briefing workshops held during November 2020, February 2021, March and April 2022. These briefing workshops were held to advise Councillors of revisions required to the LTFP due to changed economic conditions impacting Council's financial position, reaffirm priorities, provide updated asset management requirements and to plan for any necessary budget adjustments in future annual budgets.

Priorities reaffirmed by Councillors identified in the 2019 version of the LTFP are:

- Revitalisation of the Hornsby Quarry and Westleigh Sportsground projects as per funds received from the NSW Government's Stronger Community Funding allocated to Council together with a recurrent allocation towards maintaining these sites upon construction
- Continuation of Public Domain improvements for Asquith to Mt Colah and an allocation of funding for improvements in Galston
- Greater allocation towards new footpaths
- Improvements to Wallarobba Arts and Cultural Centre
- Heritage Planning Study

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Service Levels – Normal Continuance of Service & Asset Management Planning

Council's future financial position has been forecast based on a continuance of 'normal operations'. This is difficult to define but can be regarded as the provision of services to stakeholders at levels of service that they have come to expect on a regular basis. Levels of service however may not remain the same given changes in community expectations in future years of the plan.

Asset Management Planning

Council controls an asset base with a gross replacement cost in the order of $2 billion. Managing each of Council's assets in a fiscally responsible manner to provide agreed levels of service to the community is one of Council's core responsibilities. Therefore, it is an objective of the LTFP to ensure that ten-year forecast expenditure requirements within each of Council's Asset Management Plans are funded within the LTFP. This matter is discussed further in the Asset Management Planning section of this report.

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Expenditure Assumptions

The major expense categories for Council's operating budget are:

- Employee Benefits and On-costs
- Borrowing Costs
- Materials and Contracts
- Depreciation
- Other Expenses

Employee Benefits and On-costs

Employee costs include salaries, wages, superannuation, leave entitlements, training, workers compensation premiums and other employee related expenses.

For the year ending June 2023 the forecast expenditure increase has been based on the published local government award increase of 2%. Further Local Government Award increases are not yet known therefore the forecast expenditure increase has been based on the Wages Price Index, which is deemed to appropriately reflect the impact of the forecast inflationary environment over the next 10 years.

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Salary Movement	2.0%	2.4%	3.1%	3.1%	3.1%	3.1%	3.1%	3.3%	3.3%	3.3%

Additional employee related assumptions include:

- Superannuation increases in line with salaries and wages growth each year, plus an additional 0.5% increase in the legislated superannuation guarantee rate from 10% in 2022 to 12% in 2026

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- No material change is expected in existing staff numbers and employee working hours
- Workers compensation expense is expected to increase in line with salaries and wages

Borrowing Expenses

A key objective by Council has been to reduce the level of external borrowing and so this Plan has been predicated on no loan borrowing. The level of debt servicing from previous external loan borrowing will cease at the end of 2022/23 and the only remaining borrowing expenses in Council's Income Statement will relate to a notional interest on leases for IT equipment and the Thornleigh Office that are recognised as required by Australian Accounting Standards.

External borrowing could be a strategy considered by Council to assist in funding significant capital projects to benefit future generations or to acquire assets that are income producing or that hold strategic value. The beneficiaries of these future projects will assist in their funding as their rates will be applied in part to repaying the loans. This contrasts with current ratepayers bearing the entire burden in one year, possibly at the expense of other worthy expenditures. Whilst this strategy could be considered by Council in future years the use of loan borrowing would be an unsuitable option for Council at this time. Forecast recurrent budget deficits should be funded prior to committing Council to interest and principal repayments that would require further recurrent funding.

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Materials and Contracts

Local government expenditure is characterised by high levels of materials and contracts. Materials and contracts are used in the creation and maintenance of assets and to provide recurrent operational services.

The Consumer Price Index has been chosen as the relevant factor in modelling these expenses over the term of the Plan. This has been sourced from BIS Oxford Economics using the compound annual growth rate estimated for this timeframe.

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
CPI	2.1%	2.1%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Additional material and contract related assumptions include:

- Maintain cost increases to modest levels in regards to non-labour related expenses.
- The inclusion of 10 year forecasts for asset maintenance as required by Council's Asset Management Plans

Depreciation

Depreciation is an allowance or provision made in the financial records for "wear and tear" and "technical obsolescence" of plant and equipment. The idea of depreciation is to spread the cost of that capital asset over the period of its "useful life to the entity" that currently owns it. Council's existing depreciation schedule, plus an allowance for new projects less retirements has been used as the basis for determining depreciation expense.

Depreciation forecasts relate to existing assets and to Council's extensive capital works program. The Council's assets are also being progressively revalued to fair value in accordance with asset revaluation cycles issued by the Office of Local Government, which typically cause increases to the depreciation expense from the recognition of asset replacement cost increases that occur over time.

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It is forecast that Council's depreciation expense will increase by an average of 4.17% each year because of new depreciation associated with Council's large capital works program and the increase in gross replacement cost of existing assets that is recognised each time a revaluation is undertaken.

Other Expenses

This consolidation of costs under this category includes items such as street lighting, utility costs, insurances, legal costs, statutory charges and other program expenditure.

The Consumer Price Index has been chosen as the relevant factor in modelling these expenses over the term of the Plan. This has been sourced from BIS Oxford Economics using the compound annual growth rate estimated for this timeframe.

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
CPI	2.1%	2.1%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Additional other expense related assumptions include:

- Election expenses provided for in relevant years
- Maintain cost increases to modest levels regarding non-labour related expenses

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Revenue Assumptions

The major revenue categories for Council's operating budget are:

- Rates and Annual Charges
- User Charges and Fees
- Interest and Investment Revenue
- Other Revenue
- Grants and Contributions provided for Operating Purposes
- Grants and Contributions provided for Capital Purposes

Rates and Annual Charges

Rates and Charges are a major source of Council's revenue, representing more than 80% of own source revenue. The amount of rates income a council may levy is limited by rate pegging. Rate pegging refers to the process in which the State Government determines annually the allowable increase in rates, which is referred to as the rate peg. This allowable increase is announced annually by the Independent Pricing and Regulatory Tribunal (IPART).

The approved rate pegging increase for 2022/23 was set at 0.7% which was less than forecast cost increases for salaries and wages and materials and services in the same year. The Minister for Local Government in response to financial sustainability concerns raised by the Local Government sector announced a one-off opportunity for Council to apply to the IPART to increase the 2022/23 rate peg to 2.28%, which is Council's historic average rate peg. An application was subsequently submitted, and Council was advised in June 2022 that it had been successful in securing the increase. ~~Council has applied to the calculation of rates income in that year. For future years.~~ Therefore, the rate peg increase for all year's forecast ~~has been applied~~ is based on the historic average~~, which has been approximately~~ of 2.28%.

~~The 2022/23 rate peg set by IPART is significantly below the historic average and is less than forecast cost increases for salaries and wages and materials and services. The Minister for Local Government in response to financial sustainability concerns raised by the Local Government sector has announced a~~

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~~one-off opportunity for the 2022/23 financial year for Council to apply to the IPART to increase the 2022/23 rate peg to 2.28%. This is discussed further within the Additional Special Rate Variation of this report.~~

Additional Rates and Annual Charges related assumptions include:

- Growth on existing residential dwellings has been included in the Plan.

User Charges and Fees

Many of the services provided by Council are offered on a user pays basis. There is however a range of other factors that Council considers in determining an appropriate fee for its services.

The Consumer Price Index has been chosen as the relevant factor in modelling these expenses over the term of the Plan. This has been sourced from BIS Oxford Economics using the compound annual growth rate estimated for this timeframe.

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
CPI	2.1%	2.1%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Interest and Investment Revenue

Interest on investments will vary over the Plan period due to cash-flow levels and interest rate percentages. The LTFP calculates the interest on investments based on estimated cash-flow (allowing for estimated infrastructure project expenditure) and base rate set by the Reserve Bank of Australia. The margin earned on each of Council's investment products above the base rate has been sourced from Council's investment advisor, Prudential Investment Services and are based on forecasts from Reuters.

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The percentage investment return on Council's portfolio is forecast to increase over the period of the LTFP in line with expected increases to the base rate set by the Reserve Bank of Australia. The total average expected return ranges from 1.78% in 2022/23 to 3.12% in 2031/32.

Other Revenue

Miscellaneous revenue is obtained from a variety of sources including insurance recoveries, parking fines, legal costs recovered, property rentals, etc. It is anticipated that other revenue will be maintained at current levels with CPI adjustments as reported above.

Grants and Contributions

Council receives a number of operational and capital grants from various Federal and State Government agencies. Capital contributions such as Section 711 Development Contributions are expected to continue in line with 2020- and 2021-income levels, which represents a decline in development activity since the peak in Hornsby Shire between 2015 and 2017. Capital contributions received in respect to Council's Section 711 Development Contribution Plan are to be spent in accordance with the works program identified in this Plan.

It is anticipated that grants and contributions revenue will be maintained at current levels with CPI adjustments being applied.

Capital Expenditure

This represents expenditure towards both the creation of new infrastructure assets and the renewal of existing assets (i.e. roads, drainage, footpaths and sportsgrounds). This expenditure category also includes capital purchases (i.e. information technology, fleet and plant assets).

Council's capital works program for 2022/23 totals $66 million which is largely funded by external grants and restricted asset funding, as well as from general funds. The most significant capital cash flows are for major projects that are funded from external grants and restricted assets. Recurrent capital budgets such as for routine asset renewal are funded from general funds and other recurrent income sources.

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This Plan has forecast capital expenditure at the following levels. This excludes the additional requirements identified in Council's revised Asset Management Plans as discussed within the Asset Management Plan section of this report.

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Capital Expenditure	$66.0M	$65.9M	$69.0M	$24.6M	$25.0M	$29.6M	$41.0M	$42.5M	$27.6M	$28.1M

It is noted that capital expenditure has increased above historical levels of approximately $25 to $30 million due to several one-off infrastructure projects as listed below:

- Hornsby Quarry Revitalisation and Westleigh Sportsground allocated at the amount received through the NSW Government's Stronger Community Funding plus available S7.11 development contribution funds for Hornsby Park.
- Mark Taylor oval revitalisation (funded from the NSW Government's Stronger Community Fund).
- Public Domain improvements for Asquith to Mt Colah and Galston with other sites to progress as part of investigations into public domain
- Increase in new footpath construction
- Improvements to Wallarobba Arts and Cultural Centre – Stage 2
- Projects funded by development contributions in accordance with the timings identified in Council's 2020 – 2030 Development Contributions Plan noting that the timing of some projects has been brought forward in line with a commitment made by Council to the Department of Planning, Industry and Environment to accelerate expenditure to provide economic stimulus following the COVID-19 pandemic.

Councils Best Estimate from Applying Financial Assumptions

The key financial information that follows in the form of financial statements and indicators are results based on a range of forecast financial assumptions. These assumptions can change due to variations in economic conditions and/or a change in priorities set by Council. It is therefore intended that the financial

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assumptions be reviewed annually and compared to the actual results on an annual basis. This will be achieved via the reporting in Council's Annual Report by comparing the actual results on key financial statements and indicators to the forecasted figures for that year. Any issues identified through this process will be considered in the updating of the LTFP for the following year.

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Results – Normal Continuance of Service

The following results are based on forecast income and expenditure based on a continuance of "normal" operations. The funding requirements of Council's revised Asset Management Plans are not included within this version of the LTFP and the 2022/23 rate peg is set at 0.7% being the approved rate peg set by IPART.

Income Statement (Financial Statement Result)

Hornsby Shire Council												
10 Year Financial Plan for the Years ending 30 June 2032												
INCOME STATEMENT - GENERAL FUND	Actuals	Current Year	Projected Years									
Normal Continuance of Services	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
	$	$	$	$	$	$	$	$	$	$	$	$
Income from Continuing Operations												
Revenue:												
Rates & Annual Charges	100,700,000	102,135,834	108,034,975	110,437,192	113,031,257	115,686,369	118,403,968	121,185,526	124,032,553	126,946,592	129,929,224	132,982,065
User Charges & Fees	14,082,000	14,271,474	14,233,154	14,532,377	14,895,686	15,268,078	15,649,780	16,041,025	16,442,050	16,853,102	17,274,429	17,706,290
Other Revenues	4,857,000	6,543,874	6,784,074	6,926,540	7,099,703	7,277,196	7,459,126	7,645,604	7,836,744	8,032,663	8,233,479	8,439,316
Grants & Contributions provided for Operating Purposes	10,862,000	8,257,903	12,770,694	13,038,879	13,364,850	13,698,972	14,041,446	14,392,482	14,752,294	15,121,102	15,499,129	15,886,608
Grants & Contributions provided for Capital Purposes	19,002,000	10,621,715	8,350,000	9,282,453	9,387,014	9,494,190	9,604,044	9,716,646	9,832,062	9,950,363	10,071,622	10,195,913
Interest & Investment Revenue	5,429,000	3,992,059	4,929,651	5,389,132	4,460,381	3,787,181	3,765,726	3,852,727	3,858,110	3,888,975	3,917,278	3,871,795
Other Income:												
Fair value increment on investment properties	97,000	-	100,000	102,100	104,653	107,269	109,951	112,699	115,517	118,405	121,365	124,399
Reversal of impairment losses on receivables	(1,000)	-	-	-	-	-	-	-	-	-	-	-
Rental Income	3,258,000	-	-	-	-	-	-	-	-	-	-	-
Total Income from Continuing Operations	**158,206,000**	**145,922,859**	**155,202,549**	**159,708,672**	**162,349,545**	**165,319,255**	**169,034,041**	**172,946,709**	**176,869,330**	**180,911,201**	**185,046,527**	**189,206,386**
Expenses from Continuing Operations												
Employee Benefits & On-Costs	49,504,000	50,939,704	54,872,389	56,457,718	58,484,618	60,582,931	62,461,002	64,397,293	66,393,609	68,584,598	70,847,890	73,185,871
Borrowing Costs	74,000	24,070	53,191	182,158	149,071	111,216	67,525	18,162	8,893	9,708	10,396	10,989
Materials & Contracts	59,229,000	59,249,398	60,829,432	59,401,685	63,136,729	63,808,897	65,369,120	66,968,348	69,457,557	70,287,746	72,009,940	73,775,188
Depreciation & Amortisation	19,866,000	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Impairment of receivables	17,000	-	-	-	-	-	-	-	-	-	-	-
Other Expenses	3,386,000	9,276,431	8,870,633	9,056,916	9,283,340	9,515,423	9,753,309	9,433,645	9,669,487	9,911,224	10,159,004	10,412,979
Net Losses from the Disposal of Assets	4,997,000	-	-	-	-	-	-	-	-	-	-	-
Revaluation decrement/impairment of IPPE	2,045,000	-	-	-	-	-	-	-	-	-	-	-
Total Expenses from Continuing Operations	**139,118,000**	**139,931,830**	**145,840,920**	**147,269,343**	**154,132,359**	**158,042,656**	**162,660,163**	**166,764,395**	**172,271,610**	**176,670,046**	**182,063,885**	**187,651,185**
Net Operating Result for the Year	**19,088,000**	**5,991,029**	**9,361,628**	**12,439,329**	**8,211,186**	**7,276,599**	**6,373,878**	**6,182,314**	**4,597,720**	**4,241,155**	**2,982,642**	**1,555,201**
Net Operating Result before Grants and Contributions provided for Capital Purposes	**86,000**	**(4,630,686)**	**1,011,628**	**3,156,876**	**(1,175,828)**	**(2,217,591)**	**(3,230,166)**	**(3,534,331)**	**(5,234,342)**	**(5,709,208)**	**(7,088,981)**	**(8,640,712)**

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~~There is an average deficit of ($3.266) million per year in accordance with statutory reporting requirements~~

~~Budget Summary (Liquidity Result)~~

Hornsby Shire Council 10 Year Financial Plan for the Years ending 30 June 2032 BUDGET SUMMARY - GENERAL FUND Normal Continuance of Services	Current Year	Projected Years									
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
	$	$	$	$	$	$	$	$	$	$	$
Income from Continuing Operations											
Rates & Annual Charges	102,135,834	108,034,975	110,437,192	113,031,257	115,686,369	118,403,968	121,185,526	124,032,553	126,946,592	129,929,224	132,982,065
User Charges & Fees	14,271,474	14,231,474	14,530,335	14,893,593	15,265,933	15,647,581	16,038,771	16,439,740	16,850,734	17,272,002	17,703,802
Other Revenues	6,543,874	6,784,074	6,926,540	7,099,703	7,277,196	7,459,126	7,645,604	7,836,744	8,032,663	8,233,479	8,439,316
Grants & Contributions provided for Operating Purposes	8,357,903	12,770,694	13,038,879	13,364,850	13,698,972	14,041,446	14,392,482	14,752,294	15,121,102	15,499,129	15,886,608
Grants & Contributions provided for Capital Purposes	10,621,715	8,350,000	9,282,453	9,387,014	9,494,190	9,604,044	9,716,646	9,832,062	9,950,363	10,071,622	10,195,913
Interest & Investment Revenue	3,992,059	4,929,651	5,389,132	4,460,381	3,787,181	3,765,726	3,852,727	3,858,110	3,888,975	3,917,278	3,871,795
Fair value increment on investment properties	-	100,000	102,100	104,653	107,269	109,951	112,699	115,517	118,405	121,365	124,399
Total Income from Continuing Operations	**145,922,859**	**155,200,869**	**159,706,630**	**162,341,452**	**165,317,109**	**169,031,842**	**172,944,455**	**176,867,020**	**180,908,833**	**185,044,100**	**189,203,898**
Expenses from Continuing Operations											
Employee Benefits & On-Costs	50,939,704	54,872,389	56,457,718	58,484,618	60,582,931	62,461,002	64,397,293	66,393,609	68,584,598	70,847,890	73,185,871
Borrowing Costs	24,070	25,388	15,880	15,880	15,880	15,880	15,880	15,880	15,880	15,880	15,880
Materials & Contracts	59,249,398	60,829,432	59,401,685	63,136,729	63,808,897	65,369,120	66,968,348	69,457,557	70,287,746	72,009,940	73,775,188
Depreciation & Amortisation	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Other Expenses	9,276,431	8,870,633	9,056,916	9,283,340	9,515,423	9,753,309	9,433,645	9,669,487	9,911,224	10,159,004	10,412,979
Total Expenses from Continuing Operations	**139,931,830**	**145,813,117**	**147,103,065**	**153,999,168**	**157,947,320**	**162,608,518**	**166,762,113**	**172,278,597**	**176,676,218**	**182,069,369**	**187,656,076**
Net Operating Profit /(Loss) for the Year	**5,991,029**	**9,387,752**	**12,603,565**	**8,342,284**	**7,369,789**	**6,423,324**	**6,182,342**	**4,588,423**	**4,232,615**	**2,974,730**	**1,547,822**
Capital (Balance Sheet) and Reserve Movements											
Capital Expenditure	(64,955,344)	(65,965,434)	(65,927,757)	(68,951,740)	(24,581,536)	(24,971,547)	(29,553,050)	(40,955,615)	(42,468,854)	(27,576,239)	(28,091,809)
Loan Repayments (External)	(241,970)	(256,532)	-	-	-	-	-	-	-	-	-
ELE Provisions paid out	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)
Proceeds from Sale of intangible & tangible Assets	1,000,000	1,000,000	1,021,000	1,046,525	1,072,688	1,099,505	1,126,993	1,155,168	1,184,047	1,213,648	1,243,989
Non-cash Expense Contra Income	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Net Transfers (to)/from Reserves	39,423,922	37,365,885	34,389,034	37,961,627	(6,535,454)	(6,611,116)	(2,562,112)	8,812,246	9,280,327	(6,169,235)	(6,211,275)
Total Capital (Balance Sheet) and Reserve Movements	**(5,287,234)**	**(7,596,875)**	**(9,322,926)**	**(7,821,056)**	**(6,976,183)**	**(6,430,019)**	**(5,997,292)**	**(5,202,205)**	**(5,083,780)**	**(4,451,240)**	**(3,749,005)**
Net Result (including Depreciation & Other non-cash items)	**703,795**	**1,790,877**	**3,280,639**	**521,228**	**393,607**	**(6,695)**	**185,051**	**(613,782)**	**(851,164)**	**(1,476,510)**	**(2,201,183)**
Add back Depreciation Expense (non-cash)	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Less Other Income (non-cash)	(20,442,227)	(21,215,275)	(22,170,866)	(23,078,601)	(24,024,189)	(25,009,208)	(25,946,946)	(26,742,065)	(27,876,769)	(29,036,655)	(30,266,158)
Cash Budget Surplus/(Deficit)	**703,795**	**1,790,877**	**3,280,639**	**521,228**	**393,607**	**(6,695)**	**185,051**	**(613,782)**	**(851,164)**	**(1,476,510)**	**(2,201,183)**

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There is an average cash budget surplus of $0.102 million per year.

Commentary on Financial Results – Normal Continuance of Service

The Income Statement and Budget Summary results forecast over the period of this Plan have diminished compared to historic results. The Income Statement result over the 10-year period predicts a deficit for eight out of the ten years and there is an average deficit of ($3.266) million per year.

Based on a cash-funding basis the budget forecast results over the same period result in an average cash-funding surplus of $102K per year. However, this level of unencumbered cash is insufficient to absorb budget shocks that may result from a natural event requiring Council's response, an urgent need to replace failing infrastructure in a given year, the shifting of services from other tiers of government or a desire by Council to expand existing service levels.

The cash-funding result forecast in the budget is better than the income statement result as the income statement result contains an allowance for non-cash depreciation each year as required by accounting standards, which is unavoidable. Comparatively, a cash allocation has not been provided in this result to fund all the requirements identified in Council's revised Asset Management Plans (annual average requirement of $3.2 million) for asset renewal and other key initiatives that have been identified.

It is noted that this results in infrastructure asset ratios in a normal continuance version of the LTFP are below acceptable benchmarks as the condition of Council's assets is expected to decline if sufficient funding is not provided for maintenance and renewal. These results indicate that Council's forecast financial sustainability based on the normal continuance of services is unsatisfactory and action is required to improve the results forecast.

Income Statement Commentary

Council's Audited Income Statement result has gradually declined over recent years to a break-even position in 2020/21. Deficits are expected to commence during the period of this Plan.

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- 2020/21 $0.086M Surplus
- 2019/20 $4.550M Surplus
- 2018/19 $7.641M Surplus
- 2017/18 $6.649M Surplus
- 2016/17 $8.720M Surplus

Since 2016/17 Council's Income Statement result has gradually decline because of internal and external factors, notably a boundary adjustment, a $1 million increase in the Emergency Services Levy payable to the NSW State Government, a decline in the interest base rate set by the Reserve Bank of Australia from 1.5% to 0.1%, which has significantly reduced returns on Council's investment portfolio. Many of Council's investment holdings are forecast to be expended during the period of this Plan as work on major projects such as Hornsby Park progresses, the majority of which are due to be completed over the next ten years.

A summary of the forecast Income Statement Result before Capital Items and Profit from Asset Sales is listed below.

Net Operating Result before Capital Items

	21/22 (current budget)	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**29/30**	**30/31**	**31/32**
Recurrent services only	($4.630M)	$1.011M	$3.157M	($1.176M)	($2.218M)	($3.230M)	($3.534M)	($5.234M)	($5.709M)	($7.089M)	($8.641M)

Income Statement results are expected to decline further into deficit over the next ten years, which is largely driven by forecast expenditure increasing at a greater rate than forecast income. The wages price index is expected to increase to 3.3% per year by the end of the plan, whereas the rate peg, which is the main driver for many of Council's income streams is forecast to increase by 2.28% per year. The following items have also accelerated the decline into deficit:

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- A 0.7% rate peg set by IPART in 2022/23 that has resulted in $1.1 million less income from rates compared to the rate peg of 2.28% that was forecast in the previous version of Council's LTFP. The associated ongoing financial detriment is more than $11 million over the life of the Plan.
- Statutory increases in the employee superannuation rate from 10% to 12% by 2026, which has increased expenditure by $1.2 million per year.
- A recurrent budget of $1.4 million from 2024/25 for the recurrent maintenance and operation of Hornsby Park.

The Income Statement deficit currently forecast in 2021/22 of ($4.630M) is attributable to three one-off items; the cost of the Council election in 2021/22 of $850K, an early payment of the 2021/22 Financial Assistance Grant in the previous year of $2.2 million and an unforeseen one-off investigation and monitoring costs at the former landfill site at Foxglove Oval of $2.3 million.

Budget Summary Commentary

It has been a long-standing objective of Council to produce a balanced budget. Historically this has been achieved by freezing non labor expenditure each year including budgets for asset maintenance and renewal. The previous version of the LTFP recommended that Council's Asset Management Plans be updated to provide revised 10-year maintenance and renewal forecasts for inclusion in the Plan.

The revised asset management forecasts are not included in this version of the plan. Therefore, the cash result forecast in the budget before asset management requirements is better than the income statement result as the income statement result contains an allowance for non-cash depreciation each year as required by accounting standards. Conversely, a cash allocation has not been provided in the budget for asset renewal and maintenance, which is the equivalent expense.

Cash budget surplus/(deficit)	21/22 (current budget)	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32

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Recurrent services only	$0.704M	$1.791M	$3.281M	$0.521M	$0.394M	($0.007M)	$0.185M	($0.614M)	($0.851M)	($1.477M)	($2.201M)

Despite no additional funding being provided for asset management in this version of the LTFP deficits are forecast in 5 out of 10 years and the level of unencumbered cash (average cash surplus of $102K) is insufficient to absorb budget shocks that may occur during a financial year.

Local Government Performance Indicators Commentary

Indicators in this version of the LTFP are forecast as follows:

Indicator	Benchmark	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Operating Performance Ratio	>2% (>0% OLG)	0.62%	2.03%	-0.84%	-1.49%	-2.10%	-2.24%	-3.21%	-3.41%	-4.12%	-4.90%
Own Source Operating Revenue Ratio	>60%	86.38%	86.01%	85.98%	85.96%	86.00%	86.05%	86.09%	86.13%	86.17%	86.21%
Unrestricted Current Ratio	>1.5	6.44	6.08	5.33	5.54	5.65	5.72	5.58	5.30	5.30	5.08
Debt Service Cover Ratio	>2	53.32	38.04	33.67	34.53	35.86	49.60	433.16	408.99	378.09	352.36
Asset Maintenance Ratio	>100%	72.21%	73.21%	72.02%	74.43%	76.46%	77.74%	77.87%	76.46%	77.74%	77.74%
Asset Renewals Ratio	>100%	87.64%	86.24%	84.85%	83.49%	82.15%	80.84%	79.54%	78.27%	77.01%	75.78%
Infrastructure Backlog Ratio	<2%	1.54%	1.75%	1.96%	2.22%	2.71%	3.11%	3.50%	3.76%	4.14%	4.52%

The Operating Performance Ratio and each of the three Infrastructure Asset ratios are below the benchmark in most of the years forecast. The Operating performance ratio mirrors the income statement result and declines in line with this result over the period of the plan. The Asset Maintenance and Renewals ratios are less than 100% because this version of the LTFP does not include the additional expenditure requirements identified in Council's Asset

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~~Management Plans, which have not been allocated in the budget. Consequently, infrastructure backlog is forecast to increase over the next ten years, representing an expected decline in the condition of Council's assets if maintenance and renewal work is not undertaken as required.~~

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Additional Special Rate Variation (ASRV)

Rates and Charges are a major source of Council's revenue, representing more than 80% of own source revenue. The amount of rates income Council may levy is limited by rate pegging. Rate pegging refers to the process in which the State Government determines annually the allowable increase in rates, which is referred to as the rate peg. This allowable increase is announced annually by the Independent Pricing and Regulatory Tribunal (IPART). The approved rate pegging increase for 2022/23 was set at 0.7%, which is significantly lower than each of the indices used to forecast expenditure for the 2022/23 financial year such as CPI of 2% and a Local Government (State) Award Increase for salaries and wages of 2%, plus an additional 0.5% in employee superannuation payments.

The previous version of Council's LTFP had forecast a rate peg of 2.28% for 2022/23 that was based on the average historical rate peg. A 2.28% rate increase would have provided in total $1.6 million in income from rates, which is $1.1 million more than the increase provided by the 0.7% rate peg of $500K in 2022/23. The significance of the 0.7% rate peg set by IPART for the 2022/23 budget year will have an ongoing financial detriment estimated at $11 million over the next 10 years exclusive of the compound effect of further rate peg increases.

The Minister for Local Government in response to financial sustainability concerns raised by the Local Government sector from this historical low rate-peg has announced a one-off opportunity for the 2022/23 financial year. This opportunity is an additional special rate variation for 2022/23 which:

- Is the lower of 2.5% or what is in a Councils published LTFP (inclusive of the 0.7% rate peg). The rate in Council's LTFP is 2.28%, based on the average historic rate peg from prior years.
- Can be applied to the 2022/23 rate base then reversed in 2023/24 or can be applied to the 2022/23 rate base and remain as a permanent increase

Council resolved at the 13 April 2022 General Meeting to apply to IPART for a permanent 2.28% increase. This is considered appropriate as the results displayed within the previous sections of this report demonstrate that Council does not have financial capacity to fund the continuance of normal services or

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~~provide the required level of funding to maintain and renew assets to a satisfactory standard. This version of the LTFP includes a 2.28% permanent rate increase from 2022/23 based on the normal continuance of services.~~

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Results – Normal Continuance of Service ~~& ASRV~~

The following results are based on forecast income and expenditure based on a continuance of 'normal" operations. The funding requirements of Council's revised Asset Management Plans are not included within this version of the LTFP and the 2022/23 rate peg is set at 2.28% being the rate Council was awarded following its application to IPART~~ that will apply if Council's application to IPART for an Additional Special Rate Variation (ASRV) is successful.~~

Income Statement (Financial Statement Result)

Hornsby Shire Council 10 Year Financial Plan for the Years ending 30 June 2032 INCOME STATEMENT - GENERAL FUND Scenario: Rolled over from V12 (20/21 as base year)	Actuals 2020/21 $	Current Year 2021/22 $	Projected Years 2022/23 $	2023/24 $	2024/25 $	2025/26 $	2026/27 $	2027/28 $	2028/29 $	2029/30 $	2030/31 $	2031/32 $
Income from Continuing Operations												
Revenue:												
Rates & Annual Charges	100,700,000	102,135,834	109,152,098	111,579,786	114,199,902	116,881,659	119,626,510	122,435,943	125,311,479	128,254,677	131,267,133	134,350,479
User Charges & Fees	14,002,000	14,271,474	14,233,154	14,532,377	14,895,686	15,268,078	15,649,780	16,041,025	16,442,050	16,853,102	17,274,429	17,706,290
Other Revenues	4,857,000	6,543,874	6,784,074	6,926,540	7,099,703	7,277,196	7,459,126	7,645,604	7,836,744	8,032,663	8,233,479	8,439,316
Grants & Contributions provided for Operating Purposes	10,862,000	8,357,903	12,770,694	13,038,879	13,364,850	13,698,972	14,041,446	14,392,482	14,752,294	15,121,102	15,499,129	15,886,608
Grants & Contributions provided for Capital Purposes	19,002,000	10,621,715	8,350,000	9,282,453	9,387,014	9,494,190	9,604,044	9,716,646	9,832,062	9,950,363	10,071,622	10,195,913
Interest & Investment Revenue	5,429,000	3,992,059	4,929,651	5,389,132	4,460,381	3,787,181	3,765,726	3,852,727	3,858,110	3,888,975	3,917,278	3,871,795
Other Income:												
Fair value increment on investment properties	97,000	-	100,000	102,100	104,653	107,269	109,951	112,699	115,517	118,405	121,365	124,399
Reversal of impairment losses on receivables	(1,000)	-	-	-	-	-	-	-	-	-	-	-
Rental Income	3,258,000	-	-	-	-	-	-	-	-	-	-	-
Total Income from Continuing Operations	**158,206,000**	**145,922,859**	**156,319,672**	**160,851,265**	**163,512,189**	**166,514,544**	**170,256,583**	**174,197,125**	**178,148,256**	**182,219,287**	**186,384,436**	**190,574,800**
Expenses from Continuing Operations												
Employee Benefits & On-Costs	49,504,000	50,939,704	54,872,389	56,457,718	58,484,618	60,582,931	62,461,002	64,397,293	66,393,609	68,584,598	70,847,890	73,185,871
Borrowing Costs	74,000	24,070	53,191	182,158	149,071	111,216	67,525	18,162	8,893	9,708	10,396	10,989
Materials & Contracts	59,229,000	59,249,398	60,829,432	59,401,685	63,136,729	63,808,897	65,369,120	66,968,348	69,457,557	70,287,746	72,009,940	73,775,188
Depreciation & Amortisation	19,866,000	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Impairment of receivables	17,000	-	-	-	-	-	-	-	-	-	-	-
Other Expenses	3,386,000	9,276,431	8,870,633	9,056,916	9,283,340	9,515,423	9,753,309	9,433,645	9,669,487	9,911,224	10,159,004	10,412,979
Net Losses from the Disposal of Assets	4,997,000	-	-	-	-	-	-	-	-	-	-	-
Revaluation decrement/impairment of IPPE	2,045,000	-	-	-	-	-	-	-	-	-	-	-
Total Expenses from Continuing Operations	**139,118,000**	**139,931,830**	**145,840,920**	**147,269,343**	**154,132,359**	**158,042,656**	**162,660,163**	**166,764,395**	**172,271,610**	**176,670,046**	**182,063,885**	**187,651,185**
Operating Result from Continuing Operations	**19,088,000**	**5,991,029**	**10,478,751**	**13,581,922**	**9,379,831**	**8,471,888**	**7,596,420**	**7,432,731**	**5,876,646**	**5,549,240**	**4,320,551**	**2,923,615**
Net Operating Result for the Year	**19,088,000**	**5,991,029**	**10,478,751**	**13,581,922**	**9,379,831**	**8,471,888**	**7,596,420**	**7,432,731**	**5,876,646**	**5,549,240**	**4,320,551**	**2,923,615**
Net Operating Result before Grants and Contributions provided for Capital Purposes	**86,000**	**(4,630,686)**	**2,128,751**	**4,299,469**	**(7,184)**	**(1,022,302)**	**(2,007,624)**	**(2,283,915)**	**(3,955,416)**	**(4,401,123)**	**(5,751,071)**	**(7,272,298)**

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Budget Summary (Liquidity Result)

Hornsby Shire Council 10 Year Financial Plan for the Years ending 30 June 2032 BUDGET SUMMARY - GENERAL FUND	Current Year	Projected Years								
base year)	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
	$	$	$	$	$	$	$	$	$	$	$
Income from Continuing Operations											
Rates & Annual Charges	102,135,834	109,152,098	111,579,786	114,199,902	116,881,659	119,626,510	122,435,943	125,311,479	128,254,677	131,267,133	134,350,479
User Charges & Fees	14,271,474	14,231,474	14,530,335	14,893,593	15,265,933	15,647,581	16,038,771	16,439,740	16,850,734	17,272,002	17,703,802
Other Revenues	6,543,874	6,784,074	6,926,540	7,099,703	7,277,196	7,459,126	7,645,604	7,836,744	8,032,663	8,233,479	8,439,316
Grants & Contributions provided for Operating	8,357,903	12,770,694	13,038,879	13,364,850	13,698,972	14,041,446	14,392,482	14,752,294	15,121,102	15,499,129	15,886,608
Grants & Contributions provided for Capital Pu	10,621,715	8,350,000	9,262,453	9,387,014	9,494,190	9,604,044	9,716,646	9,832,062	9,950,363	10,071,622	10,195,913
Interest & Investment Revenue	3,992,059	4,929,651	5,389,132	4,460,381	3,787,181	3,765,726	3,852,727	3,858,110	3,888,975	3,917,278	3,871,795
Fair value increment on investment properties	-	100,000	102,100	104,653	107,269	109,951	112,699	115,517	118,405	121,365	124,399
Total Income from Continuing Operations	**145,922,859**	**156,317,992**	**160,849,223**	**163,510,096**	**166,512,399**	**170,254,384**	**174,194,871**	**178,145,946**	**182,216,918**	**186,382,009**	**190,572,312**
Expenses from Continuing Operations											
Employee Benefits & On-Costs	50,939,704	54,872,389	56,457,718	58,484,618	60,582,931	62,461,002	64,397,293	66,393,609	68,584,596	70,847,890	73,185,871
Borrowing Costs	24,070	25,388	15,880	15,880	15,880	15,880	15,880	15,880	15,880	15,880	15,880
Materials & Contracts	59,249,308	60,829,432	59,401,685	63,136,729	63,808,897	65,369,120	66,968,348	69,457,557	70,287,746	72,009,940	73,775,188
Depreciation & Amortisation	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Other Expenses	9,276,491	8,870,633	9,056,916	9,283,340	9,515,423	9,753,309	9,433,645	9,669,487	9,911,224	10,159,004	10,412,979
Total Expenses from Continuing Operatior	**139,931,830**	**145,813,117**	**147,103,065**	**153,999,168**	**157,947,320**	**162,608,518**	**166,762,113**	**172,278,597**	**176,676,218**	**182,069,369**	**187,656,076**
Net Operating Profit /(Loss) for the Year	**5,991,029**	**10,504,875**	**13,746,158**	**9,510,928**	**8,565,079**	**7,645,866**	**7,432,759**	**5,867,349**	**5,540,701**	**4,312,640**	**2,916,236**
Capital (Balance Sheet) and Reserve Movements											
Capital Expenditure	(54,955,344)	(55,955,434)	(55,927,757)	(58,951,740)	(24,581,536)	(24,971,547)	(29,553,050)	(40,955,615)	(42,468,854)	(27,576,239)	(28,091,809)
Loan Repayments (External)	(241,970)	(256,532)	-	-	-	-	-	-	-	-	-
ELE Provisions paid out	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)
Proceeds from Sale of intangible & tangible As	1,000,000	1,000,000	1,021,000	1,046,525	1,072,688	1,099,505	1,126,993	1,155,168	1,184,047	1,213,648	1,243,989
Non-cash Expense Contra Income	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Net Transfers (to)/from Reserves	39,423,922	37,365,885	34,369,034	37,961,527	(6,535,454)	(6,611,116)	(2,562,112)	8,812,246	9,280,327	(6,169,235)	(6,211,275)
Total Capital (Balance Sheet) and Reserve	**(5,287,234)**	**(7,596,875)**	**(9,322,926)**	**(7,821,056)**	**(6,976,183)**	**(6,430,019)**	**(5,997,292)**	**(5,202,205)**	**(5,083,780)**	**(4,451,240)**	**(3,749,005)**
Net Result (including Depreciation & Othe	**703,795**	**2,908,000**	**4,423,233**	**1,689,873**	**1,588,896**	**1,215,847**	**1,435,467**	**665,144**	**456,921**	**(138,600)**	**(832,769)**
Add back Depreciation Expense (non-cash)	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Add back ELE Expense (non-cash)											
Add back Other Expenses (non-cash)	-	-	-	-	-	-	-	-	-	-	-
Less Other Income (non-cash)	(20,442,227)	(21,215,275)	(22,170,866)	(23,078,601)	(24,024,189)	(25,009,208)	(25,946,946)	(26,742,065)	(27,876,769)	(29,036,655)	(30,266,158)
Cash Budget Surplus/(Deficit)	**703,795**	**2,908,000**	**4,423,233**	**1,689,873**	**1,588,896**	**1,215,847**	**1,435,467**	**665,144**	**456,921**	**(138,600)**	**(832,769)**

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Local Government Performance Indicators

Indicator	Benchmark	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Operating Performance Ratio	>2% (>0% OLG)	1.41%	2.81%	-0.04%	-0.68%	-1.28%	-1.42%	-2.38%	-2.59%	-3.29%	-4.07%
Own Source Operating Revenue Ratio	>60%	86.38%	86.01%	85.98%	85.96%	86.00%	86.05%	86.09%	86.13%	86.17%	86.21%
Unrestricted Current Ratio	>1.5	6.44	6.08	5.33	5.54	5.65	5.72	5.58	5.30	5.30	5.08
Debt Service Cover Ratio	>2	53.32	38.04	33.67	34.53	35.86	49.60	433.16	408.99	378.09	352.36
Asset Maintenance Ratio	>100%	72.21%	73.21%	72.02%	74.43%	76.46%	77.74%	77.87%	76.46%	77.74%	77.74%
Asset Renewals Ratio	>100%	87.64%	86.24%	84.85%	83.49%	82.15%	80.84%	79.54%	78.27%	77.01%	75.78%
Infrastructure Backlog Ratio	<2%	1.54%	1.75%	1.96%	2.22%	2.71%	3.11%	3.50%	3.76%	4.14%	4.52%

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Results – Normal Continuance of Service ~~& ASRV~~

~~The approval of the ASRV of 2.28% by the IPART would improve substantially the Income Statement result. This is most notable in the financial years from 2022/23 to 2025/26 resulting in small operating surpluses. This would provide sufficient time for Council to further assess opportunities and remedial action to attain acceptable financial benchmarks and improve long term financial sustainability.~~

~~Over the forecasted 10 year period the ASRV would improve the income statement result from an average deficit of ($3.266) million per year to an average deficit of ($1.967) million per year compared to in a 0.7% rate peg scenario. Further the cash budget result improves from an average surplus of $102K per year to an average surplus of $1.401 million per year. This cash funding surplus provides a level of unencumbered cash considered sufficient to respond to budget shocks that can typically occur.~~

~~Whilst the results improve if Council is successfully awarded a 2.28% rate peg in 2022/23 it should be noted that these versions of the LTFP do not include all the funding requirements identified in Council's recently revised Asset Management Plans, which are considered further in the next section.~~

The Income Statement and Budget Summary results forecast over the period of this Plan have diminished compared to historic results. The Income Statement result over the 10-year period predicts a deficit for seven out of the ten years and there is an average deficit of ($2.027) million per year.

Based on a cash-funding basis the budget forecast results over the same period result in an average cash-funding surplus of $1.341 million per year. The cash-funding result forecast in the budget is better than the income statement result as the income statement result contains an allowance for non-cash depreciation each year as required by accounting standards, which is unavoidable. Comparatively, a cash allocation has not been provided in this result to fund all the requirements identified in Council's revised Asset Management Plans (annual average requirement of $3.2 million) for asset renewal and other key initiatives that have been identified.

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It is noted that this results in infrastructure asset ratios in a normal continuance version of the LTFP are below acceptable benchmarks as the condition of Council's assets is expected to decline if sufficient funding is not provided for maintenance and renewal. These results indicate that Council's forecast financial sustainability based on the normal continuance of services is unsatisfactory and action is required to improve the results forecast.

Income Statement Commentary

Council's Audited Income Statement result has gradually declined over recent years to a break-even position in 2020/21. Deficits are expected to commence during the period of this Plan:

- 2020/21 $0.086M Surplus
- 2019/20 $4.550M Surplus
- 2018/19 $7.641M Surplus
- 2017/18 $6.649M Surplus
- 2016/17 $8.720M Surplus

Since 2016/17 Council's Income Statement result has gradually decline because of internal and external factors, notably a boundary adjustment, a $1 million increase in the Emergency Services Levy payable to the NSW State Government, a decline in the interest base rate set by the Reserve Bank of Australia from 1.5% to 0.1%, which has significantly reduced returns on Council's investment portfolio. Many of Council's investment holdings are forecast to be expended during the period of this Plan as work on major projects such as Hornsby Park progresses, the majority of which are due to be completed over the next ten years.

A summary of the forecast Income Statement Result before Capital Items and Profit from Asset Sales is listed below.

Net Operating Result before Capital Items

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	21/22 (current budget)	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Recurrent services only	($4.630M)	$2.128M	$4.299M	$0.007M	($1.022M)	($2.008M)	($2.284M)	($3.995M)	($4.401M)	($5.751M)	($7.272M)

Income Statement results are expected to decline further into deficit over the next ten years, which is largely driven by forecast expenditure increasing at a greater rate than forecast income. The wages price index is expected to increase to 3.3% per year by the end of the plan, whereas the rate peg, which is the main driver for many of Council's income streams is forecast to increase by 2.28% per year. The following items have also accelerated the decline into deficit:

- Statutory increases in the employee superannuation rate from 10% to 12% by 2026, which has increased expenditure by $1.2 million per year.
- A recurrent budget of $1.4 million from 2024/25 for the recurrent maintenance and operation of Hornsby Park.

The Income Statement deficit currently forecast in 2021/22 of ($4.630M) is attributable to three one-off items; the cost of the Council election in 2021/22 of $850K, an early payment of the 2021/22 Financial Assistance Grant in the previous year of $2.2 million and an unforeseen one-off investigation and monitoring costs at the former landfill site at Foxglove Oval of $2.3 million.

Budget Summary Commentary

It has been a long-standing objective of Council to produce a balanced budget. Historically this has been achieved by freezing non labor expenditure each year including budgets for asset maintenance and renewal. The previous version of the LTFP recommended that Council's Asset Management Plans be updated to provide revised 10-year maintenance and renewal forecasts for inclusion in the Plan.

The revised asset management forecasts are not included in this version of the plan. Therefore, the cash result forecast in the budget before asset management requirements is better than the income statement result as the income statement result contains an allowance for non-cash depreciation each

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year as required by accounting standards. Conversely, a cash allocation has not been provided in the budget for asset renewal and maintenance, which is the equivalent expense:

Cash budget surplus/(deficit)	21/22 (current budget)	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Recurrent services only	$0.704M	$2.908M	$4.423M	$1.690M	$1.589M	$1.216M	$1.435M	$0.665M	$0.456M	($0.138M)	($0.833M)

Despite no additional funding being provided for asset management in this version of the LTFP deficits are forecast in 2 out of 10 years.

Local Government Performance Indicators Commentary

Indicators in this version of the LTFP are forecast as follows:

Indicator	Benchmark	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Operating Performance Ratio	>2% (>0% OLG)	1.37%	2.77%	-0.07%	-0.72%	-1.32%	-1.46%	-2.42%	-2.63%	-3.33%	-4.10%
Own Source Operating Revenue Ratio	>60%	86.38%	86.11%	86.08%	86.06%	86.10%	86.15%	86.19%	86.23%	86.27%	86.30%
Unrestricted Current Ratio	>1.5	6.50	6.22	5.44	5.69	5.99	6.15	5.89	5.61	5.82	5.82
Debt Service Cover Ratio	>2	56.00	39.75	35.46	36.43	37.88	52.38	459.04	433.24	401.26	374.77
Asset Maintenance Ratio	>100%	72.21%	73.21%	72.02%	74.43%	76.46%	77.74%	77.87%	76.46%	77.74%	77.74%
Asset Renewals Ratio	>100%	87.64%	86.24%	84.85%	83.49%	82.15%	80.84%	79.54%	78.27%	77.01%	75.78%
Infrastructure Backlog Ratio	<2%	1.54%	1.75%	1.96%	2.22%	2.71%	3.11%	3.50%	3.76%	4.14%	4.52%

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The Operating Performance Ratio and each of the three Infrastructure Asset ratios are below the benchmark in most of the years forecast. The Operating performance ratio mirrors the income statement result and declines in line with this result over the period of the plan. The Asset Maintenance and Renewals ratios are less than 100% because this version of the LTFP does not include the additional expenditure requirements identified in Council's Asset Management Plans, which have not been allocated in the budget. Consequently, infrastructure backlog is forecast to increase over the next ten years, representing an expected decline in the condition of Council's assets if maintenance and renewal work is not undertaken as required

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Asset Management Planning

The previous version of the LTFP recommended that Council's Asset Management Plans be updated to provide evidence-based estimates for future asset maintenance and renewal expenditures. This project has recently been completed and revised asset management plans are available for:

- Roads, bridges, footpaths, kerb and guttering
- Stormwater drainage
- Specialised and non-specialised buildings including aquatic centres
- Open spaces (largely related to Park assets such as playing surfaces and equipment, and park furniture)

The process undertaken by Council Officers has centred around producing detailed data based ten-year forecasts for maintenance, renewal and operational expenditure. The asset management plans have been created using the following methodology:

- Review of existing data with the aim of ensuring data exists for each individual asset within each class
- Identification of data omissions
- The collection of new data where omissions are present
- Independent physical asset inspections for each asset class by qualified experts to test asset data including an independent review of condition compared to Council's recorded condition levels
- Community satisfaction surveys to assess current service levels compared to desired levels of service
- The creation of ten-year expenditure forecasts for each class compared to available budgets

The revised asset management plans indicate that there is an average funding gap of $3.2 million per year over the next ten years:

	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
AMP funding gap	($1.369M)	($2.236M)	($2.131M)	($2.704M)	($5.034M)	($4.154M)	($4.030M)	($2.554M)	($3.886M)	($3.886M)

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The funding gap is attributable to:

- Inflationary cost increases since the plans were last revised
- The cost of providing for recurrent expenditure for new assets constructed since the plans were last revised
- The cost of providing for recurrent expenditure for new assets that are fully funded from external grants and development contributions over the next ten years in the LTFP, noting that construction for many of Council's major projects including the largest project, Hornsby Park has already commenced. Therefore, recurrent funding must be provided.

The revised Asset Management Plans have informed Council's Asset Management Strategy, which is referred to Council to be adopted for public exhibition at the same time as this LTFP as part of the Resourcing Strategy.

The Asset Management Strategy recommends that funding is provided within this LTFP to meet the requirements identified in the Asset Management Plans. Therefore, a version of the LTFP has been prepared that includes all forecast expenditure requirements. The results are in the next section of this report.

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Results – Normal Continuance of Service & Asset Management Requirements

The following results are based on forecast income and expenditure on the basis of a continuance of 'normal" operations. The funding requirements of Council's revised Asset Management Plans have also been included. The 2022/23 rate peg is set at 0.7% being the approved rate peg set by IPART.

Income Statement (Financial Statement Result)

Hornsby Shire Council 10 Year Financial Plan for the Years ending 30 June 2032 INCOME STATEMENT - GENERAL FUND Normal Continuance of Services & AMP Funding	Actuals 2020/21 $	Current Year 2021/22 $	Projected Years 2022/23 $	2023/24 $	2024/25 $	2025/26 $	2026/27 $	2027/28 $	2028/29 $	2029/30 $	2030/31 $	2031/32 $
Income from Continuing Operations												
Revenue:												
Rates & Annual Charges	100,700,000	102,135,834	108,034,975	110,437,192	113,031,257	115,686,369	118,403,968	121,185,526	124,032,553	126,946,592	129,929,224	132,982,065
User Charges & Fees	14,002,000	14,271,474	14,233,154	14,532,377	14,895,686	15,268,078	15,649,780	16,041,025	16,442,050	16,853,102	17,274,429	17,706,290
Other Revenues	4,857,000	6,543,874	6,784,074	6,926,540	7,099,703	7,277,196	7,459,126	7,645,604	7,836,744	8,032,663	8,233,479	8,439,316
Grants & Contributions provided for Operating Purposes	10,862,000	8,357,903	12,770,694	13,038,879	13,364,850	13,698,972	14,041,446	14,392,482	14,752,294	15,121,102	15,499,129	15,886,608
Grants & Contributions provided for Capital Purposes	19,002,000	10,621,715	8,350,000	9,282,453	9,387,014	9,494,190	9,604,044	9,716,646	9,832,062	9,950,363	10,071,622	10,195,913
Interest & Investment Revenue	5,429,000	3,992,059	4,929,651	5,389,132	4,460,381	3,787,181	3,765,726	3,852,727	3,858,110	3,888,975	3,917,278	3,871,795
Other Income:												
Fair value increment on investment properties	97,000	-	100,000	102,100	104,653	107,269	109,951	112,699	115,517	118,405	121,365	124,399
Reversal of impairment losses on receivables	(1,000)	-	-	-	-	-	-	-	-	-	-	-
Rental Income	3,258,000	-	-	-	-	-	-	-	-	-	-	-
Total Income from Continuing Operations	**158,206,000**	**145,922,859**	**155,202,549**	**159,708,672**	**162,343,545**	**165,319,255**	**169,034,041**	**172,946,709**	**176,869,330**	**180,911,201**	**185,046,527**	**189,206,386**
Expenses from Continuing Operations												
Employee Benefits & On-Costs	49,504,000	50,939,704	54,872,389	56,457,718	58,484,618	60,582,831	62,461,002	64,397,293	66,393,609	68,584,598	70,847,890	73,185,871
Borrowing Costs	74,000	24,070	53,191	182,158	149,071	111,216	67,525	18,162	8,893	9,708	10,396	10,989
Materials & Contracts	59,229,000	59,249,398	61,458,500	60,429,147	64,115,942	65,051,409	67,682,288	68,877,148	71,309,378	71,461,332	73,795,592	75,560,840
Depreciation & Amortisation	19,866,000	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Impairment of receivables	17,000	-	-	-	-	-	-	-	-	-	-	-
Other Expenses	3,386,000	9,276,431	8,870,633	9,056,916	9,283,340	9,515,423	9,753,309	9,433,645	9,669,487	9,911,224	10,159,004	10,412,979
Net Losses from the Disposal of Assets	4,997,000	-	-	-	-	-	-	-	-	-	-	-
Revaluation decrement/impairment of IPPE	2,045,000	-	-	-	-	-	-	-	-	-	-	-
Total Expenses from Continuing Operations	**139,118,000**	**139,931,830**	**146,469,988**	**148,296,805**	**155,111,572**	**159,285,168**	**164,973,331**	**168,673,195**	**174,123,432**	**177,843,632**	**183,849,537**	**189,436,837**
Net Operating Result for the Year	**19,088,000**	**5,991,029**	**8,732,560**	**11,411,867**	**7,231,972**	**6,034,086**	**4,060,710**	**4,273,514**	**2,745,899**	**3,067,569**	**1,196,990**	**(230,451)**
Net Operating Result before Grants and Contributions provided for Capital Purposes	**86,000**	**(4,630,686)**	**382,560**	**2,129,414**	**(2,155,042)**	**(3,460,103)**	**(5,543,335)**	**(5,443,132)**	**(7,086,163)**	**(6,882,794)**	**(8,874,633)**	**(10,426,364)**

ATTACHMENT 2 - ITEM 2

Budget Summary (Liquidity Result)

Hornsby Shire Council 10 Year Financial Plan for the Years ending 30 June 2032 BUDGET SUMMARY - GENERAL FUND Normal Continuance of Services & AMP Funding	Current Year	Projected Years									
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
	$	$	$	$	$	$	$	$	$	$	$
Income from Continuing Operations											
Rates & Annual Charges	102,135,834	108,034,975	110,437,192	113,031,257	115,686,369	118,403,968	121,185,526	124,032,553	126,946,592	129,929,224	132,982,065
User Charges & Fees	14,271,474	14,231,474	14,530,335	14,893,593	15,265,933	15,647,581	16,038,771	16,439,740	16,850,734	17,272,002	17,703,802
Other Revenues	6,543,874	6,784,074	6,926,540	7,099,703	7,277,196	7,459,126	7,645,604	7,836,744	8,032,663	8,233,479	8,439,316
Grants & Contributions provided for Operating Purposes	8,357,903	12,770,694	13,038,879	13,364,850	13,698,972	14,041,446	14,392,482	14,752,294	15,121,102	15,499,129	15,886,608
Grants & Contributions provided for Capital Purposes	10,621,715	8,350,000	9,282,453	9,387,014	9,494,190	9,604,044	9,716,646	9,832,062	9,950,363	10,071,622	10,195,913
Interest & Investment Revenue	3,992,059	4,929,651	5,389,132	4,460,381	3,787,181	3,765,726	3,852,727	3,858,110	3,888,975	3,917,278	3,871,795
Fair value increment on investment properties	-	100,000	102,100	104,653	107,269	109,951	112,699	115,517	118,405	121,365	124,399
Total Income from Continuing Operations	**145,922,859**	**155,200,869**	**159,706,630**	**162,341,452**	**165,317,109**	**169,031,842**	**172,944,455**	**176,867,020**	**180,908,833**	**185,044,100**	**189,203,898**
Expenses from Continuing Operations											
Employee Benefits & On-Costs	50,939,704	54,872,389	56,457,718	58,484,618	60,582,931	62,461,002	64,397,293	66,393,609	68,584,598	70,847,890	73,185,871
Borrowing Costs	24,070	25,388	15,880	15,880	15,880	15,880	15,880	15,880	15,880	15,880	15,880
Materials & Contracts	59,249,398	61,458,500	60,429,147	64,115,942	65,051,409	67,682,288	68,877,148	71,309,378	71,461,332	73,795,592	75,560,840
Depreciation & Amortisation	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Other Expenses	9,276,431	8,870,633	9,056,916	9,293,340	9,515,423	9,753,309	9,433,645	9,669,487	9,911,224	10,159,004	10,412,979
Total Expenses from Continuing Operations	**139,931,830**	**146,442,185**	**148,130,527**	**154,978,381**	**159,189,832**	**164,921,686**	**168,670,913**	**174,130,418**	**177,849,804**	**183,855,021**	**189,441,728**
Net Operating Profit /(Loss) for the Year	**5,991,029**	**8,758,684**	**11,576,103**	**7,363,070**	**6,127,277**	**4,110,156**	**4,273,542**	**2,736,602**	**3,059,029**	**1,189,078**	**(237,830)**
Capital (Balance Sheet) and Reserve Movements											
Capital Expenditure	(64,955,344)	(66,705,366)	(67,136,295)	(70,103,526)	(26,043,024)	(27,692,379)	(31,798,250)	(43,133,793)	(43,849,268)	(29,676,587)	(30,192,157)
Loan Repayments (External)	(241,970)	(256,532)	-	-	-	-	-	-	-	-	-
ELE Provisions paid out	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)
Proceeds from Sale of intangible & tangible Assets	1,000,000	1,000,000	1,021,000	1,046,525	1,072,688	1,099,505	1,126,993	1,155,168	1,184,047	1,213,648	1,243,989
Non-cash Expense Contra Income	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Net Transfers (to)/from Reserves	39,423,922	37,365,885	34,369,034	37,961,627	(6,535,454)	(6,611,116)	(2,562,112)	8,812,246	9,280,327	(6,169,235)	(6,211,275)
Total Capital (Balance Sheet) and Reserve Movements	**(5,287,234)**	**(8,336,807)**	**(10,531,464)**	**(8,972,842)**	**(8,437,670)**	**(9,150,851)**	**(8,242,491)**	**(7,380,384)**	**(6,464,194)**	**(6,551,588)**	**(5,849,353)**
Net Result (including Depreciation & Other non-cash ite	**703,795**	**421,877**	**1,044,639**	**(1,609,772)**	**(2,310,393)**	**(5,040,695)**	**(3,968,949)**	**(4,643,782)**	**(3,405,164)**	**(5,362,510)**	**(6,087,183)**
Add back Depreciation Expense (non-cash)	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Less Other Income (non-cash)	(20,442,227)	(21,215,275)	(22,170,866)	(23,078,601)	(24,024,189)	(25,009,208)	(25,946,946)	(26,742,065)	(27,876,769)	(29,036,655)	(30,266,158)
Cash Budget Surplus/(Deficit)	**703,795**	**421,877**	**1,044,639**	**(1,609,772)**	**(2,310,393)**	**(5,040,695)**	**(3,968,949)**	**(4,643,782)**	**(3,405,164)**	**(5,362,510)**	**(6,087,183)**

ATTACHMENT 2 - ITEM 2

Balance Sheet (Financial Statements)

BALANCE SHEET - GENERAL FUND	Actuals	Current Year	Projected Years									
Normal Continuance of Services & AMP	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
	$	$	$	$	$	$	$	$	$	$	$	$
ASSETS												
Current Assets												
Cash & Cash Equivalents	45,775,000	7,863,959	5,634,686	4,770,581	3,761,385	3,674,243	3,753,503	3,756,095	3,479,239	3,169,914	3,080,487	3,093,868
Investments	101,773,000	130,692,832	112,653,598	95,377,648	75,200,924	77,106,075	77,648,597	76,658,316	69,872,651	63,380,930	63,880,444	63,939,545
Receivables	8,355,000	7,715,032	7,832,043	7,825,253	7,776,599	7,962,777	8,138,756	8,302,908	8,410,692	8,526,011	8,718,436	8,911,118
Inventories	177,000	187,466	194,484	191,264	202,877	205,854	214,154	217,947	225,626	226,146	233,519	239,107
Contract assets	80,000	39,200	40,023	41,024	42,049	43,101	44,178	45,283	46,415	47,575	48,764	49,983
Other	299,000	349,721	358,962	354,740	374,640	380,622	395,230	399,734	413,328	415,394	428,556	438,866
Total Current Assets	156,459,000	146,848,210	126,713,775	108,560,508	87,358,474	89,372,672	90,194,418	89,380,282	82,447,950	75,765,971	76,390,206	76,672,489
Non-Current Assets												
Investments	149,851,000	120,131,168	103,549,736	87,669,906	69,123,721	70,874,911	71,373,590	70,463,336	64,226,041	58,258,935	58,718,081	58,772,407
Receivables	1,524,000	1,068,929	1,116,076	1,140,005	1,167,891	1,196,460	1,225,729	1,255,716	1,286,437	1,317,911	1,350,156	1,383,191
Contract assets	-	40,800	41,657	42,698	43,766	44,860	45,981	47,131	48,309	49,517	50,755	52,024
Infrastructure, Property, Plant & Equipment	1,602,189,000	1,645,811,806	1,690,759,707	1,735,130,606	1,781,538,391	1,782,917,006	1,784,936,403	1,790,011,537	1,805,328,801	1,820,223,055	1,819,759,204	1,818,576,618
Investment Property	29,080,000	29,080,000	29,180,000	29,282,100	29,386,753	29,494,021	29,603,972	29,716,671	29,832,188	29,950,593	30,071,957	30,196,356
Intangible Assets	1,199,000	1,083,221	953,221	953,217	940,875	926,051	908,590	888,333	865,111	838,748	809,059	775,849
Right of use assets	786,000	786,000	2,405,347	1,988,881	1,571,838	1,154,194	735,924	405,358	403,245	380,559	358,555	315,987
Total Non-Current Assets	1,783,829,000	1,798,008,014	1,828,015,744	1,856,207,413	1,883,773,234	1,886,607,504	1,888,830,190	1,892,788,082	1,901,990,132	1,911,019,317	1,911,117,767	1,910,072,431
TOTAL ASSETS	**1,940,288,000**	**1,944,856,224**	**1,954,729,520**	**1,964,767,921**	**1,971,131,708**	**1,975,980,175**	**1,979,024,608**	**1,982,168,363**	**1,984,438,082**	**1,986,785,288**	**1,987,507,974**	**1,986,744,919**
LIABILITIES												
Current Liabilities												
Payables	11,527,000	11,315,161	11,737,721	11,728,291	12,266,564	12,503,692	12,927,032	13,128,726	13,535,959	13,699,893	14,110,119	14,461,776
Contract liabilities	1,931,000	1,664,921	1,746,345	1,812,264	1,852,646	1,894,036	1,936,462	1,979,948	2,024,522	2,070,210	2,117,040	2,165,041
Lease liabilities	438,000	105,783	485,784	502,755	520,351	538,564	431,775	40,514	44,227	47,359	50,062	52,453
Borrowings	242,000	257,030	-	-	-	-	-	-	-	-	-	-
Provisions	17,146,000	16,619,240	15,811,604	15,003,968	14,196,333	13,388,697	12,581,061	11,773,425	10,965,789	10,158,154	9,350,518	8,542,882
Total Current Liabilities	31,284,000	29,962,135	29,781,453	29,047,278	28,835,893	28,324,989	27,876,330	26,922,614	26,570,498	25,975,616	25,627,738	25,222,151
Non-Current Liabilities												
Contract liabilities	222,000	475,152	479,719	491,617	503,800	515,883	528,473	541,378	554,605	568,163	582,060	596,304
Lease liabilities	358,000	690,217	2,155,500	1,652,745	1,132,394	593,830	162,055	121,541	139,683	142,077	150,187	157,360
Borrowings	257,000	-	-	-	-	-	-	-	-	-	-	-
Provisions	4,430,000	4,000,691	3,852,258	3,703,825	3,555,391	3,406,958	3,258,525	3,110,092	2,961,659	2,813,225	2,664,792	2,516,359
Total Non-Current Liabilities	5,267,000	5,166,060	6,487,477	5,848,187	5,191,386	4,516,671	3,949,053	3,773,010	3,648,946	3,523,465	3,397,039	3,270,023
TOTAL LIABILITIES	**36,551,000**	**35,128,195**	**36,268,930**	**34,895,465**	**34,027,279**	**32,841,660**	**31,825,383**	**30,695,624**	**30,219,444**	**29,499,081**	**29,024,777**	**28,492,174**
Net Assets	**1,903,737,000**	**1,909,728,029**	**1,918,460,589**	**1,929,872,456**	**1,937,104,429**	**1,943,138,515**	**1,947,199,225**	**1,951,472,739**	**1,954,218,638**	**1,957,286,207**	**1,958,483,196**	**1,958,252,745**
EQUITY												
Retained Earnings	1,277,261,000	1,283,252,029	1,291,984,589	1,303,396,456	1,310,628,429	1,316,682,515	1,320,723,225	1,324,996,739	1,327,742,638	1,330,810,207	1,332,007,196	1,331,776,745
Revaluation Reserves	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000
Other Reserves	368,000	368,000	368,000	368,000	368,000	368,000	368,000	368,000	368,000	368,000	368,000	368,000
Council Equity Interest	1,903,737,000	1,909,728,029	1,918,460,589	1,929,872,456	1,937,104,429	1,943,138,515	1,947,199,225	1,951,472,739	1,954,218,638	1,957,286,207	1,958,483,196	1,958,252,745
Total Equity	**1,903,737,000**	**1,909,728,029**	**1,918,460,589**	**1,929,872,456**	**1,937,104,429**	**1,943,138,515**	**1,947,199,225**	**1,951,472,739**	**1,954,218,638**	**1,957,286,207**	**1,958,483,196**	**1,958,252,745**

ATTACHMENT 2 - ITEM 2

Cash Flow Statement (Financial Statements)

CASH FLOW STATEMENT - GENERAL FUND	Actuals	Current Year	Projected Years									
Normal Continuance of Services & AMP	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
	$	$	$	$	$	$	$	$	$	$	$	$
Cash Flows from Operating Activities												
Receipts:												
Rates & Annual Charges	100,621,000	102,494,746	107,956,304	110,405,156	112,996,663	115,650,961	118,367,726	121,148,431	123,994,585	126,907,730	129,889,447	132,941,352
User Charges & Fees	14,556,000	14,260,521	14,229,851	14,555,019	14,923,596	15,296,686	15,679,103	16,071,080	16,472,857	16,884,679	17,306,796	17,739,466
Investment & Interest Revenue Received	4,158,000	3,581,105	5,107,627	5,565,838	4,666,427	3,762,260	3,754,965	3,857,851	3,923,759	3,951,349	3,906,909	3,865,641
Grants & Contributions	24,728,000	19,934,230	21,168,820	22,348,319	22,761,542	23,203,081	23,655,658	24,119,549	24,595,038	25,082,414	25,581,974	26,094,024
Bonds & Deposits Received	22,000	-	-	-	-	-	-	-	-	-	-	-
Other	16,481,000	7,122,271	6,611,208	6,811,691	6,984,178	7,158,783	7,337,753	7,521,196	7,709,226	7,901,957	8,099,506	8,301,994
Payments:												
Employee Benefits & On-Costs	(48,637,000)	(52,245,683)	(55,731,994)	(57,383,605)	(59,400,767)	(61,497,843)	(63,374,638)	(65,309,614)	(67,304,573)	(69,491,164)	(71,752,822)	(74,089,115)
Materials & Contracts	(66,930,000)	(58,874,294)	(61,307,935)	(60,497,941)	(63,788,275)	(64,952,386)	(67,441,526)	(68,804,155)	(71,085,283)	(71,426,625)	(73,578,568)	(75,390,645)
Borrowing Costs	(71,000)	(26,540)	(53,721)	(182,158)	(149,071)	(111,216)	(67,525)	(18,162)	(8,893)	(9,708)	(10,396)	(10,989)
Other	(3,794,000)	(9,960,082)	(8,761,920)	(9,041,124)	(9,166,642)	(9,450,439)	(9,659,618)	(9,381,089)	(9,577,392)	(9,859,334)	(10,063,315)	(10,326,690)
Net Cash provided (or used in) Operating Activities	41,134,000	26,286,273	29,218,240	32,581,194	29,827,651	29,059,886	28,251,898	29,205,089	28,719,324	29,941,297	29,379,531	29,125,037
Cash Flows from Investing Activities												
Receipts:												
Sale of Investment Securities	126,000,000	-	34,620,666	33,155,780	38,722,909	-	-	1,900,535	13,022,960	12,458,826	-	-
Sale of Infrastructure, Property, Plant & Equipment	1,071,000	1,000,000	1,000,000	1,021,000	1,046,525	1,072,688	1,099,505	1,126,993	1,155,168	1,184,047	1,213,648	1,243,989
Payments:												
Purchase of Investment Securities	(134,316,000)	-	-	-	-	(3,656,342)	(1,041,201)	-	-	-	(958,660)	(113,427)
Purchase of Investment Property	(3,548,000)	-	-	-	-	-	-	-	-	-	-	-
Purchase of Infrastructure, Property, Plant & Equipment	(34,641,000)	(64,955,344)	(66,705,366)	(67,021,295)	(69,985,651)	(25,922,202)	(27,568,536)	(31,671,312)	(43,003,682)	(43,715,904)	(29,539,888)	(30,052,040)
Purchase of Intangible Assets	(13,000)	-	-	(115,000)	(117,875)	(120,822)	(123,842)	(126,938)	(130,112)	(133,365)	(136,699)	(140,116)
Net Cash provided (or used in) Investing Activities	(45,447,000)	(63,955,344)	(31,084,700)	(32,959,515)	(30,334,092)	(28,626,677)	(27,634,074)	(28,770,722)	(28,955,665)	(30,206,395)	(29,421,599)	(29,061,594)
Cash Flows from Financing Activities												
Repayment of Borrowings & Advances	(366,000)	(241,970)	(257,030)	-	-	-	-	-	-	-	-	-
Repayment of lease liabilities (principal repayments)	(220,000)	-	(105,783)	(485,784)	(502,755)	(520,351)	(538,564)	(431,775)	(40,514)	(44,227)	(47,359)	(50,062)
Net Cash Flow provided (used in) Financing Activities	(586,000)	(241,970)	(362,813)	(485,784)	(502,755)	(520,351)	(538,564)	(431,775)	(40,514)	(44,227)	(47,359)	(50,062)
Net Increase/(Decrease) in Cash & Cash Equivalents	(4,899,000)	(37,911,041)	(2,229,273)	(864,105)	(1,009,195)	(87,142)	79,260	2,592	(276,855)	(309,325)	(89,427)	13,381
plus: Cash & Cash Equivalents - beginning of year	50,674,000	45,775,000	7,863,959	5,634,686	4,770,581	3,761,385	3,674,243	3,753,503	3,756,095	3,479,239	3,169,914	3,080,487
Cash & Cash Equivalents - end of the year	**45,775,000**	**7,863,959**	**5,634,686**	**4,770,581**	**3,761,385**	**3,674,243**	**3,753,503**	**3,756,095**	**3,479,239**	**3,169,914**	**3,080,487**	**3,093,868**
Cash & Cash Equivalents - end of the year	45,775,000	7,863,959	5,634,686	4,770,581	3,761,385	3,674,243	3,753,503	3,756,095	3,479,239	3,169,914	3,080,487	3,093,868
Investments - end of the year	250,824,000	250,824,000	216,203,334	183,047,554	144,324,645	147,980,987	149,022,187	147,121,652	134,098,692	121,639,865	122,598,525	122,711,952
Cash, Cash Equivalents & Investments - end of the year	**296,599,000**	**258,687,959**	**221,838,020**	**187,818,135**	**148,086,030**	**151,655,230**	**152,775,690**	**150,877,747**	**137,577,931**	**124,809,780**	**125,679,012**	**125,805,820**
Representing:												
- External Restrictions	195,541,000	160,611,578	123,215,506	93,405,562	59,550,766	66,691,986	73,959,025	77,228,471	69,176,255	60,709,973	67,748,647	74,886,051
- Internal Restricitons	82,223,000	77,728,499	77,758,686	73,199,596	69,092,765	68,487,000	67,831,078	67,123,744	66,363,713	65,549,668	64,680,259	63,754,101
- Unrestricted	18,835,000	20,347,881	20,863,827	21,212,976	19,442,499	16,476,243	10,985,587	6,525,532	2,037,963	(1,449,862)	(6,749,864)	(12,834,331)
	296,599,000	**258,687,959**	**221,838,020**	**187,818,135**	**148,086,030**	**151,655,230**	**152,775,690**	**150,877,747**	**137,577,931**	**124,809,780**	**125,679,012**	**125,805,820**

ATTACHMENT 2 - ITEM 2

Local Government Performance Indicators

Indicator	Benchmark	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Operating Performance Ratio	>2% (>0% OLG)	0.19%	1.35%	-1.48%	-2.29%	-3.55%	-3.41%	-4.31%	-4.10%	-5.14%	-5.90%
Own Source Operating Revenue Ratio	>60%	86.38%	86.01%	85.98%	85.96%	86.00%	86.05%	86.09%	86.13%	86.17%	86.21%
Unrestricted Current Ratio	>1.5	6.34	5.84	5.13	5.17	4.79	4.60	4.24	3.99	3.58	3.14
Debt Service Cover Ratio	>2	51.80	36.50	32.17	32.57	32.05	45.36	395.68	387.23	347.18	323.11
Asset Maintenance Ratio	>100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Asset Renewals Ratio	>100%	141%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Infrastructure Backlog Ratio	<2%	0.63%	0.63%	0.64%	0.64%	0.64%	0.64%	0.64%	0.64%	0.65%	0.65%

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ATTACHMENT 2 - ITEM 2

Commentary on Financial Results – Normal Continuance of Service & Asset Management Requirements

This version of the LTFP includes forecast income and expenditure levels for the normal continuance of services and includes asset renewal and maintenance requirements in Council's revised Asset Management Plans based on a 2022/23 rate peg increase of 0.7%. This version of the LTFP is considered Council's base case LTFP that forecasts the minimum requirements for Council to continue to operate into the future and address core asset infrastructure requirements.

The Income Statement result over the 10 year period also predicts a deficit in eight out of ten years and there is an average deficit of ($4.736) million per year after the inclusion of additional expenditure for asset maintenance.

Net Operating Result before Capital Items

	21/22 (current budget)	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Recurrent services and asset management	($4.630M)	$0.383M	$2.129M	($2.155M)	($3.460M)	($5.543M)	($5.543M)	($7.086M)	($6.883M)	($8.875M)	($10.426M)

The budget result over the 10 year period predicts a deficit in eight out of ten years and there is an average deficit of ($3.096) million per year. this level of unencumbered cash is insufficient to absorb budget shocks that may occur.

Cash budget	21/22 (current	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32

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ATTACHMENT 2 - ITEM 2

surplus/(deficit)	budget)										
Recurrent services and asset management	$0.704M	$0.423M	$1.045M	($1.610M)	($2.310M)	($5.041M)	($3.969M)	($4.644M)	($3.405M)	($5.363M)	($6.087M)

The Balance Sheet result over the 10 year period maintains equity, liabilities and non-current assets within acceptable levels. The level of cash and cash equivalents will decrease from existing levels. This is a direct result of reduced operating capacity forecasted over the period of the Plan.

The Operating Performance Ratio is below 2% in each year forecast and is lower than the acceptable threshold. Infrastructure ratios are at or above the applicable benchmarks as this version of the LTFP includes the funding required to maintain and renew assets to a satisfactory standard therefore assets would be maintained to a satisfactory condition. While the applicable infrastructure ratios meet benchmarks it is clear from the forecasted Income Statement and Cash Budget Results that over the forecasted period there is insufficient operating capacity to fund asset management requirements. The drawn down on cash reserves while possible would be considered not to be fiscally responsible.

The Cash Flow Statement forecasts a decrease in Council's cash and investment balance at the end of each financial year due to the points raised above in respect to annual operating surpluses. Council's unrestricted cash balance is forecast to have been expended by 30 June 2030 because of the gradual decline in available liquidity as forecast budget deficits require funding from investment and cash reserves. In this regard it is noted that Council is forecast to have other internal restricted asset balances throughout the life of the Plan. However, based on the forecast there would be a requirement for Council to repurpose these internal reserves to unrestricted cash during the period of the Plan to fund general operations. This strategy is considered unsustainable, and action is required to increase Council's operating capacity within acceptable levels as discussed within the Action to Improve Future Direction section of this report.

These results indicate that Council's forecast financial sustainability is unsatisfactory, and action is required to improve the results forecast.

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ATTACHMENT 2 - ITEM 2

Results – Normal Continuance of Service~~, &~~ Asset Management Requirements ~~& ASRV~~

The following results are based on forecast income and expenditure on the basis of a continuance of 'normal" operations. The funding requirements of Council's revised Asset Management Plans have also been included within this version of the LTFP. The 2022/23 rate peg is set at 2.28% being the rate sought in Council's application to IPART.

Income Statement (Financial Statement Result)

Hornsby Shire Council												
10 Year Financial Plan for the Years ending 30 June 2032												
INCOME STATEMENT - GENERAL FUND	Actuals	Current Year	Projected Years									
2.28% Rate Peg 2022/23	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
Normal Continuance of Services & AMP Funding	$	$	$	$	$	$	$	$	$	$	$	$
Income from Continuing Operations												
Revenue:												
Rates & Annual Charges	100,700,000	102,135,834	109,206,440	111,635,367	114,256,750	116,939,803	119,685,980	122,496,769	125,373,692	128,318,309	131,332,215	134,417,045
User Charges & Fees	14,002,000	14,271,474	14,233,154	14,532,377	14,895,686	15,268,078	15,649,780	16,041,025	16,442,050	16,853,102	17,274,429	17,706,290
Other Revenues	4,857,000	6,543,874	6,784,074	6,926,540	7,099,703	7,277,196	7,459,126	7,645,604	7,836,744	8,032,663	8,233,479	8,439,316
Grants & Contributions provided for Operating Purposes	10,862,000	8,357,903	12,770,694	13,038,879	13,364,850	13,698,972	14,041,446	14,392,482	14,752,294	15,121,102	15,499,129	15,886,608
Grants & Contributions provided for Capital Purposes	19,002,000	10,621,715	8,350,000	9,282,453	9,387,014	9,494,190	9,604,044	9,716,646	9,832,062	9,950,363	10,071,622	10,195,913
Interest & Investment Revenue	5,429,000	3,992,059	4,929,651	5,389,132	4,460,381	3,787,181	3,765,726	3,852,727	3,858,110	3,888,975	3,917,278	3,871,795
Other Income:												
Fair value increment on investment properties	97,000	-	100,000	102,100	104,653	107,269	109,951	112,699	115,517	118,405	121,365	124,399
Reversal of impairment losses on receivables	(1,000)	-	-	-	-	-	-	-	-	-	-	-
Rental Income	3,258,000	-	-	-	-	-	-	-	-	-	-	-
Total Income from Continuing Operations	**158,206,000**	**145,922,859**	**156,374,014**	**160,906,846**	**163,569,037**	**166,572,689**	**170,316,053**	**174,257,951**	**178,210,469**	**182,282,918**	**186,449,518**	**190,641,366**
Expenses from Continuing Operations												
Employee Benefits & On-Costs	49,504,000	50,939,704	54,872,389	56,457,718	58,484,618	60,582,931	62,461,002	64,397,293	66,393,609	68,584,598	70,847,890	73,185,871
Borrowing Costs	74,000	24,070	53,191	182,158	149,071	111,216	67,525	18,162	8,893	9,708	10,396	10,989
Materials & Contracts	59,229,000	59,249,398	61,458,500	60,429,147	64,115,942	65,051,409	67,682,288	68,877,148	71,309,378	71,461,332	73,795,592	75,560,840
Depreciation & Amortisation	19,866,000	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Other Expenses	3,386,000	9,276,431	8,870,633	9,056,916	9,283,340	9,515,423	9,753,309	9,433,645	9,669,487	9,911,224	10,159,004	10,412,979
Net Losses from the Disposal of Assets	4,997,000	-	-	-	-	-	-	-	-	-	-	-
Revaluation decrement/impairment of IPPE	2,045,000	-	-	-	-	-	-	-	-	-	-	-
Total Expenses from Continuing Operations	**139,118,000**	**139,931,830**	**146,469,988**	**148,296,805**	**155,111,572**	**159,285,168**	**164,973,331**	**168,673,195**	**174,123,432**	**177,843,632**	**183,849,537**	**189,436,837**
Operating Result from Continuing Operations	**19,088,000**	**5,991,029**	**9,904,025**	**12,610,041**	**8,457,465**	**7,287,520**	**5,342,722**	**5,584,756**	**4,087,037**	**4,439,286**	**2,599,981**	**1,204,529**
Net Operating Result for the Year	**19,088,000**	**5,991,029**	**9,904,025**	**12,610,041**	**8,457,465**	**7,287,520**	**5,342,722**	**5,584,756**	**4,087,037**	**4,439,286**	**2,599,981**	**1,204,529**
Net Operating Result before Grants and Contributions provided for Capital Purposes	**86,000**	**(4,630,686)**	**1,554,025**	**3,327,588**	**(929,549)**	**(2,206,669)**	**(4,261,322)**	**(4,131,889)**	**(5,745,024)**	**(5,511,078)**	**(7,471,641)**	**(8,991,384)**

ATTACHMENT 2 - ITEM 2

Budget Summary (Liquidity Result)

Hornsby Shire Council
10 Year Financial Plan for the Years ending 30 June 2032

BUDGET SUMMARY - GENERAL FUND	Current Year	Projected Years									
2.28% Rate Peg 2022/23	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
Normal Continuance of Services & AMP Funding	$	$	$	$	$	$	$	$	$	$	$
Income from Continuing Operations											
Rates & Annual Charges	102,135,834	109,206,440	111,635,367	114,256,750	116,939,803	119,685,980	122,496,769	125,373,692	128,318,309	131,332,215	134,417,045
User Charges & Fees	14,271,474	14,231,474	14,530,335	14,893,593	15,265,933	15,647,581	16,038,771	16,439,740	16,850,734	17,272,002	17,703,802
Other Revenues	6,543,874	6,784,074	6,926,540	7,099,703	7,277,196	7,459,126	7,645,604	7,836,744	8,032,663	8,233,479	8,439,316
Grants & Contributions provided for Operating Purposes	8,357,903	12,770,694	13,038,879	13,364,850	13,698,972	14,041,446	14,392,482	14,752,294	15,121,102	15,499,129	15,886,608
Grants & Contributions provided for Capital Purposes	10,621,715	8,350,000	9,282,453	9,387,014	9,494,190	9,604,044	9,716,646	9,832,062	9,950,363	10,071,622	10,195,913
Interest & Investment Revenue	3,992,059	4,929,651	5,389,132	4,460,381	3,787,181	3,765,726	3,852,727	3,858,110	3,888,975	3,917,278	3,871,795
Fair value increment on investment properties	-	100,000	102,100	104,653	107,269	109,951	112,699	115,517	118,405	121,365	124,399
Total Income from Continuing Operations	**145,922,859**	**156,372,334**	**160,904,804**	**163,566,944**	**166,570,543**	**170,313,854**	**174,255,697**	**178,208,159**	**182,280,550**	**186,447,091**	**190,638,878**
Expenses from Continuing Operations											
Employee Benefits & On-Costs	50,939,704	54,872,389	56,457,718	58,484,618	60,582,931	62,461,002	64,397,293	66,393,609	68,584,598	70,847,890	73,185,871
Borrowing Costs	24,070	25,388	15,880	15,880	15,880	15,880	15,880	15,880	15,880	15,880	15,880
Materials & Contracts	59,249,398	61,458,500	60,429,147	64,115,942	65,051,409	67,682,288	68,877,148	71,309,378	71,461,332	73,795,592	75,560,840
Depreciation & Amortisation	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Other Expenses	9,276,431	8,870,633	9,056,916	9,283,340	9,515,423	9,753,309	9,433,645	9,669,487	9,911,224	10,159,004	10,412,979
Total Expenses from Continuing Operations	**139,931,830**	**146,442,185**	**148,130,527**	**154,978,381**	**159,189,832**	**164,921,686**	**168,670,913**	**174,130,418**	**177,849,804**	**183,855,021**	**189,441,728**
Net Operating Profit /(Loss) for the Year	**5,991,029**	**9,930,149**	**12,774,277**	**8,588,563**	**7,380,711**	**5,392,168**	**5,584,784**	**4,077,740**	**4,430,746**	**2,592,070**	**1,197,150**
Capital (Balance Sheet) and Reserve Movements											
Capital Expenditure	(64,955,344)	(66,705,366)	(67,136,295)	(70,103,526)	(26,043,024)	(27,692,379)	(31,798,250)	(43,133,793)	(43,849,268)	(29,676,587)	(30,192,157)
Loan Repayments (External)	(241,970)	(256,532)	-	-	-	-	-	-	-	-	-
ELE Provisions paid out	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)	(956,069)
Proceeds from Sale of intangible & tangible Assets	1,000,000	1,000,000	1,021,000	1,046,525	1,072,688	1,099,505	1,126,993	1,155,168	1,184,047	1,213,648	1,243,989
Non-cash Expense Contra Income	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Net Transfers (to)/from Reserves	39,423,922	37,365,885	34,369,034	37,961,627	(6,535,454)	(6,611,116)	(2,562,112)	8,812,246	9,280,327	(8,169,235)	(8,211,275)
Total Capital (Balance Sheet) and Reserve Movements	**(5,287,234)**	**(8,336,807)**	**(10,531,464)**	**(8,972,842)**	**(8,437,670)**	**(9,150,851)**	**(8,242,491)**	**(7,380,384)**	**(6,464,194)**	**(6,551,588)**	**(5,849,353)**
Net Result (including Depreciation & Other non-cash items)	**703,795**	**1,593,342**	**2,242,814**	**(384,279)**	**(1,056,959)**	**(3,758,682)**	**(2,657,707)**	**(3,302,643)**	**(2,033,448)**	**(3,959,518)**	**(4,652,203)**
Add back Depreciation Expense (non-cash)	20,442,227	21,215,275	22,170,866	23,078,601	24,024,189	25,009,208	25,946,946	26,742,065	27,876,769	29,036,655	30,266,158
Less Other Income (non-cash)	(20,442,227)	(21,215,275)	(22,170,866)	(23,078,601)	(24,024,189)	(25,009,208)	(25,946,946)	(26,742,065)	(27,876,769)	(29,036,655)	(30,266,158)
Cash Budget Surplus/(Deficit)	**703,795**	**1,593,342**	**2,242,814**	**(384,279)**	**(1,056,959)**	**(3,758,682)**	**(2,657,707)**	**(3,302,643)**	**(2,033,448)**	**(3,959,518)**	**(4,652,203)**

ATTACHMENT 2 - ITEM 2

Balance Sheet (Financial Statements)

BALANCE SHEET - GENERAL FUND					Projected Years					
2.28% Rate Peg 2022/23	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
Normal Continuance of Services & AMP Funding	$	$	$	$	$	$	$	$	$	$
ASSETS										
Current Assets										
Cash & Cash Equivalents	5,663,832	4,829,993	3,851,751	3,796,267	3,907,908	3,943,619	3,700,637	3,425,958	3,371,967	3,421,592
Investments	113,236,310	96,565,479	77,007,594	79,545,695	80,735,597	80,407,457	74,299,030	68,499,988	69,707,973	70,491,700
Receivables	7,861,867	7,861,782	7,820,136	8,013,480	8,196,789	8,368,438	8,483,889	8,607,051	8,807,497	9,008,384
Inventories	194,464	191,264	202,877	205,854	214,154	217,947	225,626	226,146	233,519	239,107
Contract assets	40,023	41,024	42,049	43,101	44,178	45,283	46,415	47,575	48,764	49,983
Other	358,962	354,740	374,640	380,622	395,230	399,734	413,328	415,394	428,556	438,866
Total Current Assets	127,355,458	109,844,282	89,299,047	91,985,019	93,493,857	93,382,476	87,168,924	81,222,112	82,598,277	83,649,633
Non-Current Assets										
Investments	104,085,358	88,761,745	70,784,389	73,117,378	74,211,121	73,909,499	68,294,711	62,964,307	64,074,671	64,795,063
Receivables	1,120,386	1,144,413	1,172,400	1,201,072	1,230,446	1,260,540	1,291,371	1,322,957	1,355,317	1,388,470
Contract assets	41,657	42,698	43,766	44,860	45,981	47,131	48,309	49,517	50,755	52,024
Infrastructure, Property, Plant & Equipment	1,690,759,707	1,735,130,606	1,781,538,391	1,782,917,006	1,784,936,403	1,790,011,537	1,805,328,801	1,820,223,055	1,819,759,204	1,818,576,618
Investment Property	29,180,000	29,282,100	29,386,753	29,494,021	29,603,972	29,716,671	29,832,188	29,950,593	30,071,957	30,196,356
Intangible Assets	963,221	953,217	940,875	926,051	908,590	888,333	865,111	838,748	809,059	775,849
Right of use assets	2,405,347	1,988,881	1,571,838	1,154,194	735,924	405,358	403,245	380,559	358,555	315,987
Total Non-Current Assets	1,828,555,676	1,857,303,660	1,885,438,411	1,888,854,582	1,891,672,437	1,896,239,068	1,906,063,736	1,915,729,735	1,916,479,519	1,916,100,366
TOTAL ASSETS	**1,955,911,134**	**1,967,147,942**	**1,974,737,458**	**1,980,839,601**	**1,985,166,294**	**1,989,621,544**	**1,993,232,661**	**1,996,951,848**	**1,999,077,796**	**1,999,749,999**
LIABILITIES										
Current Liabilities										
Payables	11,747,870	11,738,672	12,277,182	12,514,551	12,938,139	13,140,087	13,547,579	13,711,778	14,122,274	14,474,208
Contract liabilities	1,746,345	1,812,264	1,852,646	1,894,036	1,936,462	1,979,948	2,024,522	2,070,210	2,117,040	2,165,041
Lease liabilities	485,784	502,755	520,351	538,564	431,775	40,514	44,227	47,359	50,062	52,453
Provisions	15,811,604	15,003,968	14,196,333	13,388,697	12,581,061	11,773,425	10,965,789	10,158,154	9,350,518	8,542,882
Total Current Liabilities	29,791,603	29,057,659	28,846,511	28,335,849	27,887,437	26,933,975	26,582,117	25,987,500	25,639,894	25,234,584
Non-Current Liabilities										
Contract liabilities	479,719	491,617	503,600	515,883	528,473	541,378	554,605	568,163	582,060	596,304
Lease liabilities	2,155,500	1,652,745	1,132,394	593,830	162,055	121,541	132,683	142,077	150,187	157,360
Provisions	3,852,258	3,703,825	3,555,391	3,406,958	3,258,525	3,110,092	2,961,659	2,813,225	2,664,792	2,516,359
Total Non-Current Liabilities	6,487,477	5,848,187	5,191,386	4,516,671	3,949,053	3,773,010	3,648,946	3,523,465	3,397,039	3,270,023
TOTAL LIABILITIES	**36,279,080**	**34,905,846**	**34,037,897**	**32,852,520**	**31,836,490**	**30,706,985**	**30,231,064**	**29,510,966**	**29,036,933**	**28,504,607**
Net Assets	**1,919,632,054**	**1,932,242,096**	**1,940,699,561**	**1,947,987,081**	**1,953,329,803**	**1,958,914,559**	**1,963,001,597**	**1,967,440,882**	**1,970,040,864**	**1,971,245,392**
EQUITY										
Retained Earnings	1,293,156,054	1,305,766,096	1,314,223,561	1,321,511,081	1,326,853,803	1,332,438,559	1,336,525,597	1,340,964,882	1,343,564,864	1,344,769,392
Revaluation Reserves	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000	626,108,000
Other Reserves	368,000	368,000	368,000	368,000	368,000	368,000	368,000	368,000	368,000	368,000
Total Equity	**1,919,632,054**	**1,932,242,096**	**1,940,699,561**	**1,947,987,081**	**1,953,329,803**	**1,958,914,559**	**1,963,001,597**	**1,967,440,882**	**1,970,040,864**	**1,971,245,392**

ATTACHMENT 2 - ITEM 2

Cash Flow Statement (Financial Statements)

CASH FLOW STATEMENT - GENERAL FUND	Actuals	Current Year	Projected Years									
2.28% Rate Peg 2022/23	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
Normal Continuance of Services & AMP Funding	$	$	$	$	$	$	$	$	$	$	$	$
Cash Flows from Operating Activities												
Receipts:												
Rates & Annual Charges	100,621,000	102,494,746	109,112,147	111,602,975	114,221,791	116,904,022	119,649,357	122,459,284	125,335,325	126,279,039	131,292,022	134,375,906
User Charges & Fees	14,556,000	14,260,521	14,229,851	14,555,019	14,923,596	15,296,686	15,679,103	16,071,080	16,472,857	16,884,679	17,306,796	17,739,466
Investment & Interest Revenue Received	4,158,000	3,681,105	5,099,265	5,559,621	4,659,921	3,755,606	3,748,159	3,850,889	3,916,639	3,944,066	3,899,461	3,858,022
Grants & Contributions	24,728,000	19,934,230	21,168,820	22,348,319	22,761,542	23,203,081	23,655,658	24,119,549	24,595,038	25,082,414	25,581,974	26,094,024
Bonds & Deposits Received	22,000	-	-	-	-	-	-	-	-	-	-	-
Other	16,481,000	7,122,271	6,611,208	6,811,691	6,984,178	7,158,783	7,337,753	7,521,196	7,709,226	7,901,957	8,099,506	8,301,994
Payments:												
Employee Benefits & On-Costs	(48,637,000)	(52,245,683)	(55,731,994)	(57,383,605)	(59,400,767)	(61,497,643)	(63,374,638)	(65,309,614)	(67,304,573)	(69,491,164)	(71,752,822)	(74,089,115)
Materials & Contracts	(66,930,000)	(58,874,294)	(61,307,935)	(60,497,941)	(63,788,275)	(64,952,386)	(67,441,526)	(68,804,155)	(71,085,283)	(71,426,625)	(73,578,568)	(75,390,645)
Borrowing Costs	(71,000)	(26,540)	(53,721)	(182,158)	(149,071)	(111,216)	(67,525)	(18,162)	(8,893)	(9,708)	(10,396)	(10,969)
Other	(3,794,000)	(9,960,082)	(8,761,920)	(9,041,124)	(9,166,642)	(9,450,439)	(9,659,618)	(9,981,089)	(9,577,392)	(9,859,334)	(10,063,315)	(10,326,690)
Net Cash provided (or used in) Operating Activities	41,134,000	26,286,273	30,365,720	33,772,796	31,046,273	30,306,293	29,526,723	30,508,980	30,052,944	31,305,323	30,774,657	30,551,972
Cash Flows from Investing Activities												
Receipts:												
Sale of Investment Securities	126,000,000	-	33,502,332	31,994,445	37,535,241	-	-	629,763	11,723,215	11,129,446	-	-
Sale of Infrastructure, Property, Plant & Equipment	1,071,000	1,000,000	1,000,000	1,021,000	1,046,525	1,072,688	1,099,505	1,126,993	1,155,168	1,184,047	1,213,648	1,243,989
Payments:												
Purchase of Investment Securities	(134,316,000)	-	-	-	-	(4,871,090)	(2,283,645)	-	-	-	(2,318,350)	(1,504,118)
Purchase of Investment Property	(3,548,000)	-	-	-	-	-	-	-	-	-	-	-
Purchase of Infrastructure, Property, Plant & Equipment	(34,641,000)	(64,956,344)	(66,705,366)	(67,021,295)	(69,965,651)	(25,922,202)	(27,568,536)	(31,671,312)	(43,003,682)	(43,715,904)	(29,539,868)	(30,052,940)
Purchase of Intangible Assets	(13,000)	-	-	(115,000)	(117,675)	(120,822)	(123,842)	(126,938)	(130,112)	(133,365)	(136,699)	(140,116)
Net Cash provided (or used in) Investing Activities	(45,447,000)	(63,956,344)	(32,203,035)	(34,120,850)	(31,521,761)	(29,841,426)	(28,876,519)	(30,041,494)	(30,255,411)	(31,535,775)	(30,781,269)	(30,452,285)
Cash Flows from Financing Activities												
Repayment of Borrowings & Advances	(366,000)	(241,970)	(257,030)	-	-	-	-	-	-	-	-	-
Repayment of lease liabilities (principal repayments)	(220,000)	-	(105,783)	(485,784)	(502,755)	(520,351)	(538,564)	(431,775)	(40,514)	(44,227)	(47,359)	(50,062)
Net Cash Flow provided (used in) Financing Activities	(586,000)	(241,970)	(362,813)	(485,784)	(502,755)	(520,351)	(538,564)	(431,775)	(40,514)	(44,227)	(47,359)	(50,062)
Net Increase/(Decrease) in Cash & Cash Equivalents	(4,899,000)	(37,911,041)	(2,200,127)	(833,838)	(978,242)	(55,484)	111,640	35,711	(242,981)	(274,679)	(53,991)	49,625
plus: Cash & Cash Equivalents - beginning of year	50,674,000	45,775,000	7,863,959	5,663,832	4,829,993	3,851,751	3,796,267	3,907,908	3,943,619	3,700,637	3,425,958	3,371,967
Cash & Cash Equivalents - end of the year	**45,775,000**	**7,863,959**	**5,663,832**	**4,829,993**	**3,851,751**	**3,796,267**	**3,907,908**	**3,943,619**	**3,700,637**	**3,425,958**	**3,371,967**	**3,421,592**
Investments - end of the year	250,824,000	250,824,000	217,321,668	185,327,224	147,791,983	152,663,073	154,946,719	154,316,955	142,593,741	131,464,294	133,782,645	135,286,762
Cash, Cash Equivalents & Investments - end of the year	**296,599,000**	**258,687,959**	**222,985,500**	**190,157,217**	**151,643,734**	**156,459,341**	**158,854,626**	**158,260,574**	**146,294,378**	**134,890,253**	**137,154,612**	**138,708,354**
Representing:												
- External Restrictions	195,541,000	160,611,578	123,215,506	93,405,562	59,550,766	66,691,986	73,959,025	77,228,471	69,176,255	60,709,973	67,748,617	74,886,051
- Internal Restrictions	82,223,000	77,726,499	77,758,686	73,199,596	69,092,765	68,487,000	67,831,078	67,123,744	66,363,713	65,549,668	64,680,259	63,754,101
- Unrestricted	18,835,000	20,347,881	22,011,307	23,552,059	23,000,203	21,280,354	17,064,523	13,908,360	10,754,410	8,630,612	4,725,736	68,203
	296,599,000	**258,687,959**	**222,985,500**	**190,157,217**	**151,643,734**	**156,459,341**	**158,854,626**	**158,260,574**	**146,294,378**	**134,890,253**	**137,154,612**	**138,708,354**

ATTACHMENT 2 - ITEM 2

Local Government Performance Indicators

Indicator	Benchmark	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Operating Performance Ratio	>2% (>0% OLG)	0.98%	2.13%	-0.67%	-1.47%	-2.72%	-2.58%	-3.48%	-3.27%	-4.31%	-5.06%
Own Source Operating Revenue Ratio	>60%	86.48%	86.12%	86.08%	86.07%	86.11%	86.16%	86.20%	86.24%	86.28%	86.31%
Unrestricted Current Ratio	>1.5	6.40	5.98	5.24	5.39	5.15	5.05	4.76	4.60	4.27	3.91
Debt Service Cover Ratio	>2	54.62	38.29	34.05	34.55	34.16	48.27	422.82	412.66	371.47	346.62
Asset Maintenance Ratio	>100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Asset Renewals Ratio	>100%	141%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Infrastructure Backlog Ratio	<2%	0.63%	0.63%	0.64%	0.64%	0.64%	0.64%	0.64%	0.64%	0.65%	0.65%

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Results – Normal Continuance of Service, Asset Management Requirements ~~& ASRV~~

~~The results after allowing for a permanent increase to income from rates of 2.28% from 2022/23 are marginally improved compared to Council's base case LTFP with a 0.7% rate peg in the same year.~~

The Income Statement result over the 10 year period ~~continues to~~ predicts a deficit in eight out of the ten years~~. However,~~ and the average deficit ~~has decreased from ($4.736) million to~~ is ($3.437) million per year. The average budget deficit ~~has decreased from ($3.096) million to~~ is ($1.797) million per year and this level of unencumbered cash remains insufficient to absorb budget shocks that may occur.

The Balance Sheet result over the 10 year period maintain equity, liabilities and non-current assets within acceptable levels. The level of cash and cash equivalents will decrease from existing levels. This is a direct result of reduced operating capacity forecasted over the period of the Plan.

The Operating Performance Ratio is below 2% in 9 of the 10 years forecast and is lower than the acceptable threshold.

Infrastructure ratios are at or above the applicable benchmarks as this version of the LTFP includes the funding required to maintain and renew assets to a satisfactory standard. ~~As in the 0.7% scenario the 2.28% scenarios while attempting to address core asset maintenance~~ However, the forecasted Income Statement and Cash Budget Results ~~that over the forecasted period~~ demonstrate~~s~~ there is insufficient operating capacity to fund ~~these~~ asset management requirements. The drawn down on cash reserves while possible would be considered not to be fiscally responsible.

The Cash Flow Statement forecasts a decrease in Council's unrestricted cash balance, which remains positive over the life of the Plan but falls to $68K by 30 June 2032 from the gradual decline in Council's available liquidity as forecast budget deficits require funding from investment and cash reserves.

The results in this version of the Plan indicate~~s~~ that Council's forecast financial sustainability is unsatisfactory ~~after allowing for additional rating income should Council's application to IPART be successful for the 2022/23 additional special rate variation~~. Further action will be required as discussed within the Action to Improve Future Direction section of this report.

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Strategic Initiatives

Adopted Documents

Over recent years Council has undertaken a series of technical and evidence-based strategies across Council to formulate initiatives required to deliver services for each of Council's unique disciplines. 28 different strategies and technical documents have been adopted by Council as listed below:

1. Community and Cultural Facilities Strategic Plan 2021
2. Comprehensive Heritage Study – Hornsby Thematic History (2021)
3. Local Strategic Planning Statement 2020
4. Local Housing Strategy 2020
5. Disability Inclusion Action Plan 2017-2020
6. Active Living Hornsby Strategy 2016
7. Sportsground Strategy 2018
8. Play Plan 2021
9. Unstructured Recreation Strategy 2008
10. Off Leash Dog Park Strategy 2021
11. Sustainable Water Based Recreation Facilities Plan 2012
12. Biodiversity Conservation Strategy 2021
13. Urban Forest Strategy 2021
14. Water Sensitive Hornsby Strategy 2021
15. Climate Wise Hornsby Plan 2021
16. Waste Matters Strategy 2020
17. Bushfire Management Strategy 2020 (internal)
18. Hornsby Ku-ring-gai Bush Fire Risk Management Plan 2016-2021 (under review)
19. Economic Development and Tourism Strategy 2021-26

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20. Employment Land Study 2021
21. Public Domain Guidelines 2021
22. Integrated Land Use and Transport Strategy 2004 (under review)
23. Car Parking Management Study 2020
24. Walking and Cycling Strategy 2021
25. Bike Plan 2019
26. Community Engagement Plan 2021 - Communications and Engagement Strategies 2019 (internal)
27. Technology and Transformation Strategy 2020-2023 (internal)
28. Brooklyn Discussion Paper

A range of strategic initiatives are identified across the documents, some of which can be funded within existing budgets and some that require funding such as from external grants, additional income or from available general fund capacity within the LTFP. Based on preliminary analysis undertaken by Council Officers approximately $8.8 million of funding is required to deliver 50% of the unfunded initiatives. At the date of preparing this Plan detailed costing for the remaining 50% of the initiatives is being undertaken.

In addition to the above adopted documents appropriate funding consideration is required in respect to modernising Council's workforce as identified in the updated Workforce and Technology Plans to meet staff and community expectations in respect to service delivery.

Due to deficits being forecast in eight out of ten years in the LTFP there is insufficient financial capacity to fund the initiatives identified unless alternative funding sources are determined. Because of the quantum of funds required and given that rating income makes up 80% of Council's own source revenue the only way to fund the initiatives identified would be through a special rate variation above the variation required to fund recurrent operations and Council's asset management requirements. Therefore, it is recommended that community consultation is undertaken to prioritise the initiatives identified and determine community support for a special rate variation.

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Financial Risks

There are several significant challenges that may place pressure on Council's Annual Budget over the period of the Plan.

- Major Projects - Capital expenditure included in the LTFP is as high as $70 million in some years and is largely funded from external grants and development contributions. There is a level of unavoidable financial risk from capital expenditure budgets of this size and the use of general funds may be required if unexpected cost escalations occur that cannot be offset through project scope reductions or funded from external sources. Current external economic forecasts indicate that the cost of raw materials and contracts will increase in line with rising inflation this year, which will place pressure on these budgets. It is noted that due to supply chain issues being experienced in the construction sector has seen material costs rising by at least 15%.

  Council's largest project, Hornsby Park poses a large financial risk given the total approved budget of $79.4 million is greater than the income Council generates from rates each year. A small percentage increase in the total cost of this project would significantly affect the budget in any given year. Furthermore, risk extends past the completion date of capital works as ongoing budgets for operational, maintenance and renewal expenditure must be provided into the future to maintain newly created assets in a satisfactory condition.

- Investment income returns – Investment income in the LTFP is forecast to increase over the life of the Plan in line with a forecast increase in the base rate from 0.1% in 2022/23 to 2.25% by 2031/2032. If the base rate does not increase as forecast Council will receive less income than expected which will reduce financial capacity. Conversely, should the base rate increase at a greater rate than forecast Council would benefit from having more investment income to allocate to expenditure over the life of the Plan.

- The Independent Pricing and Regulatory Tribunal (IPART) have released a draft report into the review of Domestic Waste Management services particularly in respect to pricing and expenses included in this service. The consequence of these potential changes, if approved, may result in a significant financial impost on Council's budget estimated at $2.3 million and that would require a rebalancing of Domestic Waste and general funds

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in future years through a Special Rate Variation to IPART. There is insufficient capacity within the LTFP to fund these proposed changes within a given year.

- The Hornsby Shire Local Government Area has been impacted by multiple severe weather events that were declared Natural Disasters by the NSW State Government between 2018 and 2022. Each of these events typically costs Council several hundred thousand dollars in clean-up costs that are not always able to be recouped from the NSW State Government. A cost estimate to rectify damaged Council Infrastructure (i.e. roads) from the February 2022 floods is currently being prepared, which is expected to be larger in cost than the previous years' events, and which will require funding in the 2022/23 Annual Budget. The funding requirements from the most recent event as well as the possibility of further disasters are a risk to the Plan.

- Strategic Initiatives & Resourcing Strategy – as noted on page 51 Council has adopted 28 strategies and technical documents that include unfunded initiatives of which 50% have been costed and require $8.8million of funding. Additionally, Council's revised Workforce Management Plan forms part of the Resourcing Strategy of which this LTFP is a part. It is likely that the Workforce Management plan will require additional expenditure to fund the initiatives identified.

- Workplace of the Future – Since the discovery of asbestos in Council's old Administration Centre based in Hornsby, Council staff have predominantly worked from a temporary office location in Thornleigh. Whilst the cost of leasing this premises is included within the LTFP for the next 5 years there is a long term need for Council to resolve office accommodation needs that will require funding beyond this point. In this regard it is noted that the former office site in Hornsby would require capital investment to be re-fitted as an office. An analysis of various options is currently in progress at the time of writing this report and may need funding to resolve this matter.

The next sections of this report include two Sensitivity Analysis, one to forecast the capital and ongoing financial impact of delivering the full scope of works identified in the master plans for Hornsby Park and Westleigh Park based on current estimates, and one to forecast the potential benefit to Council should the interest base rate increase greater than forecast in the LTFP.

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Sensitivity Analysis – Major Projects

Council has resolved a preference to progress the development of Hornsby Park over Westleigh Park based on an available capital budget of $79.4 million for Hornsby Park from available external funding and based on a recurrent operating and maintenance budget of $1.4 million per year. Council resolved to focus on the delivery of Hornsby Park in the adoption of Deputy General Manager's Report IM2/21 at the 14 April 2021 General Meeting, Draft Master Plans for Hornsby and Westleigh Parks.

The full scope of works identified in the Master Plan for Hornsby Park is estimated to cost $130 million and the associated recurrent operating and maintenance budget is estimated at $3 million per year. For Westleigh Park the full scope of works identified in the Master Plan is estimated to cost $70 million and has an associated recurrent cost of $1.2 million.

A sensitivity analysis has been undertaken to demonstrate the impact on Council's financial capacity should the full scope of works be undertaken.

Recurrent Operating, Maintenance & Renewal

This sensitivity analysis includes an additional $1.6 million in recurrent expenditure for Hornsby Park from 2025/26 (making $3 million in total) and a $1.2 million recurrent budget for Westleigh Park from 2025/26. 50% of the additional funding has been treated as operating (operating and maintenance expenditure) and 50% has been treated as capital (for ongoing asset renewal)

Net Operating Surplus before Capital Items & Asset Sales

	~~22/23~~	~~23/24~~	~~24/25~~	~~25/26~~	~~26/27~~	~~27/28~~	~~28/29~~	~~29/30~~	~~30/31~~	~~31/32~~
~~Base LTFP~~	~~$0.383M~~	~~$2.129M~~	~~($2.155M)~~	~~($3.460M)~~	~~($5.543M)~~	~~($5.543M)~~	~~($7.086M)~~	~~($6.883M)~~	~~($8.875M)~~	~~($10.426M)~~
~~+ $2.8M recurrent maintenance from 25/26~~	~~$0.383M~~	~~$2.129M~~	~~($2.155M)~~	~~($4.860M)~~	~~($6.943M)~~	~~($6.843M)~~	~~($8.486M)~~	~~($8.283M)~~	~~($10.725M)~~	~~($11.826M)~~

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	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Base LTFP	$1.554M	$3.328M	($0.930M)	($2.207M)	($4.261M)	($4.131M)	($5.745M)	($5.511M)	($7.472M)	($8.991M)
+ $2.8M recurrent maintenance from 25/26	$1.554M	$3.328M	($0.930M)	($3.665M)	($5.720M)	($5.593M)	($7.207M)	($6.975M)	($8.937M)	($10.458M)

The average Income Statement deficit is forecast to increase from (~~$4.736M~~ $3.437M) to (~~$5.716M~~ $4.477M). There is a deficit of ~~$11.826M~~ $10.458M in 2031/32 that requires funding.

Cash budget surplus/(deficit)

	~~22/23~~	~~23/24~~	~~24/25~~	~~25/26~~	~~26/27~~	~~27/28~~	~~28/29~~	~~29/30~~	~~30/31~~	~~31/32~~
~~Base LTFP~~	~~$0.423M~~	~~$1.045M~~	~~($1.610M)~~	~~($2.310M)~~	~~($5.041M)~~	~~($3.969M)~~	~~($4.644M)~~	~~($3.405M)~~	~~($5.363M)~~	~~($6.087M)~~
~~+ $2.8M recurrent maintenance from 25/26~~	~~$0.423M~~	~~$1.045M~~	~~($1.610M)~~	~~($5.110M)~~	~~($7.841M)~~	~~($6.769M)~~	~~($7.444M)~~	~~($6.205M)~~	~~($8.163M)~~	~~($8.887M)~~

	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Base LTFP	$1.593M	$2.243M	($0.384M)	($1.057M)	($3.759M)	($2.658M)	($3.303M)	($2.033M)	($3.960M)	($4.652M)
+ $2.8M recurrent maintenance from 25/26	$1.593M	$2.243M	($0.384M)	($3.915M)	($6.618M)	($5.519M)	($6.165M)	($4.897M)	($6.825M)	($7.518M)

The average budget deficit is forecast to increase from (~~$3.096M~~ $0.833M) to (~~$5.056M~~ $3.817M). There is a cash deficit of ~~$8.887M~~ $7.518M in 2031/32 that requires funding.

Recurrent Operating & Maintenance & Capital

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The following Sensitivity Analysis includes the capital funding gap within general funds in 2024/25 also. For Hornsby Park the funding gap to complete the full scope of works is $50.6 million and for Westleigh Park $13.5 million. Depreciation has been forecasted based on the average expected useful life of all assets.

Net Operating Surplus before Capital Items & Asset Sales

	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Base LTFP	$0.383M	$2.129M	($2.155M)	($3.460M)	($5.543M)	($5.543M)	($7.086M)	($6.883M)	($8.875M)	($10.426M)
+ $2.8M recurrent maintenance in 2024/25 and $64.1M capital funding gap	$0.383M	$2.129M	($2.155M)	($6.463M)	($8.613M)	($8.582M)	($10.298M)	($10.170M)	($12.241M)	($13.874M)

	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Base LTFP	$1.554M	$3.328M	($0.930M)	($2.207M)	($4.261M)	($4.131M)	($5.745M)	($5.511M)	($7.472M)	($8.991M)
+ $2.8M recurrent maintenance in 25/26 and $64.1M capital funding gap	$1.554M	$3.328M	($0.930M)	($5.268M)	($7.390M)	($7.332M)	($9.019M)	($8.862M)	($10.903M)	($12.506M)

There is an average deficit Income Statement deficit of (~~$6.988M~~ $5.749M).

Cash budget surplus/(deficit)

	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Base LTFP	$0.423M	$1.045M	($1.610M)	($2.310M)	($5.041M)	($3.969M)	($4.644M)	($3.405M)	($5.363M)	($6.087M)
+ $2.8M recurrent maintenance in 25/26 and	$0.423M	$1.045M	($65.719M)	($5.110M)	($7.841M)	($6.769M)	($7.444M)	($6.205M)	($8.163M)	($8.887M)

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$64.1M capital funding gap										

	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Base LTFP	$1.593M	$2.243M	($0.384M)	($1.057M)	($3.759M)	($2.658M)	($3.303M)	($2.033M)	($3.960M)	($4.652M)
+ $2.8M recurrent maintenance in 25/26 and $64.1M capital funding gap	$1.593M	$2.243M	($64.550M)	($3.915M)	($6.618M)	($5.518M)	($6.165M)	($4.897M)	($6.825M)	($7.519M)

There is an average budget deficit of (~~$11.467M~~ $10.228M) that requires funding. The largest deficit is (~~$65.719M~~ $64.550M) in 2024/25.

Whilst Council's intention is not to fund the capital funding gap from general fund the sensitivity analysis demonstrates the significant impact on general funds should costs escalate beyond the available funds on hand for each project.

The Cash Flow Statement forecasts a negative unrestricted cash balance from 2024/25. Based on the forecast at this point there would be sufficient cash reserves within Council's internally restricted assets to rebalance this. By 2028/29 Council would have a negative cash balance in this scenario and would have utilised all internally restricted asset reserves and unrestricted cash, which is unsustainable and would have significant ramifications for Council.

Because of the significance of an increase in scope or increase in total cost of these major projects several recommendations are included within the Action to Improve Future Direction section of this report.

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Sensitivity Analysis – Investment Returns

The 2019 version of Council's LTFP identified a risk to Council of reliance on investment income returns to fund recurrent operations. Since then, there have been several ~~cuts~~ changes to the base rate by the Reserve Bank of Australia, which is 0.85% at the date of writing this Plan ~~to a low of 0.1%.~~ This is one of the main factors that has led to a decrease in Council's financial capacity.

The base version of this LTFP forecasts a gradual increase in the base rate over the time frame of the Plan and investment returns range from 1.78% in 2022/23 to 3.12% in 2031/32 based on the latest external interest base rate forecasts from Reuters plus an estimate of the margin based on the mix of investment products that Council holds.

It is possible that the base rate increases greater than forecast. Therefore, a sensitivity analysis has been performed based on investment returns being 1% greater in each year. The following results demonstrate the impact on Council's financial capacity from average investment returns ranging from 2.78% in 2022/23 to 4.12% in 2031/32.

Income Statement Results (compared to base LTFP including asset management requirements)

There is an average deficit of (~~$3.141M~~ $1.902M) per year compared with (~~$4.736M~~ $3.437M) in Council's base LTFP.

Net Operating Surplus before Capital Items & Asset Sales

	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
~~Base LTFP~~	~~$0.383M~~	~~$2.129M~~	~~($2.155M)~~	~~($3.460M)~~	~~($5.543M)~~	~~($5.543M)~~	~~($7.086M)~~	~~($6.883M)~~	~~($8.875M)~~	~~($10.426M)~~
~~+ 1% Interest Base Rate~~	~~$3.066M~~	~~$4.310M~~	~~($0.458M)~~	~~($2.046M)~~	~~($4.215M)~~	~~($4.114M)~~	~~($5.757M)~~	~~($5.554M)~~	~~($7.545M)~~	~~($9.098M)~~

	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Base LTFP	$1.554M	$3.328M	($0.930M)	($2.207M)	($4.261M)	($4.131M)	($5.745M)	($5.511M)	($7.472M)	($8.991M)

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+ 1% Interest Base Rate	$4.183M	$5.452M	$0.710M	($0.851M)	($2.993M)	($2.864M)	($4.479M)	($4.246M)	($6.207M)	($7.729M)

There is improvement in the forecast income statement results from the additional investment income, particularly in the early years of the Plan as interest is generated on external grants such as the Stronger Communities Fund and Development Contributions on hand. The additional investment income decreases in later year as these restricted funds are forecasted to be expended on capital works.

Budget Summary Results (compared to base LTFP including asset management requirements)

There is an average budget deficit of (~~$2.072M~~ $0.833M) per year compared with (~~$3.096M~~ $1.797M) in Council's base LTFP.

Cash budget surplus/(deficit)

	~~22/23~~	~~23/24~~	~~24/25~~	~~25/26~~	~~26/27~~	~~27/28~~	~~28/29~~	~~29/30~~	~~30/31~~	~~31/32~~
~~Base LTFP~~	~~$0.423M~~	~~$1.045M~~	~~($1.610M)~~	~~($2.310M)~~	~~($5.041M)~~	~~($3.969M)~~	~~($4.644M)~~	~~($3.405M)~~	~~($5.363M)~~	~~($6.087M)~~
~~+ 1% Interest Base Rate~~	~~$0.988M~~	~~$2.444M~~	~~($0.438M)~~	~~($1.260M)~~	~~($4.032M)~~	~~($2.960M)~~	~~($3.635M)~~	~~($2.396M)~~	~~($4.354M)~~	~~($5.078M)~~

	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Base LTFP	$1.593M	$2.243M	($0.384M)	($1.057M)	($3.759M)	($2.658M)	($3.303M)	($2.033M)	($3.960M)	($4.652M)
+ 1% Interest Base Rate	$2.105M	$3.587M	$0.731M	($0.065M)	($2.810M)	($1.710M)	($2.356M)	($1.088M)	($3.016M)	($3.710M)

Investment returns in the forecast budget are less than in the Income Statement as interest earned on restricted reserves such as the Stronger Community Fund and Development Contributions is returned to these restricted assets and is not part of Council's general fund result.

The Sensitivity Analysis demonstrates that even in the event of greater investment returns than forecast Council's long term financial sustainability is below the acceptable level and further action is required.

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ATTACHMENT 2 - ITEM 2

Future Direction

Key financial indicators are below acceptable levels in Council's base case LTFP. The impact of the NSW Government's boundary adjustment in 2016 resulted in a one off significant reduction in Hornsby Council's current operating capacity. Since then, results have continued to decline because of other internal and external factors, notably a $1 million increase in the Emergency Services Levy payable to the NSW State Government and a decline in the interest base rate set by the Reserve Bank of Australia from 1.5% to 0.1%, which has significantly reduced returns on Council's investment portfolio. Forecast deficits are expected to increase in future years because Council's income is expected to grow at a slower rate than expenditure because of forecast increases in the wages price index and consumer price index. The forecast deficits are also accelerated by the impact of ~~the 0.7% rate peg in 2022/23,~~ an increase in employee superannuation payments from 10% to 12% and the need to allocate additional funding to maintain Council's assets in a satisfactory condition, including allocating recurrent budgets for major projects once completed.

~~It is noted that an approval by the IPART for an ongoing 2.28% rate increase for 2022/23 would assist temporarily in generating an Income Statement surplus until 2024/25. This is exclusive of meeting asset management requirements and for the remainder of the Plan will result in ongoing Income Statement deficits.~~

It is this reduced financial ability into the future that will now limit council in a number of ways:

5. Normal Operations

There is insufficient capacity within the LTFP to fund the continuance of normal operations into the future. Additional funding must be identified to fund forecast deficits or services may need to be reduced to ensure a balanced budget each year.

6. Asset Management

There is insufficient capacity within the LTFP to fund the requirements identified in Council's Asset Management plans to maintain assets in a satisfactory condition. As a result, the condition of Council's assets is expected to decline, and the level of infrastructure backlog will increase unless funding is identified.

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7. Major Capital Projects

The funding available for the redevelopment of the Hornsby Quarry, dubbed by many as the future 'Centennial Park of the North', will be limited to the funds that have been set aside for this project as part of the NSW Government's 'Stronger Community Funds'. Increased community expectations around the scope of this project will need to be limited to the amount that has been set aside in this restricted asset account with acknowledgement that the full scope of works identified in the Master Plan cannot currently be completed.

The preference made by the previous Council to progress Hornsby Park instead of Westleigh Park should also be communicated as there is insufficient capacity within the LTFP to fund the ongoing recurrent costs of both sites. Because of the significant level of financial risk from undertaking projects of this size any works at Westleigh Park should not commence until after the completion of Hornsby Park, should funding become available.

8. Strategic Initiatives

There is insufficient capacity within the LTFP to fund the initiatives identified across Council's recently adopted strategic and technical documents. Community consultation is required to prioritise the initiatives identified and test the community support to pay for initiatives through a special rate variation. The funding of recurrent services and asset management requirements should be prioritised above new initiatives. Council should also consider whether there is value in creating any further new strategies given the quantum of unfunded initiatives in the existing documents.

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Action to Improve Future Direction

Future operating capacity is below acceptable levels, and it must be improved to ensure recurrent services can be provided into the future including the need to provide sufficient funding to maintain Council's assets in a satisfactory condition. The following is recommended:

- ~~Continue with Council's application to IPART for a 2.28% additional special rate variation on a permanent basis for 2022/23.~~
- Consider a ~~further~~ special rate variation to rebalance Council's finances within acceptable levels over the long term. Priority should be given to meeting asset management requirements and ensuring there is sufficient funding for recurrent services. A special rate variation is recommended in the first instance because of the quantum of funds required to provide balanced budgets. However, other funding initiatives such as the generation of additional income from increases to user fees and charges could be explored to potentially reduce the size of a special rate variation required.
- Undertake community consultation with regards to the unfunded initiatives identified within Council's recently adopted Strategic and Technical documents. The consultation should assess the appetite of the community for a further rate rise to pay for initiatives and establish priorities.
- Council should carefully assess whether there is value in creating any further strategic documents given unfunded initiatives in existing documents require at least $8.8 million of funding (based on preliminary costing for 50% of the actions identified only).
- Continue with the previously agreed position to develop Hornsby Park ahead of Westleigh Park including reinforcing this messaging to the community. To mitigate financial risk works at Westleigh Park should not be undertaken until it is financially appropriate to commence. The development of Westleigh Park also requires a recurrent budget for operations and asset maintenance and renewal expenditure to be identified.
- Communicate the scope of works that can realistically be completed at Hornsby Park based on the available budget to the community and how this differs to the full scope of the master plan.
- Carefully consider the acceptance of further external grants for capital purposes. There is insufficient capacity within the LTFP to fund the associated recurrent costs from any new capital that is not already included in the LTFP. It may be financially prudent to decline capital grant funding depending on whether an evidence-based need for the project exists within Council's strategic documents and subject to the availability of budgets to fund recurrent costs.

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ATTACHMENT 2 - ITEM 2

- Review other income streams such as fees and charges to ensure appropriate price setting and assess whether price increases could be used to generate additional income.
- Apply a freeze to Council's approved Full Time Equivalent headcount where appropriate; with no new positions to be created unless offset by an equivalent position elsewhere.
- Maintain cost increases to modest levels in regards to non-labour related expenses each year.
- Continuance of financial improvement initiatives (the development of business improvement plans)
- Consider whether there is a case to rationalise underutilised assets to reduce ongoing cost requirements and/or provide one off capital funding from sale proceeds towards other capital investment decisions.

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ITEM 3

ATTACHMENT/S

REPORT NO. CS49/22

ITEM 3

1. HSC INVESTMENT SUMMARY REPORT MAY 2022

2. HSC BORROWINGS SCHEDULE MAY 2022

HORNSBY
SHIRE COUNCIL

Investment Summary Report
May 2022

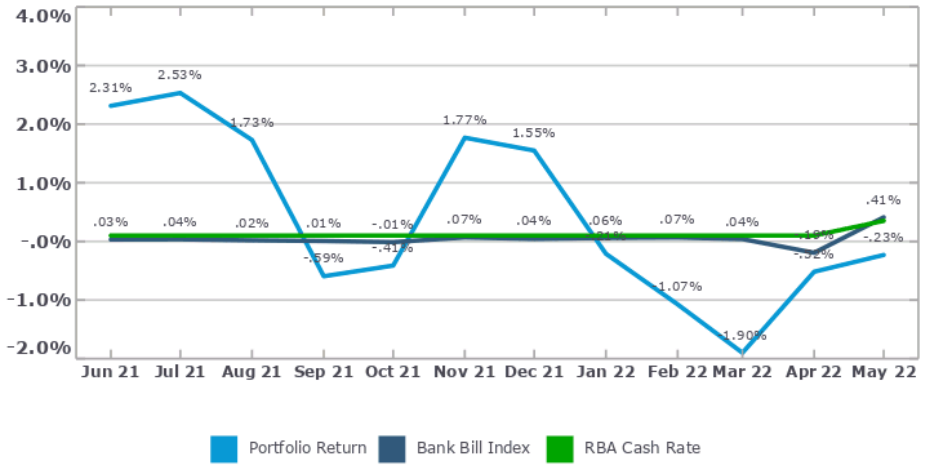
ATTACHMENT 1 - ITEM 3

Hornsby Shire Council
Executive Summary - May 2022

Investment Holdings

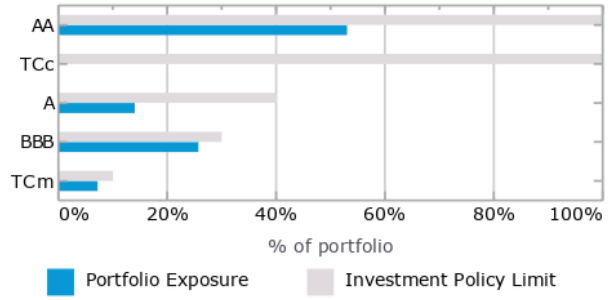
By Product	Face Value ($)	Current Value ($)	Current Yield (%)	FYTD Yield (%)
Cash	40,400,308.73	40,400,308.73	0.5488	0.4320
Floating Rate Note	57,650,000.00	57,055,120.93	1.1624	0.8098
Floating Rate Term Deposits	60,000,000.00	60,156,646.04	1.1191	1.0497
Managed Funds	21,571,398.24	21,571,398.24	-9.5026	-4.3703
Term Deposit	120,141,313.00	121,004,011.96	1.3173	1.3117
	299,763,019.97	**300,187,485.90**	**-0.2313**	**0.2428**

Investment Performance

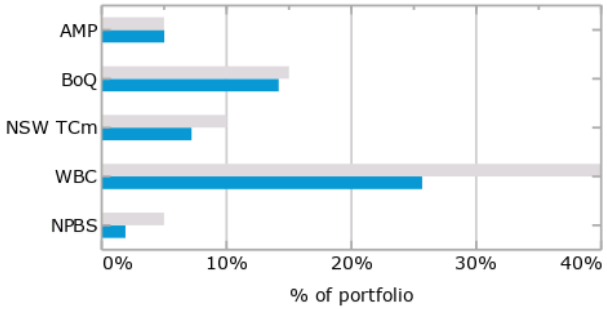


Investment Policy Compliance

Total Credit Exposure



Highest Individual Exposures vs Policy



Term to Maturities

	Face Value ($)		Policy Max
Between 0 and 90 days	72,041,622	24%	20%
Between 90 days and 1 year	31,500,000	11%	100%
Between 1 and 2 years	130,000,000	43%	70%
Between 2 and 5 years	66,221,398	22%	50%
	299,763,020		

PRUDENTIAL INVESTMENT SERVICES CORP

ATTACHMENT 1 - ITEM 3

Hornsby Shire Council
Investment Holdings Report - May 2022

HORNSBY SHIRE COUNCIL

Cash Accounts

Face Value ($)	Current Yield	Institution	Credit Rating	Current Value ($)
10,079,847.49	0.6000%	Macquarie Bank	A+	10,079,847.49
5,483,782.56	0.4500%	ME Bank	BBB+	5,483,782.56
14,779,327.90	0.5500%	Westpac Group	AA-	14,779,327.90
10,029,495.84	0.5500%	AMP Bank	BBB	10,029,495.84
27,854.94	0.4292%	NSW T-Corp (Cash)	TCc	27,854.94
40,400,308.73	**0.5488%**			**40,400,308.73**

Managed Funds

Face Value ($)	Current Yield	Institution	Credit Rating	Fund Name	Current Value ($)
21,571,398.24	-9.5026%	NSW T-Corp (MT)	TCm	Medium Term Growth	21,571,398.24
21,571,398.24	**-9.5026%**				**21,571,398.24**

Term Deposits

Purchase Date	Maturity Date	Term Days	Face Value ($)	Rate	Institution	Credit Rating	Book Value ($)	Current Value ($)
9-Feb-22	15-Jun-22	126	3,000,000.00	0.4200%	ING Bank (Australia)	A	3,000,000.00	3,003,866.30
15-Dec-21	15-Jun-22	182	91,313.00	0.1500%	Westpac Group	AA-	91,313.00	91,376.04
8-Jul-20	8-Jul-22	730	2,500,000.00	1.2000%	AMP Bank	BBB	2,500,000.00	2,526,958.90
20-Apr-22	20-Jul-22	91	3,000,000.00	0.9600%	Commonwealth Bank of Australia	AA-	3,000,000.00	3,003,313.97
30-Nov-21	29-Jul-22	241	5,000,000.00	0.6100%	Bank of Queensland	BBB+	5,000,000.00	5,015,291.78
1-Dec-21	2-Aug-22	244	5,000,000.00	0.6100%	Bank of Queensland	BBB+	5,000,000.00	5,015,208.22
12-Aug-20	10-Aug-22	728	3,000,000.00	1.0000%	Bank of Queensland	BBB+	3,000,000.00	3,054,082.19
1-Sep-21	17-Aug-22	350	5,000,000.00	0.4200%	Commonwealth Bank of Australia	AA-	5,000,000.00	5,015,706.85
22-May-22	22-Aug-22	92	50,000.00	0.0700%	Westpac Group	AA-	50,000.00	50,000.86
2-Sep-21	24-Aug-22	356	5,000,000.00	0.4200%	Commonwealth Bank of Australia	AA-	5,000,000.00	5,015,649.32

PRUDENTIAL INVESTMENT SERVICES CORP

ATTACHMENT 1 - ITEM 3

Hornsby Shire Council
Investment Holdings Report - May 2022

HORNSBY SHIRE COUNCIL

Term Deposits

Purchase Date	Maturity Date	Term Days	Face Value ($)	Rate	Institution	Credit Rating	Book Value ($)	Current Value ($)
9-Sep-20	7-Sep-22	728	4,000,000.00	0.9500%	Bank of Queensland	BBB+	4,000,000.00	4,027,589.04
26-Sep-19	21-Sep-22	1091	5,000,000.00	1.8000%	Bank of Queensland	BBB+	5,000,000.00	5,241,397.26
15-Nov-21	15-Nov-22	365	2,500,000.00	1.0000%	AMP Bank	BBB	2,500,000.00	2,513,561.64
15-Dec-21	14-Dec-22	364	5,000,000.00	0.7500%	National Australia Bank	AA-	5,000,000.00	5,017,260.27
23-Feb-22	22-Feb-23	364	5,000,000.00	0.8500%	Bendigo and Adelaide Bank	BBB+	5,000,000.00	5,011,410.96
14-Sep-20	15-Mar-23	912	5,000,000.00	1.0000%	Bank of Queensland	BBB+	5,000,000.00	5,035,616.44
24-Sep-20	29-Mar-23	916	5,000,000.00	0.9500%	Bank of Queensland	BBB+	5,000,000.00	5,032,534.25
1-Oct-20	4-Oct-23	1098	5,000,000.00	0.9500%	Bank of Queensland	BBB+	5,000,000.00	5,031,623.29
17-Nov-21	15-Nov-23	728	10,000,000.00	1.2500%	Westpac Group	AA-	10,000,000.00	10,067,123.29
23-Nov-21	23-Nov-23	730	5,000,000.00	1.2800%	Westpac Group	AA-	5,000,000.00	5,033,315.07
2-Dec-21	5-Dec-23	733	10,000,000.00	1.2100%	Westpac Group	AA-	10,000,000.00	10,060,002.74
23-Feb-22	21-Feb-24	728	5,000,000.00	1.8000%	National Australia Bank	AA-	5,000,000.00	5,024,164.38
19-Mar-19	6-Mar-24	1814	10,000,000.00	3.0000%	Rabobank Australia	A+	10,000,000.00	10,059,178.08
19-Mar-19	13-Mar-24	1821	9,000,000.00	3.0000%	Rabobank Australia	A+	9,000,000.00	9,053,260.27
7-Apr-21	7-Apr-25	1461	3,000,000.00	1.0000%	National Australia Bank	AA-	3,000,000.00	3,004,520.55
			120,141,313.00	**1.3173%**			**120,141,313.00**	**121,004,011.96**

Floating Rate Term Deposits

Purchase Date	Maturity Date	Term	Face Value ($)	Current Rate	Security Name	Credit Rating	Book Value ($)	Current Value ($)
3-Sep-18	3-Sep-23	1826	15,000,000.00	1.0783%	Westpac Group BBSW+0.98%	AA-	15,000,000.00	15,039,882.33
4-Sep-18	4-Sep-23	1826	15,000,000.00	1.1183%	ANZ Banking Group BBSW+1.00%	AA-	15,000,000.00	15,040,902.21
10-Sep-18	11-Sep-23	1827	15,000,000.00	1.1250%	Westpac Group BBSW+0.98%	AA-	15,000,000.00	15,038,373.29
12-Sep-18	12-Sep-23	1826	15,000,000.00	1.1547%	ANZ Banking Group BBSW+1.00%	AA-	15,000,000.00	15,037,488.21

PRUDENTIAL INVESTMENT SERVICES CORP

ATTACHMENT 1 - ITEM 3

Hornsby Shire Council
Investment Holdings Report - May 2022

HORNSBY SHIRE COUNCIL

Floating Rate Term Deposits

Purchase Date	Maturity Date	Term	Face Value ($)	Current Rate	Security Name	Credit Rating	Book Value ($)	Current Value ($)
			60,000,000.00	**1.1191%**			**60,000,000.00**	**60,156,646.04**

Floating Rate Notes

Purchase Date	Maturity Date	Term	Face Value ($)	Current Rate	Security Name	Credit Rating	Book Value ($)	Current Value ($)
26-Sep-18	26-Sep-23	1826	9,000,000.00	1.1450%	NAB Snr FRN (Sep23) BBSW+0.93%	AA-	9,120,960.00	9,053,721.37
16-Nov-18	16-Nov-23	1826	7,000,000.00	1.9500%	WBC Snr FRN (Nov23) BBSW+0.95%	AA-	7,100,450.00	7,036,853.56
24-Oct-19	24-Oct-24	1827	1,500,000.00	1.6474%	GSB Snr FRN (Oct24) BBSW+1.12%	BBB	1,490,610.00	1,506,622.25
4-Feb-20	4-Feb-25	1827	4,200,000.00	1.9850%	NPBS Snr FRN (Feb25) BBSW+1.12%	BBB	4,166,778.00	4,201,481.51
11-Mar-22	17-Mar-25	1102	4,000,000.00	1.1397%	BEN Snr FRN (Mar25) BBSW+0.98%	BBB+	4,000,000.00	4,005,732.30
2-Dec-20	2-Dec-25	1826	3,400,000.00	.6050%	BEN Snr FRN (Dec25) BBSW+0.52%	BBB+	3,400,000.00	3,321,998.41
9-Dec-20	9-Dec-25	1826	10,000,000.00	.6258%	MAC Snr FRN (Dec25) BBSW+0.48%	A+	10,000,000.00	9,810,649.57
24-Feb-21	24-Feb-26	1826	2,100,000.00	1.5205%	SUN Snr FRN (Feb26) BBSW+0.45%	AA-	2,100,000.00	2,053,260.85
18-Aug-21	24-Aug-26	1832	4,700,000.00	1.4805%	NAB Snr FRN (Aug26) BBSW+0.41%	AA-	4,700,000.00	4,596,339.12
9-Sep-21	15-Sep-26	1832	4,250,000.00	.6345%	SUN Snr FRN (Sep26) BBSW+0.48%	AA-	4,250,000.00	4,145,560.15
21-Sep-21	23-Dec-26	1919	6,000,000.00	.6050%	CBA Green Snr FRN (Dec26) BBSW+0.41%	AA-	6,000,000.00	5,853,301.64
7-Feb-22	10-Feb-27	1829	1,500,000.00	1.9303%	NPBS Snr FRN (Feb27) BBSW+1.00%	BBB	1,500,000.00	1,469,600.20
			57,650,000.00	**1.1624%**			**57,828,798.00**	**57,055,120.93**

Total Investments

Face Value ($)	Current Value ($)
299,763,019.97	**300,187,485.90**

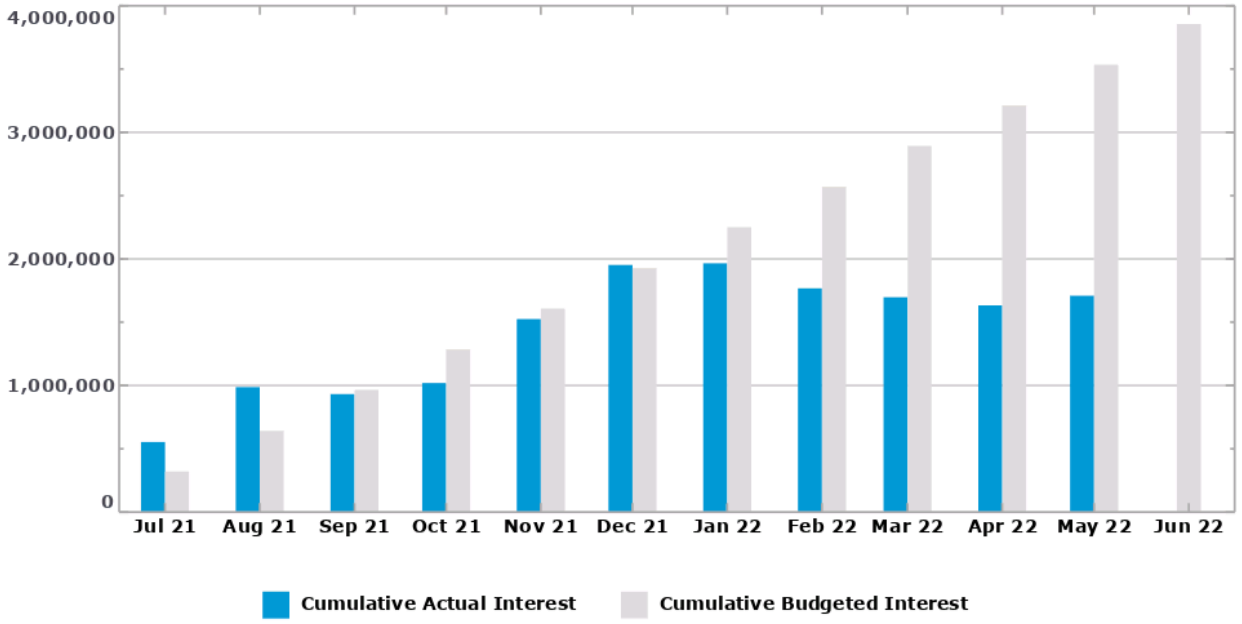
PRUDENTIAL INVESTMENT SERVICES CORP

ATTACHMENT 1 - ITEM 3

Hornsby Shire Council
Budget vs Actual Income Report - May 2022

Budgeted vs Actual Returns

	Cumulative Actual Income	Cumulative Budgeted Income
July 2021	553,652	321,265
August 2021	987,122	642,529
September 2021	931,994	963,794
October 2021	1,019,494	1,285,058
November 2021	1,524,543	1,606,323
December 2021	1,952,245	1,927,587
January 2022	1,965,254	2,248,852
February 2022	1,767,485	2,570,116
March 2022	1,697,085	2,891,381
April 2022	1,632,801	3,212,645
May 2022	1,709,640	3,533,910
Budget Target		**3,855,180**



PRUDENTIAL INVESTMENT SERVICES CORP

ATTACHMENT 1 - ITEM 3

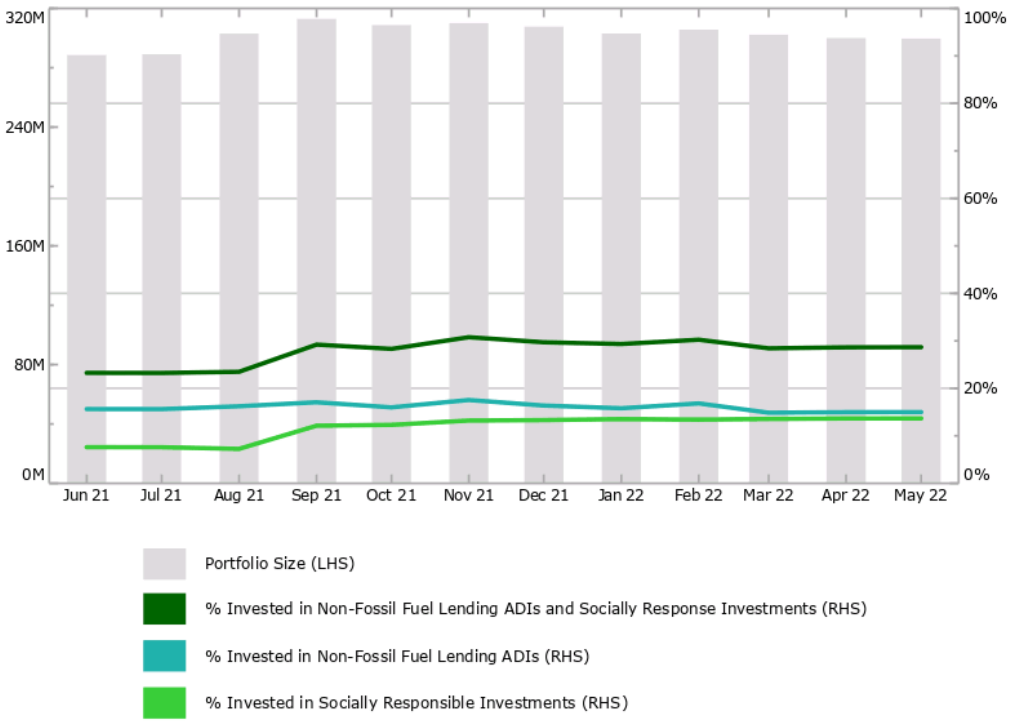
Hornsby Shire Council
Environmental Commitments Report - May 2022

Current Breakdown

ADI Lending Status *	Current Month ($)		Previous Month ($)	
Fossil Fuel Lending ADIs				
AMP Bank	15,029,496		15,024,813	
ANZ Group	30,000,000		30,000,000	
Bank of Queensland	42,483,783		42,481,800	
Commonwealth Bank of Australia	3,000,000		3,000,000	
ING Bank Australia	3,000,000		3,000,000	
Macquarie Bank	20,079,847		20,074,561	
National Australia Bank	26,700,000		26,700,000	
Westpac Group	51,920,641		52,056,752	
	192,213,767	**64%**	**192,337,926**	**64%**
Non Fossil Fuel Lending ADIs				
Bendigo and Adelaide Bank	12,400,000		12,400,000	
Great Southern Bank	1,500,000		1,500,000	
Newcastle Permanent Building Society	5,700,000		5,700,000	
Rabobank Australia	19,000,000		19,000,000	
Suncorp Bank	6,350,000		6,350,000	
	44,950,000	**15%**	**44,950,000**	**15%**
Other				
NSW T-Corp (Cash)	27,855		27,845	
NSW T-Corp (MT)	21,571,398		21,755,108	
	21,599,253	**7%**	**21,782,953**	**7%**
Socially Responsible Investment				
CBA (Green)	16,000,000		16,000,000	
Westpac Group (Green TD)	25,000,000		25,000,000	
	41,000,000	**14%**	**41,000,000**	**14%**
	299,763,020		**300,070,879**	

** source: http://www.marketforces.org.au*
Percentages may not add up to 100% due to rounding

Historical Portfolio Exposure to Non Fossil Fuel Lending ADIs



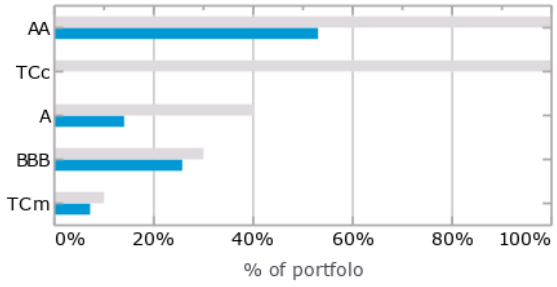
PRUDENTIAL INVESTMENT SERVICES CORP

ATTACHMENT 1 - ITEM 3

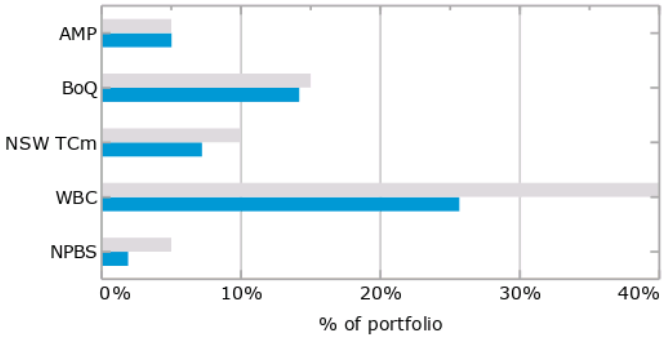
Hornsby Shire Council
Investment Policy Compliance Report - May 2022

HORNSBY SHIRE COUNCIL

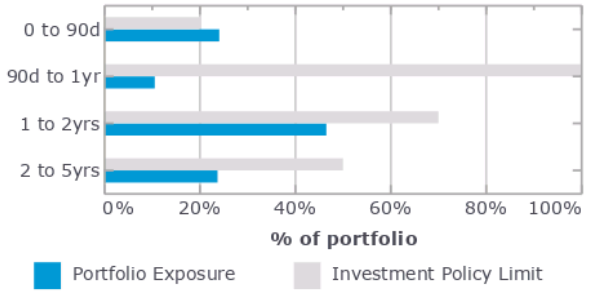
Total Credit Exposure



Individual Institutional Exposures



Term to Maturities



Credit Rating Group	Face Value ($)		Policy Max	
AA	158,970,641	53%	100%	▯
TCc	27,855	0%	100%	▯
A	42,079,847	14%	40%	▯
BBB	77,113,278	26%	30%	▯
TCm	21,571,398	7%	10%	▯
	299,763,020			
Specific Sub Limits				
BBB+	*54,883,783*	*18%*	*30%*	▯
BBB	*22,229,496*	*7%*	*10%*	▯

▯ = compliant
▯ = non-compliant

	Portfolio Exposure	Investment Policy Limit	
AMP Bank (BBB)	5%	5%	▯
Bank of Queensland (BBB+)	14%	15%	▯
NSW T-Corp (TCm)	7%	10%	▯
Westpac Group (AA-)	26%	40%	▯
Newcastle Permanent Building Society (BBB)	2%	5%	▯
Bendigo and Adelaide Bank (BBB+)	4%	15%	▯
ANZ Group (AA-)	10%	40%	▯
Macquarie Bank (A+)	7%	30%	▯
National Australia Bank (AA-)	9%	40%	▯
Rabobank Australia (A+)	6%	30%	▯
Commonwealth Bank of Australia (AA-)	6%	40%	▯
Great Southern Bank (BBB)	1%	5%	▯
Suncorp Bank (AA-)	2%	40%	▯
ING Bank Australia (A)	1%	30%	▯
NSW T-Corp (TCc)	0%	100%	▯

Detailed Maturity Profile	Face Value ($)	
00. Cash	40,400,309	13%
01. Less Than 30 Days	3,091,313	1%
02. Between 30 Days and 60 Days	10,500,000	4%
03. Between 60 Days and 90 Days	18,050,000	6%
04. Between 90 Days and 180 Days	11,500,000	4%
05. Between 180 Days and 365 Days	20,000,000	7%
06. Between 365 Days and 2 Years	130,000,000	43%
07. Between 2 Years and 5 Years	66,221,398	22%
	299,763,020	

PRUDENTIAL INVESTMENT SERVICES CORP

ATTACHMENT 1 - ITEM 3

HORNSBY SHIRE COUNCIL SCHEDULE OF BORROWINGS AS AT 31 MAY 2022

1. LOANS			$'000	$'000	$'000	$'000	$'000	%
Lender	Date Drawn	Maturity Date	Amount Borrowed	01/07/2021 Opening Balance	New Loan	2021/22 YTD Repayments Principal	Closing Balance	Fixed Interest Rate %
Westpac(51)	26-Jun-13	25-Jun-23	2,000	499		180	318	5.89
*TOTAL			2,000	499		180	318	

2. OPERATING LEASES			$'000	$'000	$'000	$'000	$'000
Lessor	Date Executed	Expiry date	Total Lease Payments	01/07/2021 Opening Balance	New Leases	2021/2022 Repayments YTD	Closing Balance
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (105)	22-Sep-17	15-Aug-21	444	28		28	0
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (107)	22-Sep-17	15-Aug-22	56	14		11	3
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (108)	15-Aug-18	15-Aug-22	242	71		57	14
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (109)	15-Aug-18	15-May-23	85	34		17	17
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (110)	15-Nov-18	15-Aug-22	26	8		6	2
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (111)	15-Nov-18	15-Aug-23	632	285		126	158
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (112)	15-Feb-19	15-Nov-21	55	9		9	0
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (113)	15-Feb-19	15-Aug-22	11	4		3	1
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (114)	15-May-19	15-Aug-23	15	7		3	4
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (115)	23-Aug-19	15-May-24	95	71		24	47
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (116)	15-Feb-20	15-May-23	11	7		4	4
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (101)ext	15-Feb-21	15-May-22	51	29	month to month lease extension	26	3
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (103)ext	15-Feb-21	15-May-22	19	13	month to month lease extension	10	2
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (105)ext	15-Feb-22	15-May-22	47	47	month to month lease extension	47	0
Vestone Capital Pty Ltd - previously known as Macquarie Equipment Finance (106)ext	15-Feb-21	15-Feb-22	8	4	month to month lease extension	4	0
Canon Finance Australia Pty Ltd	15-Nov-17	01-Nov-22	109	31		20	11
*McDonalds - Central Ave Lease	12-Apr-21	11-Oct-22	751	601		458	143
TOTAL			2,655	1,262	0	853	409

*McDonalds lease has been extended to 11 October 22 and incurs an increase of 3.5% for the period of 12 April 2022 to 11 October 2022 ($42,693.75 including GST per month).

3. DEBT SERVICE RATIO	Ratio %
Year ended Jun 21	0.31
Year ended Jun 20	0.61
Year ended Jun 19	0.78
Year ended Jun 18	1.08
Year ended Jun 17	1.73

$$\text{Debt Service Ratio} = \frac{\text{Debt Service Cost}}{\text{Revenue from Continuing Operations excluding Capital Items \& Specific Purpose Grants/Contributions}}$$

ATTACHMENT 2 - ITEM 3

ITEM 4

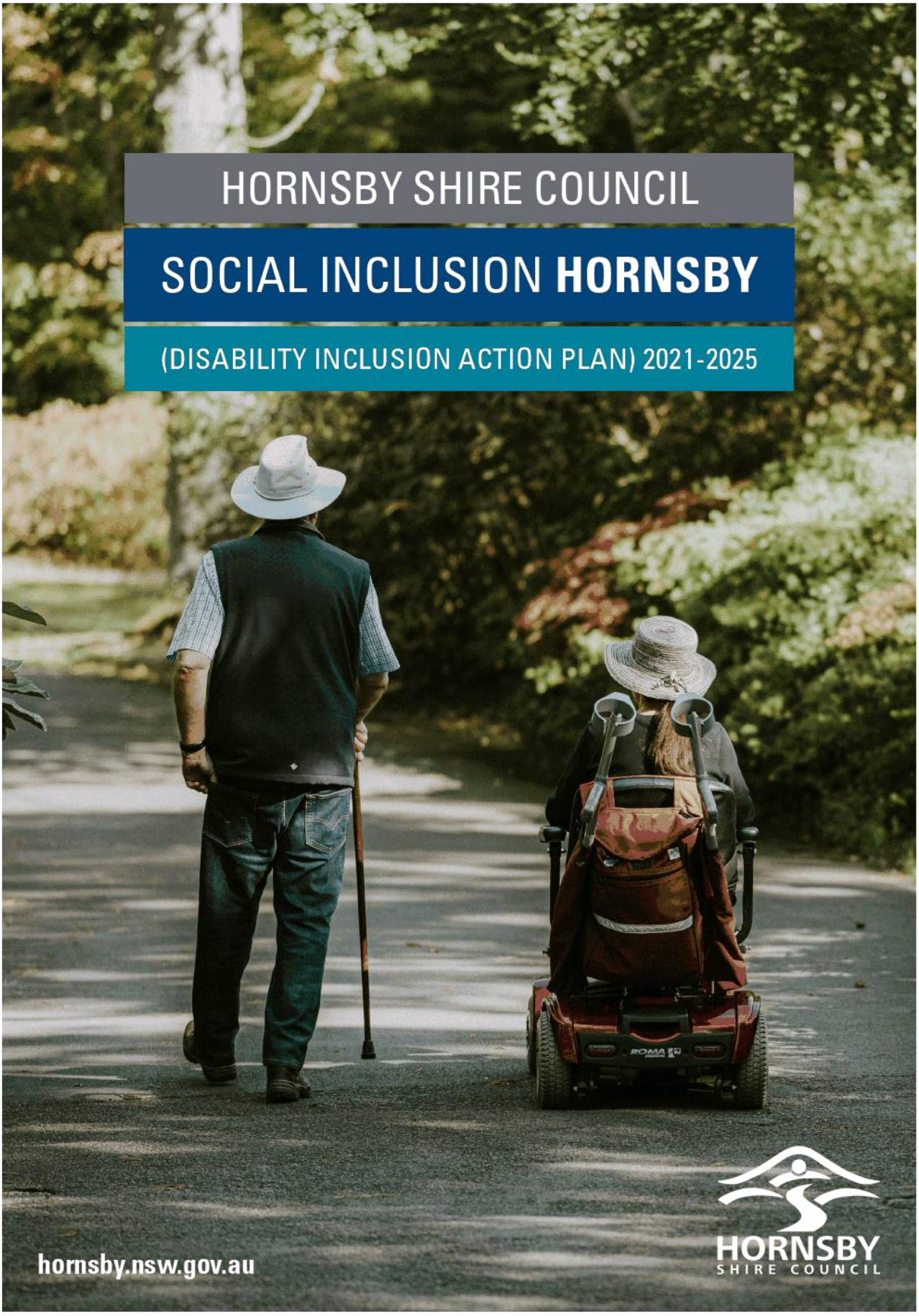
ATTACHMENT/S

REPORT NO. CE11/22

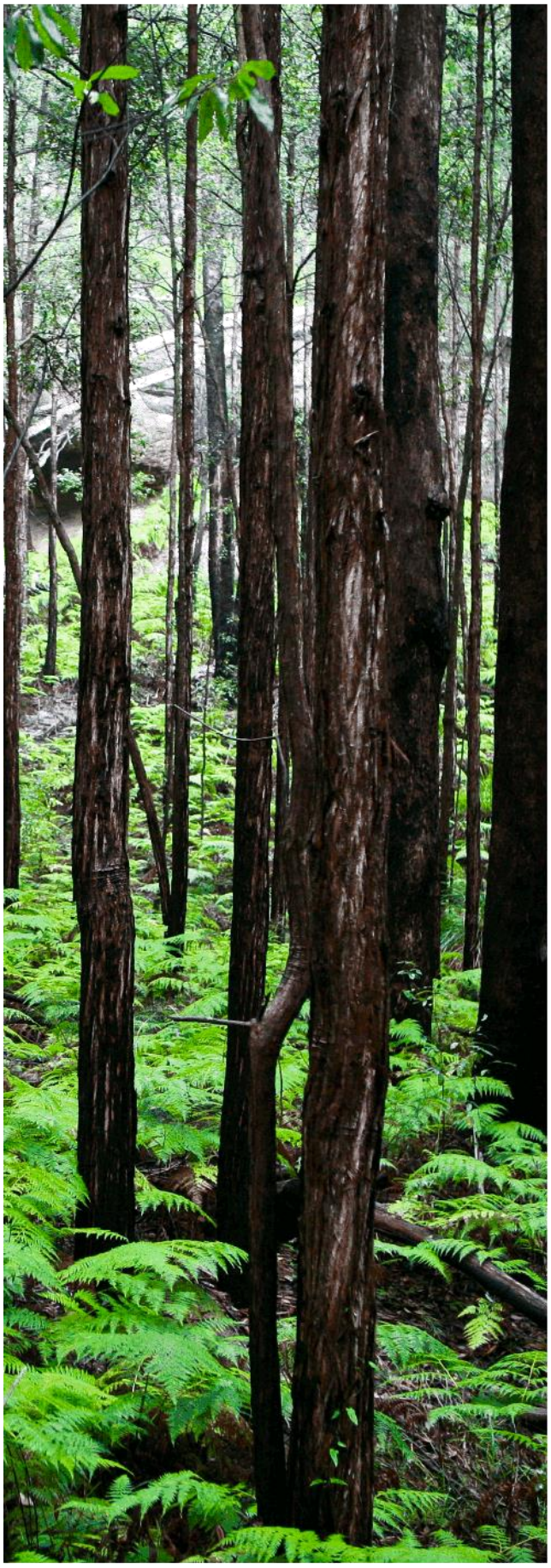
ITEM 4

1. DISABILITY INCLUSION ACTION PLAN

ATTACHMENT 1 - ITEM 4



ATTACHMENT 1 - ITEM 4



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We acknowledge the Traditional Custodians of this land, the Darug and GuriNgai peoples, and pay respect to their Ancestors and Elders past and present and to their Heritage. We acknowledge and uphold their intrinsic connections and continuing relationships to Country.

We would also like to express our appreciation and thanks to everyone who contributed to the development of this Social Inclusion (Hornsby Disability Inclusion Action Plan) 2021–2025.

Connections to Country

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 here at Hornsby and expose its importance within the cultural landscape as a junction for these once heavily occupied travel routes. An extremely important resource for all Mobs traversing across Country for business, ceremony or family obligations and responsibilities.

From the ocean shores of Brooklyn, abundant in edible sea life and favourably utilised for its tasty treasures, to the rainforest covered gullies with constant supplies of native edible vegetation, grazing marsupials and rock shelters contribute to the uniqueness of this region.

The Darug and GuriNgai Peoples have protected and respected this area since time began. Sacred sites were etched into the sandstone by our Creator Ancestors about cultural knowledge, lore and law of Country, community, astronomy and weather patterns, to name only a few. These are scattered strategically throughout this landscape and are still utilised today for ceremonies, celebrations and Family gatherings and to pass cultural knowledge onto the next generations.

For the Darug and GuriNgai Peoples, this region is still alive and thriving from a cultural perspective. Despite the ever-growing demands for development and community infrastructures, the Hornsby Shire has lush and vibrant bushland areas, fresh and saltwater estuaries and breath-taking visual aspects across Country allowing us the ability to continue cultural practices, share cultural beliefs and expand on our relationship and connection with our Country.

The Darug and GuriNgai Peoples will continue to care for and respect Country. We invite and encourage you to expand on your own connection to this unique and amazingly beautiful Country. In the early morning hours when the sun is rising and you breathe in the fresh, clean air of a new day, pay homage to Mother Earth and the Aboriginal Mobs that have protected, respected, utilised and honoured these lands for its lifetime, always being mindful of never depleting resources or damaging natural features created by Mother Earth and our Creator Ancestors.

Tracey Howie, local bloodline descendant

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Message from the Mayor

The implementation of the Social Inclusion Hornsby (Disability Inclusion Action Plan) 2021-2025 is a key initiative central to Hornsby Shire Council's Delivery Program and Operational Plan for the next twelve months and for years into the future.

A primary goal of Council is to ensure that Hornsby Shire is a resilient and welcoming community whose members care for and look after each other by connecting and participating in community life while enhancing social diversity and resilience.

The implementation of Social Inclusion Hornsby will promote social equity within the community, specifically by enhancing disability and diversity access and inclusion.

Nobody should ever feel excluded from the community in which they live nor feel they have been denied their right to pursue happiness and fulfillment.

Indeed, the community itself is better for taking active steps to ensure all our citizens not only feel included but are actively empowered to fully participate in society.

As this Plan demonstrates, when we take actions to include people it not only benefits them, it also benefits the broader community socially, culturally and economically by ensuring that everyone may pursue the opportunities life presents and thrive as fully-participating members of our community.

I congratulate all those who contributed to the development of this excellent Social Inclusion Hornsby (Disability Inclusion Action Plan) and look forward to Council implementing its many commendable objectives and goals.

Philip Ruddock AO
Mayor

ATTACHMENT 1 - ITEM 4

4. Introduction

Everyone has the right to be a part of their community, and to be able to pursue their goals in life. Our community is better when we work to include all people. When we include people it not only benefits them, but we know it also benefits everyone socially and economically by providing opportunities to connect and to do business. This in turn allows us to lead richer and happier lives.

That's why we want to make sure that people with disability, their families and support workers are included in Hornsby Shire and that our community is more accessible. This plan is your guide to how we are going to work with the community to make it more accessible, and how that will benefit all of us.

> "in relation to a person, includes a long-term physical, psychiatric, intellectual or sensory impairment that, in interaction with various barriers, may hinder the person's full and effective participation in the community on an equal basis with others"

Social Inclusion Hornsby (Disability Inclusion Action Plan) 7
Award Winning Waitara inclusive playground

4.1 What is disability?

What is disability? Defining disability can be tricky as disability presents in many ways and can mean different things to different people. We use the definition of disability from the *NSW Disability Inclusion Act 2014*, which states that disability:

"in relation to a person, includes a long-term physical, psychiatric, intellectual or sensory impairment that, in interaction with various barriers, may hinder the person's full and effective participation in the community on an equal basis with others."

The need to support inclusion is recognised at many levels of legislation and policy in Australia.

In 2014, the NSW Government passed a law that said that all local councils must have a Disability Inclusion Action Plan. The law is called the Disability Inclusion Act 2014. Under the law, councils must review their Disability Inclusion Action Plans every four years.

4.2 Why is this important for Hornsby Shire?

As a council, we have a responsibility to look for, and where we can, remove the barriers that stop people from being involved in our community. The need to support inclusion is recognised at many levels of legislation and policy in Australia.

Council's Disability Inclusion Action Plan for 2021-2025, known as Social Inclusion Hornsby, also forms part of a range of policies and plans that Hornsby Shire Council has in place to deliver its activities and engage with the community, including our Community Strategic Plan, Community Engagement Plan, and annual operational plans. The relationship of this plan to our other plans and reporting is shown in the figure on the following page. What is important is that Council commits to ongoing engagement with the community, monitoring of our progress, and reporting to the public.

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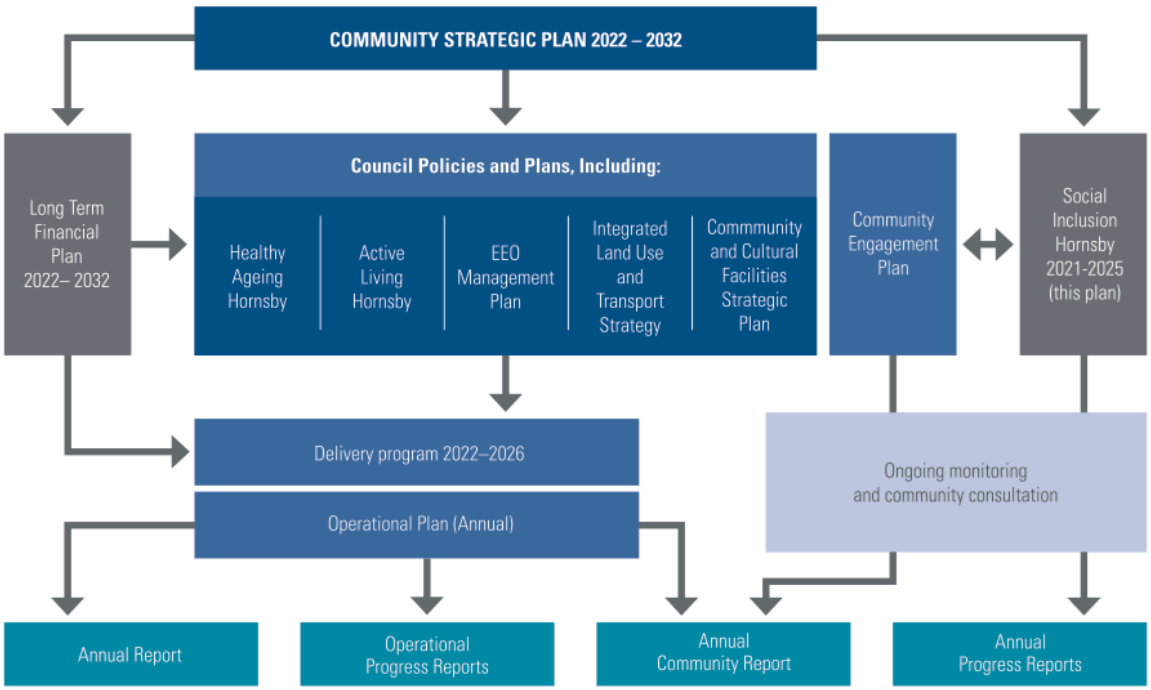
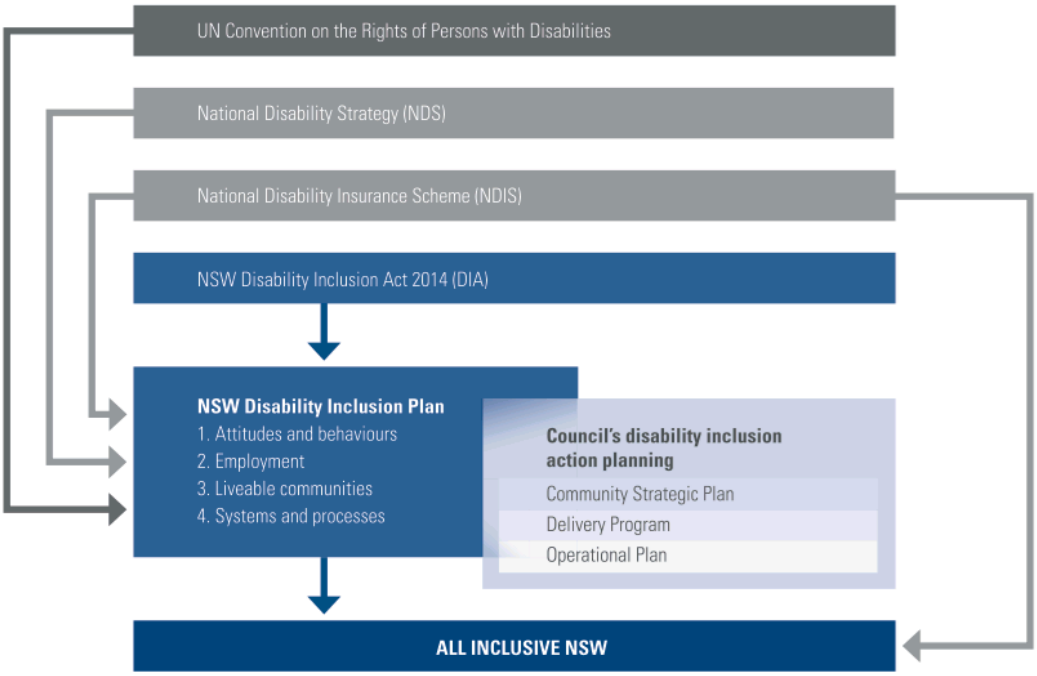

COMMUNITY STRATEGIC PLAN 2022 – 2032
Long Term Financial Plan 2022– 2032
Council Policies and Plans, Including:
Healthy Ageing Hornsby
Active Living Hornsby
EEO Management Plan
Integrated Land Use and Transport Strategy
Commmunity and Cultural Facilities Strategic Plan
Community Engagement Plan
Social Inclusion Hornsby 2021-2025 (this plan)
Delivery program 2022–2026
Operational Plan (Annual)
Ongoing monitoring and community consultation
Annual Report
Operational Progress Reports
Annual Community Report
Annual Progress Reports


UN Convention on the Rights of Persons with Disabilities
National Disability Strategy (NDS)
National Disability Insurance Scheme (NDIS)
NSW Disability Inclusion Act 2014 (DIA)
NSW Disability Inclusion Plan
1. Attitudes and behaviours
2. Employment
3. Liveable communities
4. Systems and processes
Council's disability inclusion action planning
Community Strategic Plan
Delivery Program
Operational Plan
ALL INCLUSIVE NSW

4.3 Relevant policy legislation

The need to support inclusion is recognised at many levels of legislation and policy in Australia.

In 2014, the NSW Government passed a law that said that all local councils must have a Disability Inclusion Action Plan. The law is called the *Disability Inclusion Act 2014*. Under the law, councils must review their Disability Inclusion Action Plans every four years.

The National Disability Insurance Scheme (NDIS) has also led to significant changes to supports for people with disability. The NDIS provides support to people aged under 65 years who have a permanent disability that significantly affects their ability to take part in everyday activities, as well as to people with disability who would benefit from early intervention. Participants receive individualised funding to access reasonable and necessary supports to meet their goals.

The Information, Linkages and Capacity Building component of the NDIS provides information and supports to people with disability, their families and carers, and supports mainstream and community services to be more inclusive. But the NDIS does not replace the obligation on mainstream and community services to be inclusive.

To create Social Inclusion Hornsby, we referred to a range of local, state, national and international policies, strategies and research. These included:

Council Strategies

- Community Strategic Plan 2018 – 2028
- Long Term Financial Plan 2018 – 2028
- Active Living Hornsby
- Equal Employment Opportunities Management Plan
- Pedestrian Access and Mobility Plan
- Integrated Land Use and Transport Strategy
- Community and Cultural Facilities Strategic Plan
- Community Engagement Plan
- Delivery Program
- Operational Plan

External Strategies and Laws

- UN Convention on the Rights of People with Disabilities (2006)
- *Disability Discrimination Act (1992)*
- *Anti-Discrimination Act (NSW) (1977)*
- *Disability Inclusion Act (2014)*
- *Carers (Recognition) Act (2010)*
- NSW Disability Inclusion Action Plan 2020-2025
- NSW Carers Charter
- Disability (Access to Premises- Buildings) Standards (2010)
- AS1428- Australian Standards for Access and Mobility
- Ageing Well in NSW: Seniors Strategy 2021–2031
- Dementia Australia: Dementia friendly communities toolkit for local government

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4.4 How we will support people with disability

We are committed to making our community more accessible and inclusive of people with disability.

We will do this by:

- promoting positive attitudes and behaviours toward people with disability
- making improvements to ensure our community is easier to live in and to get around
- helping to facilitate access to volunteering and work opportunities for people with disability
- making sure the information we provide is easy to understand and our services are accessible and inclusive.

In the following pages, you will find out more about disability in our community, and how we are going to make Hornsby Shire more accessible and inclusive over the next four years.

4.5 A note on language use

For this document we have chosen to use person-first language (e.g. "person with disability"), consistent with the recommendations of the People with Disability Australia (PWDA) Language Guide of August 2021[1] and the Australian Government Style Manual. We do this to recognise the individual, and the wide variety of conditions and situations that can give rise to impairment.

However, we recognise that some people prefer to use identity-first language to describe themselves (e.g. "disabled person"). While this document uses person-first language, we are guided by the disability community when delivering activities. We ensure that when working with individuals, we use the language that they prefer to identify with, so that their preferences are respected.

[1] People With Disability Australia (2021) 'PWDA Language guide: A guide to language about disability', People With Disability Australia

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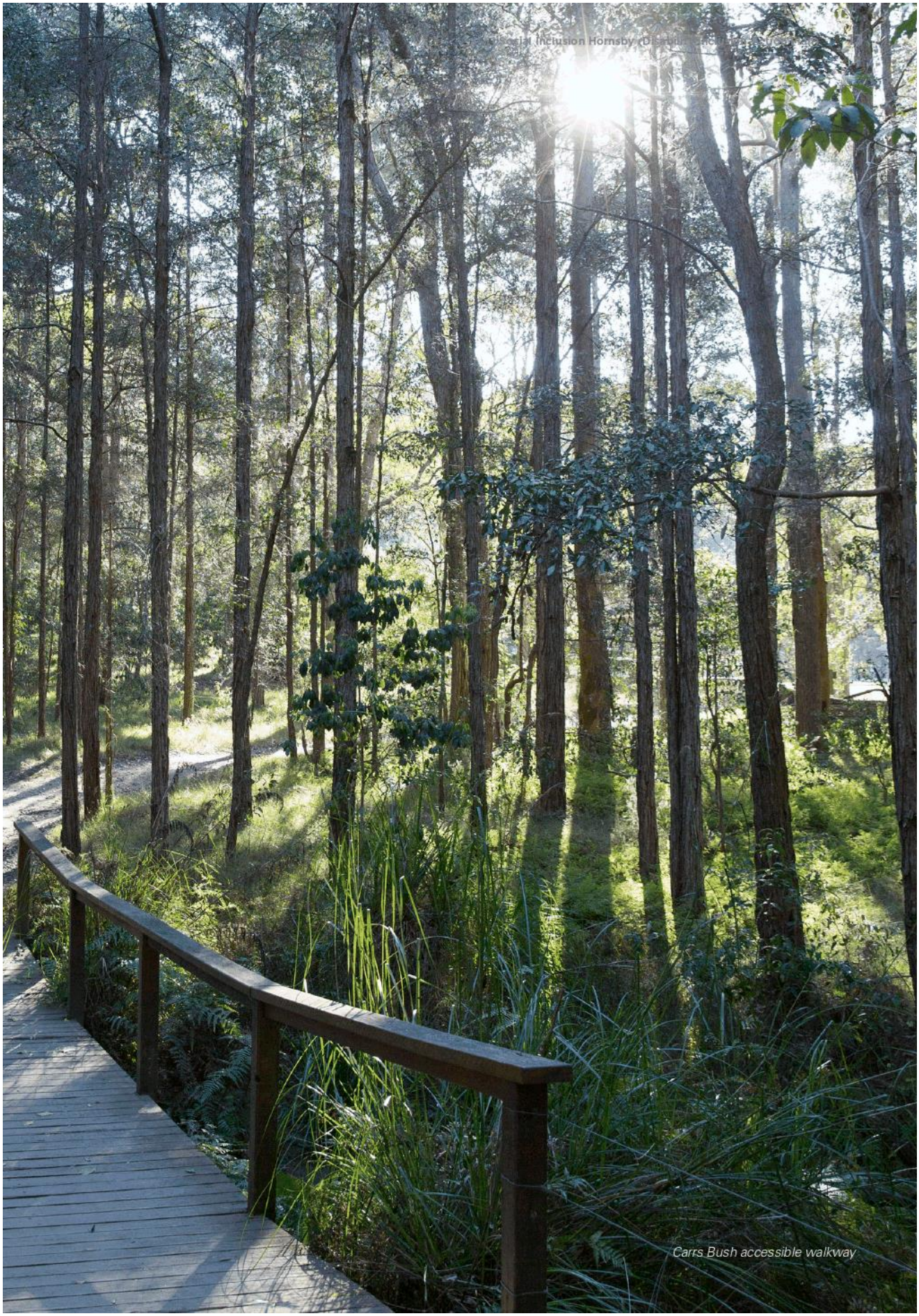

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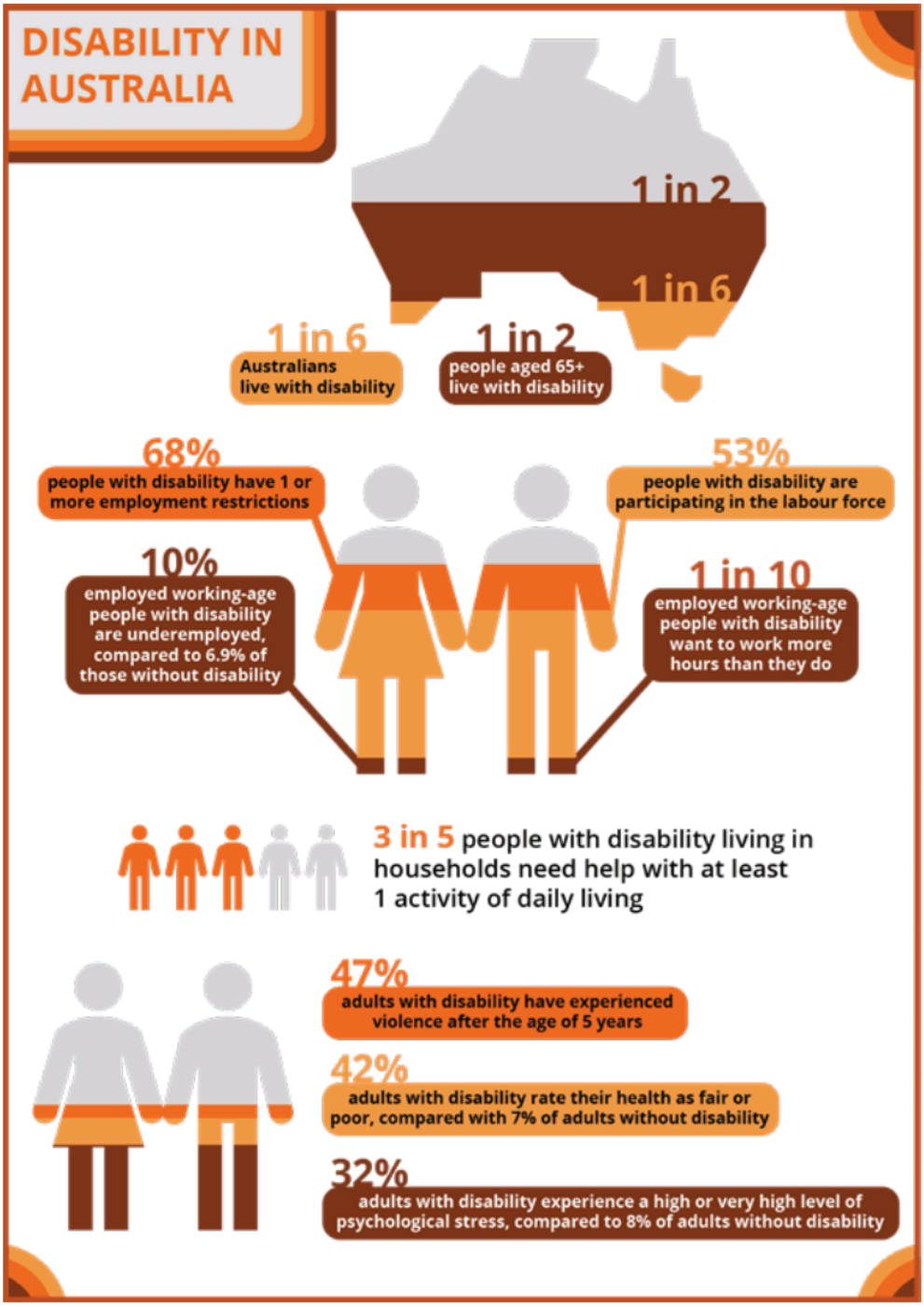
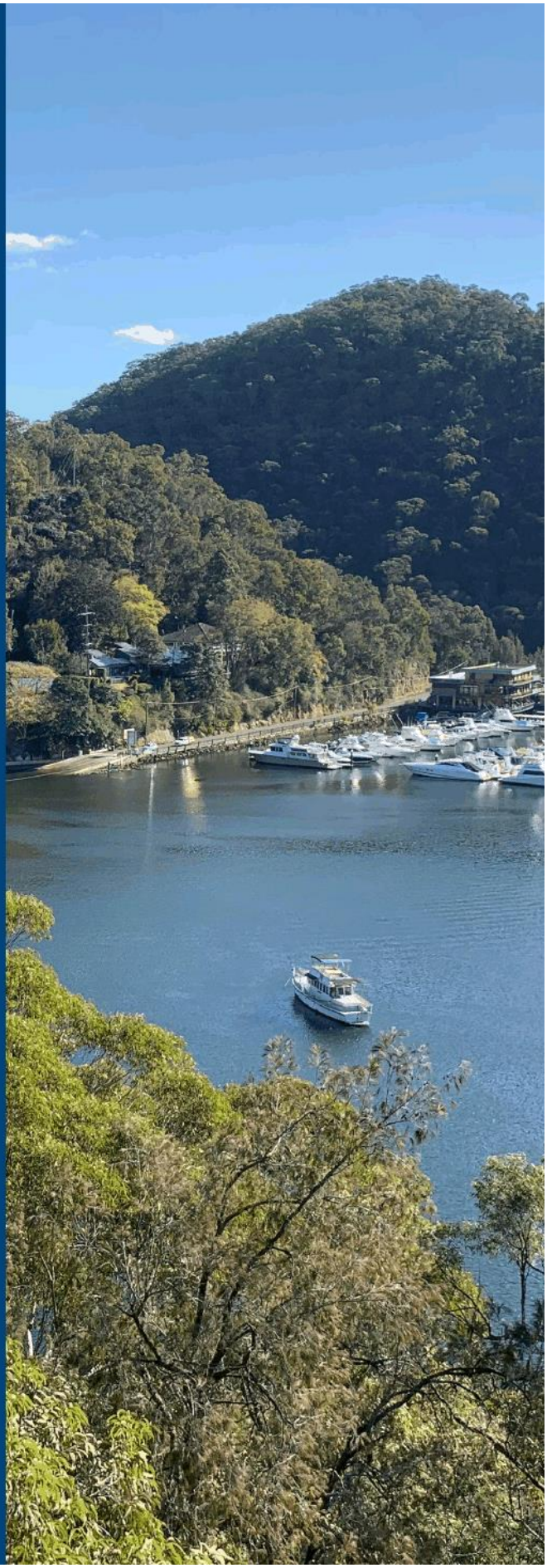
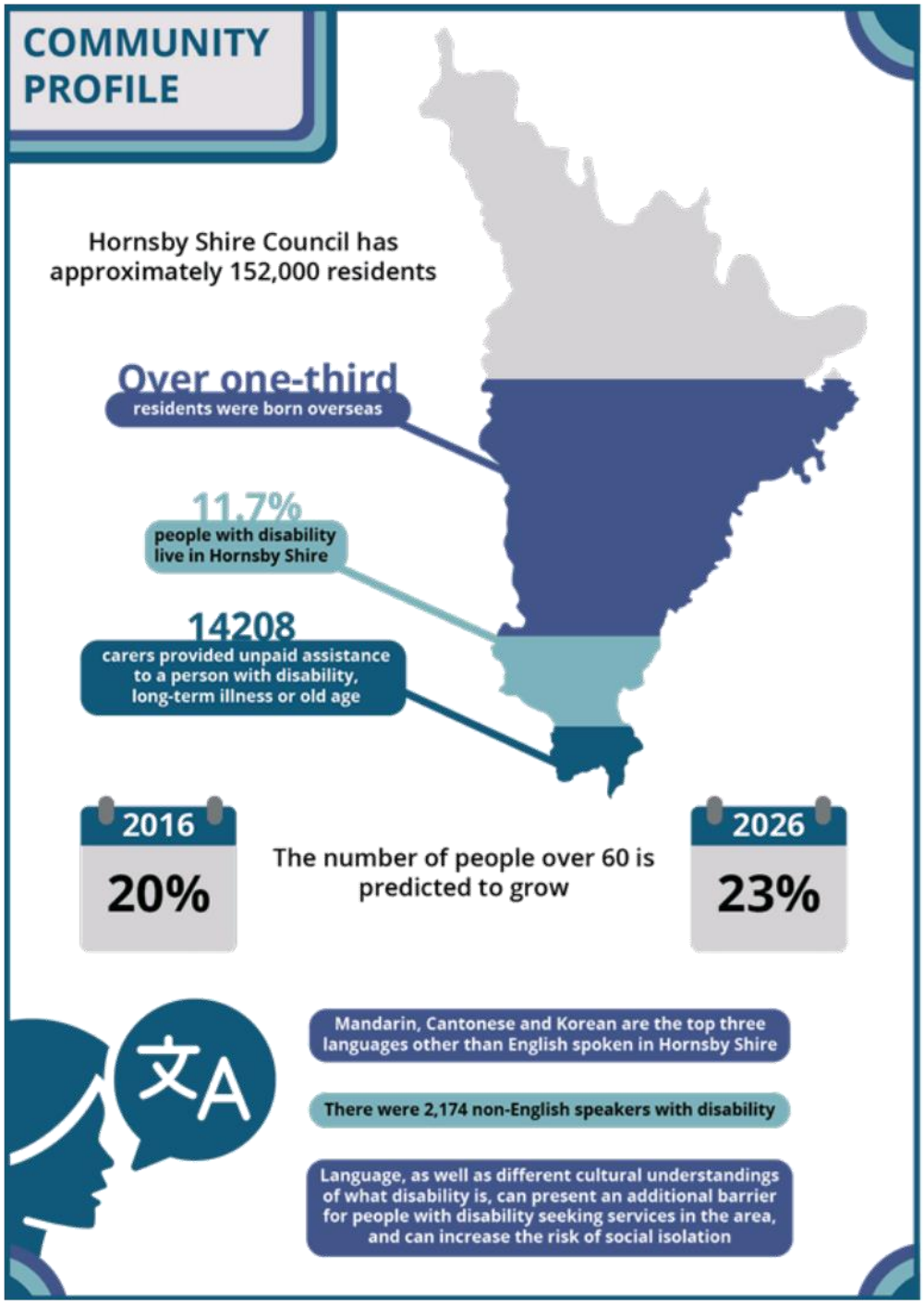
5. Disability in Australia



People With Disability Australia (2021) 'PWDA Language guide: A guide to language about disability', People With Disability Australia

6. Community profile



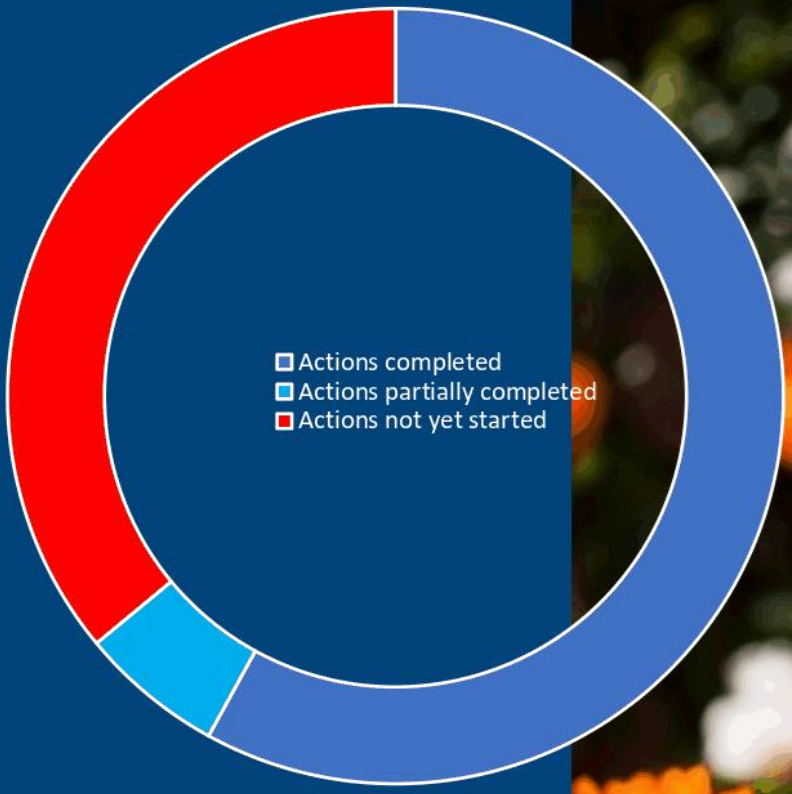


People With Disability Australia (2021) 'PWDA Language guide: A guide to language about disability', People With Disability Australia

7. How we developed this plan

7.1 Reviewing our previous plan

We reviewed our last Disability Inclusion Action Plan to find out what achievements had been made and what things we still need to do.



Of the 50 actions in our previous plan, 18 were not started and 3 were not completed. Many of these were affected by the COVID-19 pandemic, and so could not be started.

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7.2 What we have achieved

7.2.1 Focus Area 1: Developing Positive Community Attitudes and Behaviours

Positive achievements:

- We celebrated International Day of Disabilities with an inclusive art exhibition in partnership with local service Studio Artes that supports people with disabilities.
- We delivered mandatory Equal Employment Opportunity online learning for all Council staff.
- We held information presentations for Culturally and Linguistically Diverse (CALD) community groups regarding Council's service, programs and projects.
- All pages on Council websites now have the National Relay Service information in the footer.
- Council promoted the Studio Artes "Ride a Day in my Wheels" event and the "Share our space" initiative.
- The Communications and Engagement Team continues to seek opportunities to increase Council's photo stock library to reflect disability and diversity.

7.2.2 Focus Area 2: Creating Liveable Communities

Positive achievements:

- In our community venues, we installed information display icons outlining the presence of amenities.
- Library staff delivered over 6,819 books and other resources to people in their homes during COVID-19 lockdowns.
- New online events and Storytime have been made available to the community via social media, including the use of captions to assist people who have difficulties with audio.
- Our inclusive play space at Waitara Park won the Play space award for projects over $0.5M in the 2020 regional NSW/ACT Parks & Leisure Australia Awards of Excellence. It is a safe and accessible park providing fun play experiences for children of all ages and abilities – bringing the community together.

7.2.3 Focus Area 3: Supporting Access to Meaningful Employment

Positive achievements:

- We have provided casual employment for people with disabilities through arrangements with Disability Employment Program Provider, Nova Employment.

7.2.4 Focus Area 4: Improving Access to Mainstream Services Through Better Systems and Processes

Positive achievements:

- We continue to provide accessible information during COVID-19 through information webinars, which included online Storytime, information for seniors and the CALD community, and learn to drive programs.
- We regularly review Council sites (twelve monthly or sooner if required) to ensure their compliance with the tenets of Australian Standard AS3745-2010 – Planning for Emergency in Facilities.

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7.3 What we still need to do

7.3.1 Focus Area 1: Developing Positive Community Attitudes and Behaviours

Remaining actions:

- Develop an Inclusive Communications Strategy.

7.3.2 Focus Area 2: Creating Liveable Communities

Remaining actions:

- Incorporate the location of specific information about footpaths, kerb ramps and crossings, provided by DIAP respondents, into the proposed Pedestrian Access and Mobility Plan (PAMP).
- Update the Public Domain Guidelines to incorporate feedback from people with disability on improving accessibility and connections to centres, transport and open spaces.
- Increase the availability of mobility parking (complying with AS 2890) across the Shire.

7.3.3 Focus Area 3: Supporting Access to Meaningful Employment

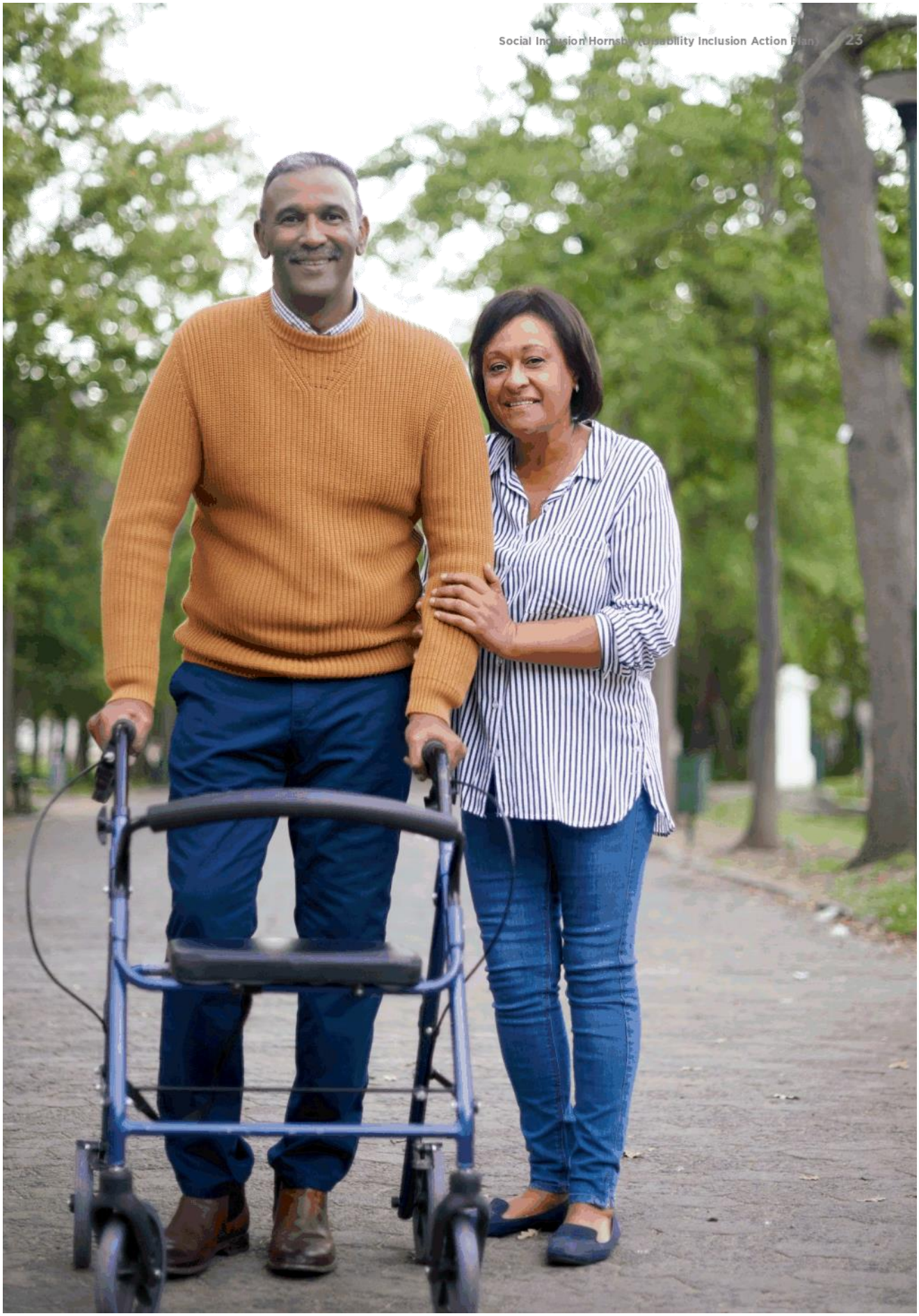
Remaining actions:

- Incorporate inclusion awareness (in relation to people with disability including hidden disability) into the staff induction program.
- Include skills for awareness of disability inclusion in current training needs analysis processes and in appropriate training programs.
- Continue to ensure job task analyses/position descriptions carefully describe the inherent requirements of the position.
- Implement the free resources from the Australian Network on Disability: Sharing and monitoring disability information in the workplace; Employers' Guide to Partnering with Disability Employment Services; and Manager's Guide: Disability in the Workplace.

7.3.4 Focus Area 4: Improving Access to Mainstream Services Through Better Systems and Processes

Remaining actions:

- Provide guidelines and templates to enable staff to make all communications easy to read, accessible and inclusive (including to enable web accessibility).
- Develop a policy and procedure(s) for responding to requests for information in alternative formats.
- Ensure any committee or reference group to the traffic and/or safety committees include representation by people with disability.
- Review the procedures for handling complaints with Council to ensure better access for people with disability.
- Identify any access and inclusion related trends in data from feedback and complaint processes, and ensure issues are addressed in quality improvement cycle.
- Conduct more targeted strategy reviews of the proposed PAMP with the involvement of focus group(s) that include representatives with mobility, sensory and/or other disabilities.
- Training in website accessibility (including accessible PDFs) is to be resumed.



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7.4 Asking the community

To update our previous Disability Inclusion Action Plan, we asked the community about the barriers that people with disability face in Hornsby Shire and their ideas for improvement. In late 2021, we consulted with:

- people with disability
- their families
- service providers
- other community members
- our External Advisory Group.

We worked with them to find out what key actions we can take to improve accessibility and inclusion of people with disability in Hornsby Shire.

We promoted our consultations through Council's website, social media, Council facilities, the local papers, and emails, letters and phone calls to relevant stakeholders through Council's contact lists and networks.

We held six consultation forums in November and December 2021, open to people with disability, older people, community organisations and interested members of the community. The consultations were held face-to-face (in Berowra, Hornsby, Galston, Thornleigh and Cherrybrook) and online, and catered to all accessibility requirements.

People who could not attend the forums could tell us what they thought through an online survey, by completing a paper survey available through Council facilities and delivered to aged care homes, or by contacting Council directly via phone or email. In total, 1,215 members of the public completed the survey, including:

- 144 people with disability
- 148 family members and support workers
- 33 representatives from disability service organisations.

As well as the public survey, 224 Council staff responded to a survey on their understanding of disability and what they saw as priorities for a new plan.

We collated and analysed the feedback and presented this to Council staff.

7.4.1 What did we find out?

Our consultations provided the following valuable insights:

- Libraries, the Thornleigh Community Recycling Centre, and Hornsby Aquatic and Leisure Centres are seen as very accessible spaces by people with disability, but more needs to be done to make footpaths, public toilets, council parking, drop-off and pick-up areas and bus shelters more accessible.
- We are seen as being good at providing information, but we can do better in consulting regularly with the community, and in providing information to people who can't, or don't want to, use computers.

We also found out the top six areas that Council needs to work on making more accessible for people with disability:

1. public toilets
2. footpaths
3. information about Council facilities and services
4. drop off and pick up areas
5. natural areas
6. Council car parking.

Key Themes

Below is a high-level summary of the themes that emerged from consultation with the local community, service providers and staff on what we can do to improve access and inclusion in Hornsby Shire.

Focus Area:
Community Attitudes and Behaviours

Priorities for improvement:

- Ensuring public events are accessible, welcoming and inclusive
- Greater training for businesses in interacting with people with disability
- Training Council staff on access and inclusion for people with disability
- Sharing public messages about inclusion for people with disability.

Focus Area:
Creative Liveable Communities

Priorities for improvement:

- Maintaining safe footpaths linking shops, parks, homes and transport
- Advocating for the needs of people with disability with State and Federal Government
- Encouraging accessible-for-all design (universal design) in new housing
- More accessible toilets at community venues and parks
- More disability parking that is accessible, safe and in close proximity to venues.

Focus Area:
Access to Meaningful Employment

Priorities for improvement:

- Working with people with disability to identify suitable tasks and training opportunities
- Providing both volunteering and paid employment opportunities for people with disability to build their skills
- Ensuring workplaces are accessible
- Educating staff about the rights, capabilities and merits of people with disability as employees and volunteers.

Focus Area:
Improving Access to Services

Priorities for improvement:

- Making sure people can contact Council without needing a computer
- Utilising face-to-face and paper-based methods to distribute information to the community
- Continuous training for staff at Council's customer service centre
- Consulting regularly with people with disability and their carers and families in how to improve services
- Making feedback and complaint options easy to find and accessible
- Disseminate information in different languages
- Central contact point for people with disability, and single point for people to report accessibility issues
- Website navigation improvements.

8. Our Social Inclusion Actions For 2021-2025

8.1 Focus Area 1: Developing Positive Community Attitudes and Behaviours

- Contribute to developing an inclusive community by promoting inclusion awareness and inclusive activities across Hornsby Shire.
  - Ensure inclusive communications are accessible
  - Deliver community education on appropriate language and respectful behaviours towards people with disability
- Create a workplace culture in Hornsby Shire Council that is aware of inclusion and has the skills to implement the improvements to inclusion suggested by people with disability.
  - Monitor and update Social Inclusion Hornsby every 12 months
  - Increase staff training and awareness of disability

8.2 Focus Area 2: Creating Liveable Communities

- Provide and maintain accessible paths, kerb ramps, crossings and toilets to support independent travel across Hornsby Shire.
  - Review and maintain footpaths so they are accessible and safe for all people
  - Increase and improve accessible parking spots, ensuring they are suitable and located close to venues
  - Work with transport organisations and state government to make transport infrastructure more accessible
  - Ensure all toilets due for refurbishment meet existing disability building codes
- Improve the accessibility of buildings and public spaces across Hornsby Shire
  - Complete audits and upgrades so buildings and public spaces are accessible and safe for people with disability
  - Ensure parks and playgrounds are inclusive of people with disability
  - Develop standards and guidelines to maintain safe pathways and buildings that reflect universal design
- Increase the number of accessible and inclusive workshops, programs and events available in Hornsby Shire
  - Encourage people with disability to attend Council events, by ensuring they are accessible
  - Provide programs and activities that are inclusive of CALD communities

8.3 Focus Area 3: Supporting Access to Meaningful Employment

- Provide greater access for people with disability to employment opportunities with Council.
  - Review Council recruitment processes to ensure they are accessible
  - Promote work experience, traineeships, volunteering and paid employment opportunities
  - Bring together Non Government Organisations(NGOs), disability service providers, schools, local businesses and people with disability
  - Educate employers around employing people with disability

8.4 Focus Area 4: Improving Access to Services Through Better Systems and Processes

- Provide Council information in an easy-to-understand style, available in accessible formats, using a variety of media.
  - Provide Council information in different formats and languages
  - Update guidelines and templates so communications are easy to read
  - Increase opportunities for people with disability to be involved in the design and/or implementation of built environments, Council systems, processes and/or services
  - Engage in ongoing consultation with people with disability in ways that are accessible and inclusive and encourage their participation
- Improve the accessibility of Council processes, and use feedback and complaints data to continually enhance access and inclusion.
  - Provide more training for our staff in assisting people with disability to meet their needs
  - Create a central contact point for people with disability around issues and questions relating to accessibility
- Continue to advocate for the local community by informing other agencies and levels of government about local access and inclusion needs.
  - Work with other levels of government and organisations to improve services for people with disability

8.5 Detailed actions

Focus Area 1: Developing Positive Community Attitudes and Behaviours				
ID	**ACTIONS**	**RESPONSIBILITY**	**TIMEFRAME**	**INDICATORS**
Outcome 1: People with disability experience positive, inclusive attitudes and behaviours from Council staff and they agree that Council promotes inclusive attitudes in the broader community				
Strategy 1.1: Contribute to developing an inclusive community by promoting inclusion awareness and inclusive activities across Hornsby Shire				
1.1.1	Ensure inclusive communications when planning public consultations on new strategies and plans	Communications and Engagement (lead) Community and Cultural Development (support)	Ongoing	■ Annual report on inclusion awareness raising strategies Council has contributed to
1.1.2	Increase Council's photo stock library to reflect community disability diversity	Corporate Support Division (lead) Communications and Engagement (support)	Ongoing	■ Appropriate images used relevant to the communication and marketing material being prepared
1.1.3	Provide positive updates of successful implementation of DIAP actions (as well as other examples of positive inclusion) on Council's public communication channels (Including both Council and community achievements)	Community and Cultural Development (lead) Communications and Engagement (support)	Ongoing	■ Post examples and update every quarter
1.1.4	Deliver a targeted community education campaign on appropriate language and respectful behaviours towards people with disability, including invisible disability (i.e. mental health, neurodivergent conditions, intellectual disability) for schools, businesses, and community	Community and Cultural Development	December 2023	■ Campaign established and delivered
1.1.5	Create a workplace culture in Hornsby Shire Council that is aware of the inclusion needs of people of all ages with disability and has the skills to implement the improvements to inclusion suggested by people with disability	All Departments	Ongoing	■ Workplace culture aware of inclusion needs of people with disability and skills to implement the improvements suggested by people with disability
Strategy 1.2: Create a workplace culture in Hornsby Shire Council that is aware of the inclusion needs of people of all ages with disability and has the skills to implement the improvements to inclusion suggested by people with disability.				
1.2.1	Incorporate inclusion awareness (in relation to people with disability including 'hidden disability') into the staff induction program	People and Culture	July 2023	• Inclusion of people with disability is incorporated in current Induction Program • Incorporate inclusion of people with disability into any future Onboarding Program, including survey of new staff

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1.2.2	Include skills for awareness of disability inclusion in current training needs analysis processes and in appropriate training programs	People and Culture	December 2023	• Review of current training needs analysis to include DIAP required skills, completed
1.2.3	Provide a copy of Social Inclusion Hornsby to all Councillors	Strategy and Place	August 2022	• Councillors informed of plan

Focus Area 2: Creating Liveable Communities

ID	ACTIONS	RESPONSIBILITY	TIMEFRAME	INDICATORS
Outcome 2: People with a disability have greater access to the built and natural environments of Hornsby Shire, and have opportunities to participate in a greater variety of accessible and inclusive events and activities				
Strategy 2.1: Provide and maintain accessible paths, kerb ramps, crossings and toilets to support independent travel across Hornsby Shire				
2.1.1	Investigate the location of specific information about footpaths, kerb ramps, and crossings, provided by DIAP respondents.	Asset Operations and Maintenance (lead) Technology & Transformation (GIS) (support)	December 2024	■ Location specific information provided by DIAP respondents incorporated into the proposed Pedestrian Access Mobility Plan (PAMP) by December 2024
2.1.2	Provide and maintain continuous accessible paths of travel across Hornsby Shire, in consultation with people with disability	Asset Operations and Maintenance	Ongoing	■ Number of accessible paths of travel to key destinations added to the PAMP ■ Number of accessible paths of travel completed
2.1.3	Develop requirements around ensuring continued accessibility of footpath areas during construction work, particularly around footpath removal and wheeled access.	Asset Operations and Maintenance	Ongoing	■ Requirements are developed and promoted
2.1.4	Include location specific access information on our web site (toilets, kerb ramps, crossings)	Communications and Engagement	December 2023	■ Once information is provided (see 2.1.1) include in an appropriate location on Council's website
2.1.5	Accommodate accessibility needs as new public toilets are established or refurbished	Asset Operations and Maintenance (lead) Parks Trees and Recreation (support)	Ongoing	■ Number of new or refurbished public toilets where accessibility needs are accommodated

8.5 Detailed actions

2.1.6	Investigate the availability of mobility parking (complying with Australian Standard 2890) across Hornsby Shire	Traffic Engineering and Road Safety	December 2024	■ Map of accessible parking across Hornsby Shire completed ■ Report with recommendations on accessible parking provided as an addendum to the Parking Management Study in Hornsby Shire
2.1.7	Advocate on behalf of Hornsby Shire residents with Transport NSW to make major transport infrastructure in Hornsby Shire more accessible and disability friendly including ramps, lifts, at bus interchanges and improved signage	Traffic Engineering and Road Safety	Ongoing	■ Improvement program initiated ■ Number of advocacy activities with Transport NSW and relevant ministers
Strategy 2.2: Improve the accessibility of buildings and public spaces across Hornsby Shire				
2.2.1	Complete accredited access audits of Council buildings and facilities whenever upgrades are planned, indicate risks to people with disabilities due to poor building access and ensure updated access information is included on Council's website	Asset Operations and Maintenance	Ongoing	■ Location specific information from the DIAP included in access audit ■ Number of accredited access audits completed ■ Number of complaints received or incident reports related to poor building or facility access
2.2.2	Ensure the Public Domain Guidelines incorporates feedback from people with disability on improving accessibility and connections to centres, transport, and open spaces	Infrastructure and Major Projects Division	Ongoing	■ Number of amendments made to Public Domain Guidelines
2.2.3	Ensure when park upgrades and renewals are undertaken, these accommodate accessibility needs (tracks, picnic facilities, etc.)	Parks, Trees and Recreation	Ongoing	■ Rolling schedule or focus on reports
2.2.4	Continue to implement accessible trails as part of Council's Track and Trail Masterplan	Natural Resources (support for inclusion on bush tracks)	Ongoing	■ Reports on implementation of accessible trails in Track and Trail Masterplan
2.2.5	As playgrounds are renewed, identify opportunities to incorporate inclusive and accessible play equipment	Parks, Trees and Recreation	Ongoing	■ Number of renewed playgrounds upgraded to incorporate inclusive and accessible play equipment

2.2.6	Continue to work with and encourage local businesses and venues to upgrade their premises to improve accessibility	Community and Cultural Development	Ongoing	■ Number of businesses upgraded
2.2.7	Council continues to work towards ensuring that all pontoons and access ramps under their management are safe and accessible to all boat users	Asset Operations and Maintenance	Ongoing	■ Ramps under Council management are safe and accessible
Strategy 2.3: Increase the number of accessible and inclusive workshops, programs and events available in Hornsby Shire				
2.3.1	Consider Access and Inclusion Plans into all Council hosted programs, events and meetings	Community and Cultural Development (lead) Other Council Branches providing events for the community (support)	Ongoing	■ Number of major events and meetings hosted at inclusive venues
2.3.2	In partnership with multicultural organisations, provide and promote inclusive activities and programs in Library, Waste Education, and Natural Resources workshops and programs	Community and Cultural Development (lead) All Departments	Ongoing	■ Number of workshops delivered in partnership aged and/or disability
2.3.3	Promote events that are accessible and inclusive for people with disability, and provide information to the community on the specific measures in place that make these events accessible	Community and Cultural Development (lead) Communications and Engagement (support)	Ongoing	■ Number of accessible and inclusive events held

Focus Area 3: Supporting Access to Meaningful Employment				
ID	**ACTIONS**	**RESPONSIBILITY**	**TIMEFRAME**	**INDICATORS**
Outcome 3: People with disability have opportunities to gain employment with Council				
Strategy 3.1: People with disability have greater access to employment opportunities with Council				
3.1.1	Continue to ensure job task analyses/position descriptions carefully describe the inherent requirements of the position	People and Culture	Ongoing	■ Job task analyses/ position descrip- tions with inherent requirements described and avail- able for all jobs
3.1.2	Continue to work with disability employment agencies to provide work placement or workplace training opportunities in Council	People and Culture	Ongoing	■ Record of meet- ings or contacts with Disability Em- ployment Services
3.1.3	Host an employment forum with not-for-profit organisations, disability service providers, schools and local businesses to support transitioning people with disability into the workforce	Community and Cultural Development	December 2023	■ Forum held/ participation

8.5 Detailed actions

3.1.4	Work with employers on the opportunities and benefits in employing people with disability including through the provision of Social Enterprise training for local organisations and businesses	Community and Cultural Development	December 2023	■ Social Enterprise training provided
3.1.5	Implement the free resources from the Australian Network on Disability: • Sharing and monitoring disability information in the workplace • Employers' Guide to Partnering with Disability Employment Services • Manager's Guide: Disability in the Workplace	People and Culture (lead) Community and Cultural Development Services (support)	December 2023	■ Information on sharing and monitoring disability information in the workplace included in policies and procedures ■ All managers are provided with Manager's Guide: Disability in the Workplace

Focus Area 4: Improving Access to Services Through Better Systems and Processes

ID	ACTIONS	RESPONSIBILITY	TIMEFRAME	INDICATORS
Outcome 4: People with disability agree that Council services are easier to access, and that they have greater opportunities to give their input to Council on a range of issues, to give feedback or to make complaints				
Strategy 4.1: Provide Council information in an easy to understand style, available in accessible formats, using a variety of media				
4.1.1	Ensure guidelines and templates to enable staff to make all communications easy to read, accessible and inclusive (including to enable web accessibility)	Communications and Engagement (lead) Technology and Transformation (support)	December 2023	■ Review brand guidelines, particularly fonts and backgrounds by December 2023
4.1.2	Providing communications in multiple formats (online and paper), alternative media (video or voice), and in alternative languages for the CALD population	Communications and Engagement (lead)	Ongoing	■ Council messages are delivered via various formats and in different languages or with translation service available
Strategy 4.2: Increase opportunities for people with disability to be involved in the design and/or implementation of built environments, Council systems, processes and/or services				
4.2.2	Investigate retaining the DIAP Advisory committee to meet minimum of twice a year or as necessary	Community and Cultural Development	December 2022	■ Inclusion Reference Group with Terms of Reference established
4.2.3	Where possible, ensure any committee or reference group to the traffic and/or safety committees include representation by people with disability	Community and Cultural Development (lead) Traffic Engineers and Road Safety (support)	Ongoing	■ Terms of Reference for traffic / safety committees include need to have representation by people with disability

ATTACHMENT 1 - ITEM 4

4.2.4	Investigate the introduction of a more targeted strategy reviews of the proposed Pedestrian Access and Mobility Plan (PAMP) with the involvement of focus group(s) that include representatives with mobility, sensory and/or other disabilities	Infrastructure and Major Projects	December 2024	■ Investigation completed
Strategy 4.3: Improve the accessibility of the Council processes, and use feedback and complaints data to continually enhance access and inclusion				
4.3.1	Review the procedures for handling complaints with Council to ensure better access for people with disability	All Departments with feedback/complaints procedures (lead) Governance and Customer Service (support)	July 2023	■ Number of procedures for handling complaints with Council (including all libraries, galleries and pools) reviewed
4.3.2	Review staff training for Council customer service officers on how to assist people with disability and to know where to access information on disability services	Learning and Development	July 2023	■ Training provided on information resources
4.3.3	Create a central contact point for people with disability, support workers and families to contact Council around issues relating to accessibility	Community and Cultural Development	December 2022	■ Central contactpoint established
4.3.4	Identify any access and inclusion related trends in data from feedback and complaint processes, and ensure issues are addressed in quality improvement cycle	All Departments with feedback/complaints procedures Governance and Customer Service (support) Community and Cultural Development (support)	Ongoing	■ Data on feedback/ complaints, with trends identified, relating to access and/or inclusion
Strategy 4.4: Continue to advocate for the local community by informing other agencies and levels of government about local access and inclusion needs				
4.4.1	Advocate for the needs of residents with disability to other levels of government, where needed	All Departments	Ongoing	■ Number of representations made about access and inclusion of local people with disability, to other levels of government and other agencies
4.4.2	Advocate for the needs of residents with disability to external organisations	All Departments	Ongoing	■ Representations made to emergency planning committee(s) about emergency planning for people with disabilities in Hornsby Shire

9. How we will deliver the plan

Everyone in Council has responsibilities for supporting access and inclusion. The actions that specific sections of Council are responsible for are noted in this plan.

Our Community and Cultural Development team will oversee Council's ongoing implementation of this plan and will report to the Executive.

We will also:

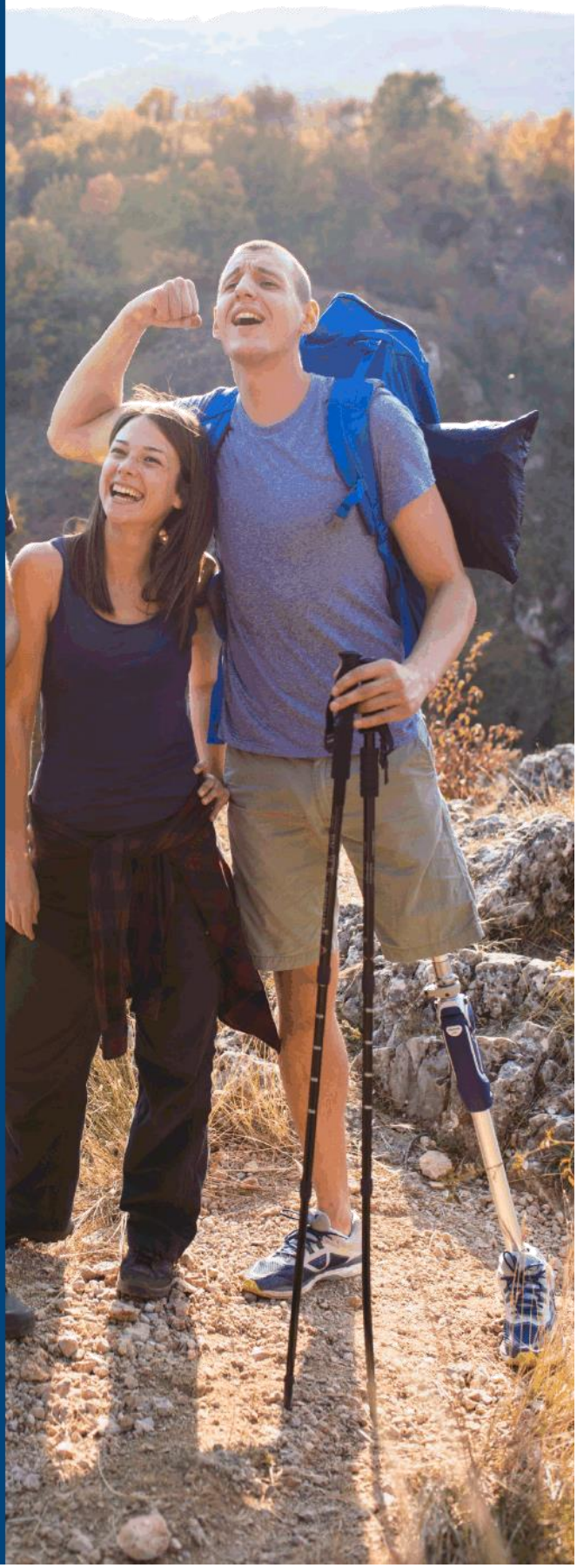
- Review implementation every 12 months
- Seek ongoing feedback on progress from people with disability and other community members
- Seek ongoing feedback from our Social Inclusion Advisory Committee
- Seek ongoing feedback from Council staff
- Modify our strategies and actions according to review and feedback findings
- Present results of the review process to the Social Inclusion Advisory Committee
- Provide an annual report on our activities to the community and the Minister for Disability Services
- Conduct a full review after four years.

10. How we will fund the plan

Many of the actions in Social Inclusion Hornsby are things that we are doing already and will continue to do. These actions will also adapt to meet the changing needs of our community. These types of actions will not need more money and are already being funded by Hornsby Shire Council.

Some actions will need money to do, especially where we need to build things. Money for this will come from our budget process where possible. Sometimes, we may try and get money from other sources to help us deliver actions.

This will help us to deliver the actions in the plan responsibly and within our means.



11. How we will consult with you

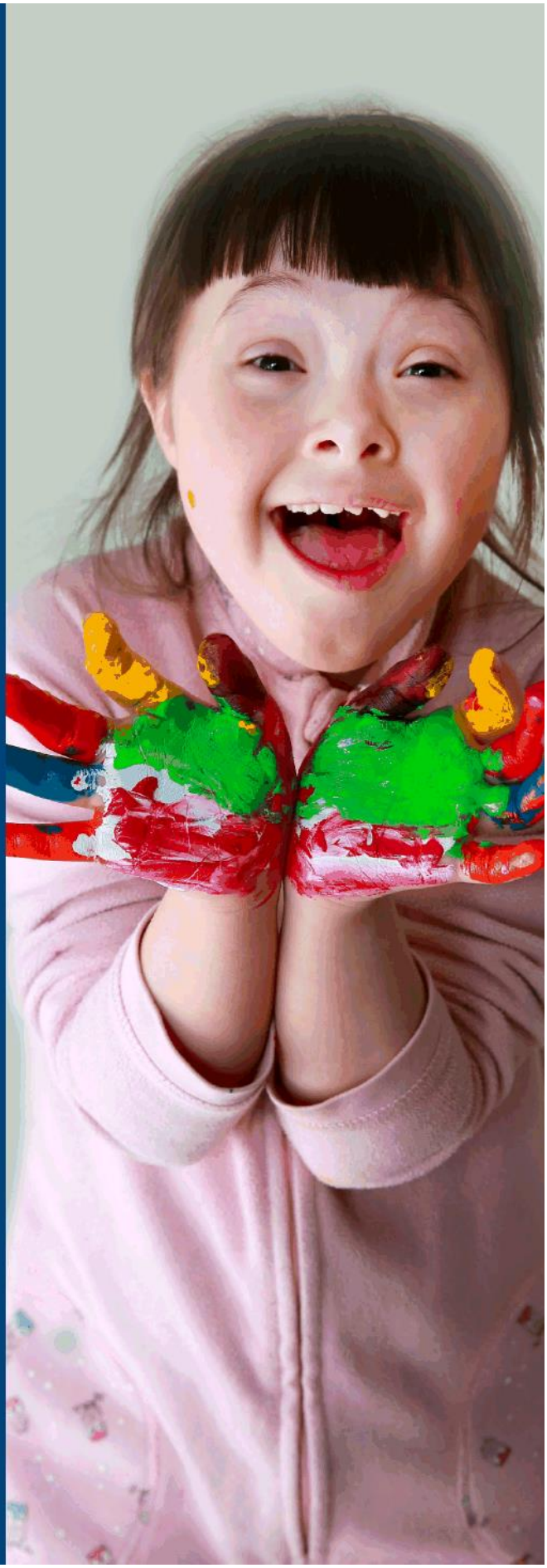
We will seek feedback from people with disability and community members through:

- the surveys we use at events
- the 'report an issue' section on our website.

You can also contact Council's Community and Cultural Development Team by emailing cdevelopment@hornsby.nsw.gov.au, or phoning (02) 9847 6996.

Consultants for Hornsby Shire Council's Social Inclusion Hornsby

Adorable Care	1300 158 075 NSW
CASS	9789 4587
Catholic Care	9488 2520
Cubby House Childcare	1300 553 583
Fusion	9477 111
Health (Hornsby Hospital)	9477 9123
HK Children and Family Network	9858 3029
HK Multicultural Network	9988 4966
Just Better Care	9934 9999
Multicultural Health NSW Communication Service NSW	9932 9710
North Sydney Local health District (Aboriginal Health Services)	9477 9400
North Sydney Region Chinese Community Network	9476 9715
Nova Employment	1300 224 548
Pop-up stall Mt. Wilga Hospital	9847 5000
Ryde Intercultural Network	9858 3029
Studio Artes	9482 52660
Uniting	1800 864 846



ATTACHMENT 1 - ITEM 4

12. How we will measure success

We want to make sure that we are accountable for our actions. That is why every one of our actions has detail on what that action is meant to achieve, and how we will know if that has been achieved.

For some actions, that will mean checking whether we have done what we said we will do. For other actions, we will ask the community to tell us what they think, through conversations and surveys and feedback. We may also measure things like numbers of events, or survey people on their attitudes over time.

We will measure our progress regularly and report every year on what has been done and what we still need to do as part of our annual report. We will also report to our External Advisory Group. This will make sure that we are doing what we said we would do, but also to make sure that our actions are still the right things to do for the community.

ATTACHMENT 1 - ITEM 4

NEED HELP?

This document contains important information. If you do not understand it, please call the Translating and Interpreting Service on 131 450. Ask them to phone 9847 6666 on your behalf to contact Hornsby Shire Council. Council's business hours are Monday to Friday, 8.30am-5pm.

Chinese Simplified

需要帮助吗?

本文件包含了重要的信息。如果您有不理解之处，请致电131 450联系翻译与传译服务中心。请他们代您致电9847 6666联系Hornsby郡议会。郡议会工作时间为周一至周五，早上8:30 - 下午5点。

Chinese Traditional

需要幫助嗎？

本文件包含了重要的信息。如果您有不理解之處，請致電131 450聯繫翻譯與傳譯服務中心。請他們代您致電9847 6666聯繫Hornsby郡議會。郡議會工作時間爲周一至周五，早上8:30 - 下午5點。

German

Brauchen Sie Hilfe?

Dieses Dokument enthält wichtige Informationen. Wenn Sie es nicht verstehen, rufen Sie bitte den Übersetzer- und Dolmetscherdienst unter 131 450 an. Bitten Sie ihn darum, für Sie den Hornsby Shire Council unter der Nummer 9847 6666 zu kontaktieren. Die Geschäftszeiten der Stadtverwaltung sind Montag bis Freitag, 8.30-17 Uhr.

Hindi

क्या आपको सहायता की आवश्यकता है?

इस दस्तावेज़ में महत्वपूर्ण जानकारी दी गई है। यदि आप इसे समझ न पाएँ, तो कृपया 131 450 पर अनुवाद और दुभाषिया सेवा को कॉल करें। उनसे हॉर्न्सबी शायर काउंसिल से संपर्क करने के लिए आपकी ओर से 9847 6666 पर फोन करने का निवेदन करें। काउंसिल के कार्यकाल का समय सोमवार से शुक्रवार, सुबह 8.30 बजे-शाम 5 बजे तक है।

Korean

도움이 필요하십니까?

본 문서에는 중요한 정보가 포함되어 있습니다. 이해가 되지 않는 내용이 있으시면, 통역번역서비스(Translating and Interpreting Service)로 전화하셔서(131 450번) 귀하를 대신하여 혼즈비 셔 카운슬에 전화(9847 6666번)를 걸어 달라고 요청하십시오. 카운슬의 업무시간은 월요일~금요일 오전 8시 30분~오후 5시입니다.

Tagalog

Kailangan ng tulong?

Itong dokumento ay naglalaman ng mahalagang impormasyon. Kung hindi ninyo naiintindihan, pakitawagan ang Serbisyo sa Pagsasalinwika at Pag-iinterprete (Translating and Interpreting Service) sa 131 450. Hilingin sa kanilang tawagan ang 9847 6666 para sa inyo upang kontakin ang Hornsby Shire Council. Ang oras ng opisina ng Council ay Lunes hanggang Biyernes, 8.30n.u.-5n.h.

Farsi

نیاز به کمک دارید؟

این سند حاوی اطلاعات مهم می باشد. چنانچه آن را درک نمی کنید، لطفاً با خدمات ترجمه کتبی و شفاهی به شماره 131 450 تماس بگیرید. از آنها بخواهید از جانب شما با شماره 9847 6666 با شورای شهر هورنزبی شایر تماس بگیرند. ساعات کاری شورای شهر دوشنبه تا جمعه، از 8:30 صبح تا 5 بعدازظهر است.

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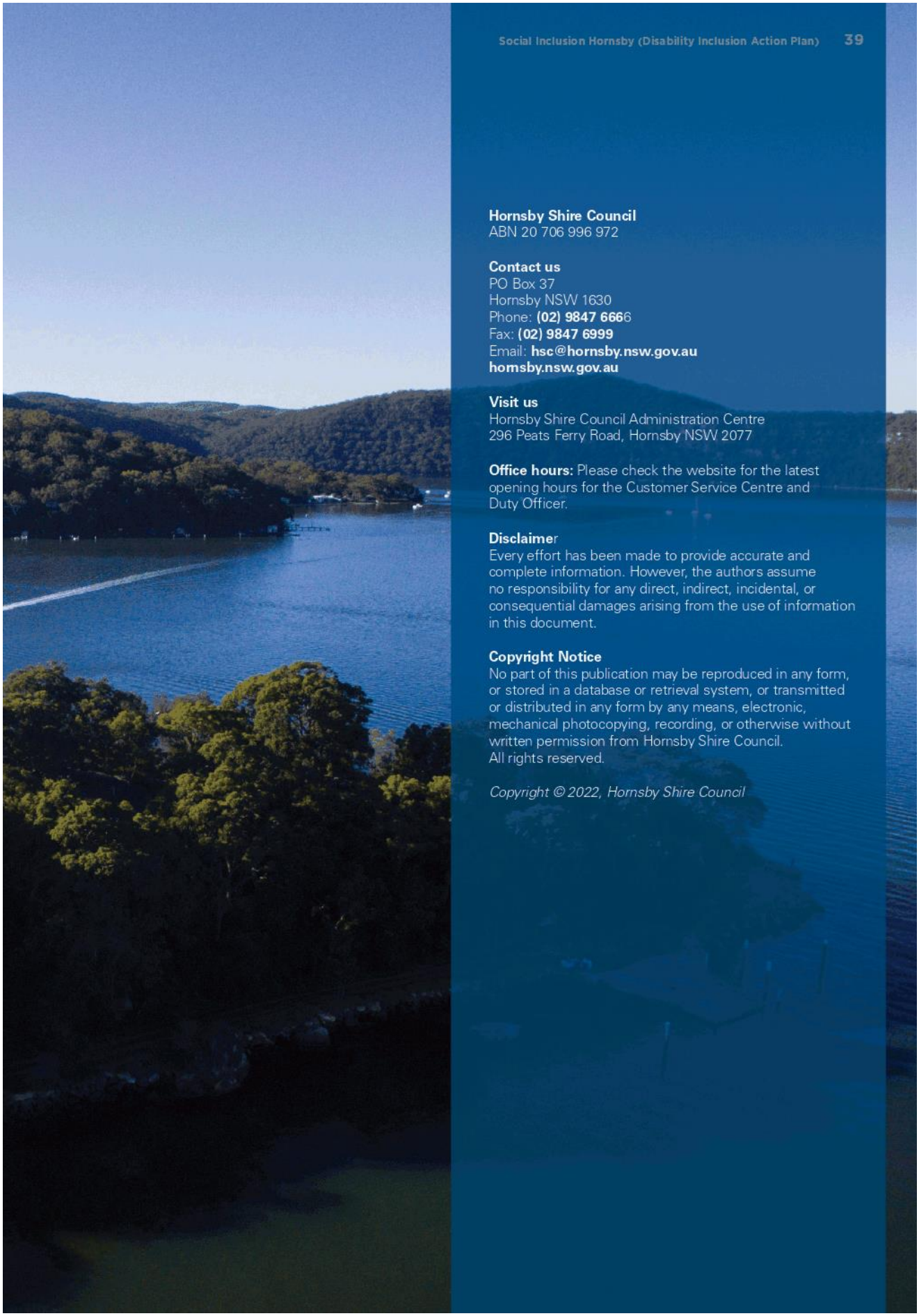

Hornsby Shire Council
ABN 20 706 996 972

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Visit us
Hornsby Shire Council Administration Centre
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Office hours: Please check the website for the latest opening hours for the Customer Service Centre and Duty Officer.

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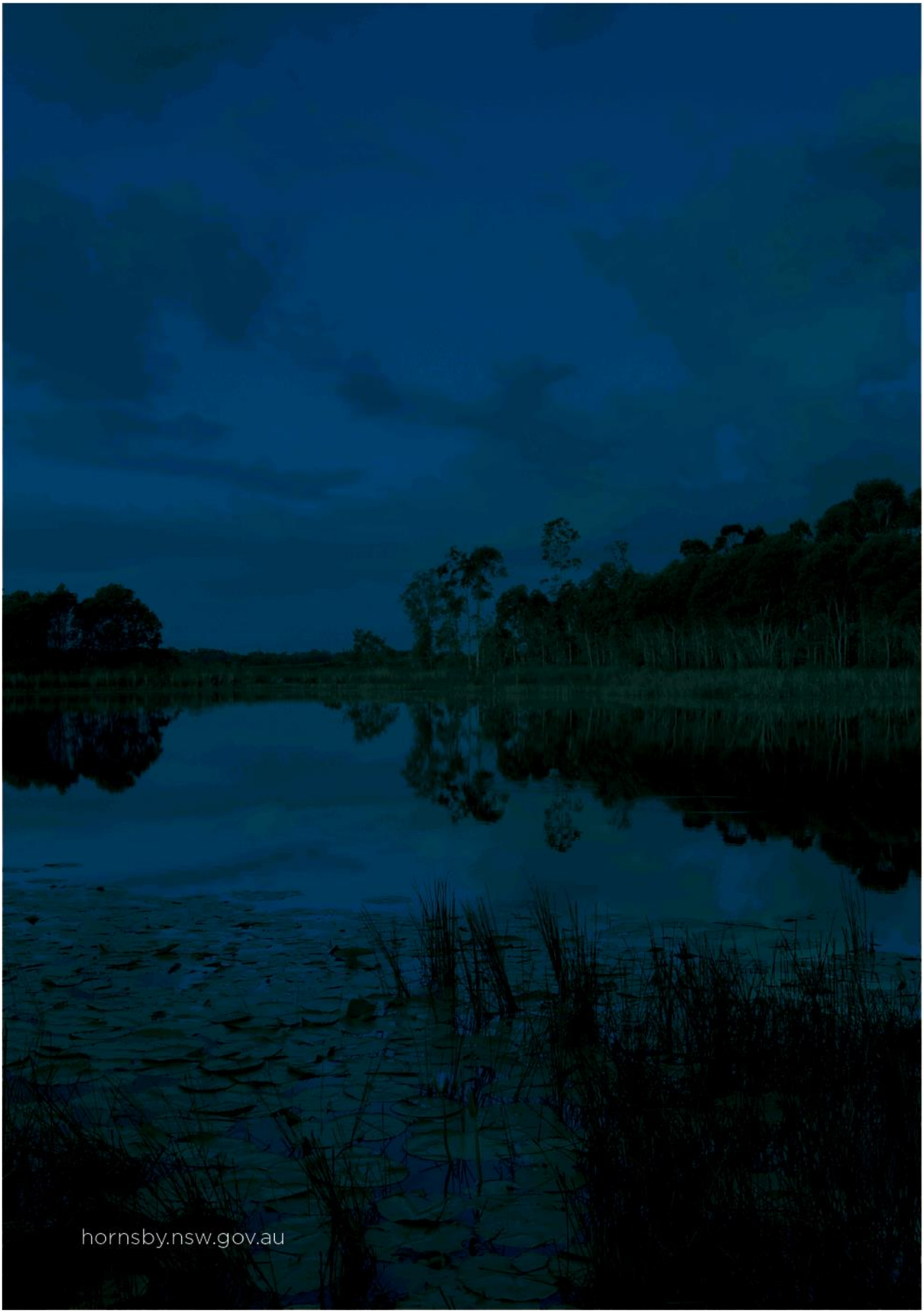

ATTACHMENT 1 - ITEM 4

ITEM 5

ATTACHMENT/S

REPORT NO. PC11/22

ITEM 5

1. DPE HORNSBY LEP 2013 FINAL TRANSLATION

2. HSC SUBMISSION - EMPLOYMENT ZONES REFORM

3. IMPLEMENTATION ACTION PLAN - EMPLOYMENT LANDS STUDY

Translation of the employment zones land use tables

Hornsby LEP 2013 land use tables (Version 2.3)

Employment zones reform

Translation of Hornsby LEP 2013 land use tables

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Zone MU1 Mixed Use 8
Zone W4 Working Waterfront 9
Local Provisions and Schedule 1 – Additional permitted uses 10

Employment zones reform

Translation of Hornsby LEP 2013 land use tables

NSW GOVERNMENT

Hornsby Local Environmental Plan 2013

Zone E1 Local Centre

1 Objectives of zone

- To provide a range of retail, business and community uses that serve the needs of people who live, work or visit the area.
- To encourage investment in local commercial development that generates employment opportunities and economic growth.
- To enable residential development that contributes to a vibrant and active local centre and is consistent with the Council's strategic planning for residential development in the area.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.
- To encourage development that is compatible with the centre's position on the centres hierarchy.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Group homes; Health consulting rooms; Home businesses; Home industries; Home occupations; Hostels; Hotel or motel accommodation; Information and education facilities; Local distribution premises; Medical centres; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Respite day care centres; Roads; Service stations; Shop top housing; Tank-based aquaculture; Veterinary hospitals; Water reticulation systems; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

Employment zones reform

Translation of Hornsby LEP 2013 land use tables

Zone E2 Commercial Centre

1 Objectives of zone

- To strengthen the role of the commercial centre as the centre of business, retail, community and cultural activity.
- To encourage investment in commercial development that generates employment opportunities and economic growth.
- To encourage development that has a high level of accessibility and amenity, particularly for pedestrians.
- To enable residential development that is consistent with the Council's strategic planning for residential development in the area.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Artisan food and drink industries; Backpackers' accommodation; Building identification signs; Business identification signs; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Group homes; Home businesses; Home industries; Home occupations; Hotel or motel accommodation; Information and education facilities; Local distribution premises; Medical centres; Mortuaries; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Tank-based aquaculture; Vehicle repair stations; Veterinary hospitals; Water reticulation systems; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Tourist and visitor accommodation; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

Employment zones reform

Translation of Hornsby LEP 2013 land use tables

Zone E3 Productivity Support

1 Objectives of zone

- To provide a range of facilities and services, light industries, warehouses and offices.
- To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.
- To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.
- To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.
- To provide opportunities for new and emerging light industries.
- To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.
- ~~To provide for residential uses, but only as part of a mixed use development.~~
- ~~To permit other land uses that provide facilitates or services to meet the day to day needs of workers in the area~~

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Animal boarding or training establishments; Boat building and repair facilities; Building identification signs; Business identification signs; Business premises; Centre-based child care facilities; Community facilities; Depots; Food and drink premises; Function centres; Garden centres; Group homes; Hardware and building supplies; Home industries; Hotel or motel accommodation; Industrial retail outlets; Industrial training facilities; Information and education facilities; Kiosks; Landscaping material supplies; Light industries; Local distribution premises; Markets; Mortuaries; Neighbourhood shops; Office premises; Oyster aquaculture; Passenger transport facilities; Places of public worship; Plant nurseries; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Research stations; Respite day care centres; Roads; Rural supplies; Service stations; Specialised retail premises; Storage premises; Take away food and drink premises; Tank-based aquaculture; Timber yards; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Veterinary hospitals; Warehouse or distribution centres; Water reticulation systems; Wholesale supplies; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Biosolids treatment facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads;

Employment zones reform

Translation of Hornsby LEP 2013 land use tables

Highway service centres; Home businesses; Home occupations (sex services); Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Residential accommodation; Resource recovery facilities; Retail premises; Rural industries; Sewage treatment plants; Sex services premises; Tourist and visitor accommodation; Truck depots; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

Employment zones reform

Translation of Hornsby LEP 2013 land use tables

Zone E4 General Industrial

1 Objectives of zone

- To provide a range of industrial, warehouse, logistics and related land uses.
- To ensure the efficient and viable use of land for industrial uses.
- To minimise any adverse effect of industry on other land uses.
- To encourage employment opportunities.
- To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Agricultural produce industries; Building identification signs; Business identification signs; Depots; Food and drink premises; Freight transport facilities; Garden centres; General industries; Goods repair and reuse premises; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; Kiosks; Landscaping material supplies; Light industries; Local distribution premises; Neighbourhood shops; Oyster aquaculture; Plant nurseries; Roads; Rural supplies; Sawmill or log processing works; Take away food and drink premises; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water reticulation systems; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Eco-tourist facilities; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Function centres; Health services facilities; Heavy industrial storage establishments; Heavy industries; Helipads; Highway service centres; Home businesses; Home occupations; Home occupations (sex services); Home-based child care; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Registered clubs; Research stations; Residential accommodation; Restricted premises; Rural industries; Signage; Tourist and visitor accommodation; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

Employment zones reform

Translation of Hornsby LEP 2013 land use tables

Zone MU1 Mixed Use

1 Objectives of zone

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home industries; Hostels; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Water reticulation systems; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home businesses; Home occupations (sex services); Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

Employment zones reform

Translation of Hornsby LEP 2013 land use tables

Zone W4 Working Waterfront

1 Objectives of zone

- To retain and encourage industrial and maritime activities on foreshores.
- To identify sites for maritime purposes and for activities requiring direct foreshore access.
- To ensure that development does not have an adverse impact on the environment and visual qualities of the foreshore.
- To encourage employment opportunities.
- To minimise any adverse effect of development on land uses in other zones.
- To accommodate the retail, commercial, service and social needs of the community that uses the Hawkesbury River and its tributaries.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Aquaculture; Boat building and repair facilities; Boat launching ramps; Building identification signs; Business identification signs; Business premises; Food and drink premises; Group homes; Health consulting rooms; Jetties; Kiosks; Light industries; Medical centres; Neighbourhood shops; Office premises; Roads; Shop top housing; Water reticulation systems; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Cemeteries; Commercial premises; Correctional centres; Crematoria; Depots; Educational establishments; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Health services facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home businesses; Home occupations (sex services); Industries; Local distribution premises; Mooring pens; Moorings; Mortuaries; Open cut mining; Places of public worship; Recreation facilities (major); Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Service stations; Sewage treatment plants; Sex services premises; Signage; Storage premises; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste disposal facilities; Water supply systems; Wholesale supplies

Employment zones reform

Translation of Hornsby LEP 2013 land use tables

Local Provisions and Schedule 1 – Additional permitted uses

LEP	Clause/Schedule	Provision	Direction
Hornsby LEP 2013	Part 6 Additional local provisions		
	Cl6.XX Encourage commercial land uses within the E1 local centre	A new local provision proposed to protect and maintain the provision of commercial and other employment generating land uses in the E1 local centre zone	New provision
	Cl6.XX Additional considerations applying to certain centres	Intent for this local provision for exhibition A new local provision is proposed which will provide further considerations for development assessment for proposals in smaller centres zoned E1 Local centre. These considerations seek to support the character of the centre, the amenity of neighbouring residences and to have regard to the role of the centre within the centres hierarchy established for the local government area.	New provision
	Schedule 1 Additional permitted uses		
	Proposed new APU clause	Introduce 'shop top housing' as an additional permitted use for mapped areas (previously zoned B6).	New clause

HORNSBY SHIRE COUNCIL

24 June 2021

NSW Department of Planning, Industry and Environment
Online submission

Dear Madam/ Sir

Proposed Employment Zones Framework

Thank you for the opportunity to comment on the *Proposed Employment Zones Framework Discussion Paper*.

It is understood the proposal for the new employment zones seek to support the long-term strategic objectives for employment zoned land and to provide greater certainty in the planning system for the community, councils and the development industry in response to innovations in the marketplace and changes to business practices.

The comments contained in this letter are officer-level comments only as the matter has not been reported to the elected Council for a formal view or resolution.

Policy Context

The recent exhibition of the *Building Business Back Better (Explanation of Intended Effect)* proposed wholesale changes to the employment related codes under the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008)* (Codes SEPP). It is problematic that the new framework for employment zones was not exhibited concurrently with the proposed Complying Development changes. The interrelationship between the two sets of reforms is critical to understanding how development is likely to occur on employment zoned land and the ability of councils to ensure place-based outcomes in the future planning system.

Concern is raised with the lack of coordination between the two policy reforms leading to preferencing a codes-based approach in a new simplified zoning structure, and the extent to which these changes will impact local communities. The reduction in the number of employment zones and the broadening of mandated permissible land uses, together with a broader application of the Codes SEPP for future development is likely to dilute the planning system and produce poor outcomes at the local level.

Timing and Resource implications

Concern is raised about the timing of the proposed reform to employment zones and the proposed implementation and transition period. Hornsby is one of the councils that has recently completed an Employment Land Study to support the Local Strategic Planning Statement and to inform changes to the Hornsby LEP and DCP. The changes to employment zones will require councils to undertake a significant amount of work to re-evaluate the recently completed strategic studies to achieve alignment with the new statutory framework. It is disappointing that this would be required after all the work put in to strategic planning over the past two years and when resources for most councils are already strained.

Transition of existing zones

The proposal raises significant challenges for councils to transition existing employment zoned land as the framework for the new employment zones does not take into account the place-based strategic planning recently undertaken by councils. With a high-level review of the zone changes, Council officers can already foresee the following problems:

B1 Neighbourhood Centre

Concern is raised with the lack of consideration given in the proposal to the scale and character of the smaller neighbourhood centres that are zoned B1 Neighbourhood Centre under the current framework. These centres are primarily fine grain, surrounded by established lower density neighbourhoods and often within heritage conservation areas.

The proposal to transition the smaller centres to new E1 Local Centre zone does not respond to the place-based context of these 'neighbourhood' centres. The framework seeks to mandate a broad range of land uses as permitted that are currently prohibited by the Hornsby Local Environmental Plan (HLEP) in the B1 zone. The land uses include: home business, home industry, tourist and visitor accommodation, pub, garden centres, hardware & building supplies, rural supplies, specialised retail premises, timber yards, vehicle sales or hire premises, amusement centres, entertainment facilities, function centres, vehicle repair stations, and domestic goods repair and reuse facilities (proposed new land use definition).

The new framework overturning the prohibited uses, as outlined above, may impact the amenity of the area and surrounding residents as these neighbourhood centres have a quieter and more intimate setting than higher order centres, with a lower provision of infrastructure to support the development. It may also undermine conservation values held within these smaller centres.

B5 Business Development and B6 Enterprise Corridor

The framework also presents challenges for transitioning Council's existing B5 Business Development and B6 Enterprise Corridor zones. The proposal to consolidate the two zones under E3 Productivity Support does not provide a satisfactory account of the divergent land use objectives associated with each zone. Council's recently adopted Employment Lands Study recommends that the B6 zone allow for shop top housing and the B5 zone prohibit residential accommodation.

The remedial measure to address the matter is for the B6 zone to be considered for transition to MU Mixed Use. This raises further concern as the objectives for shop-top housing in the B6 zone differ to the objectives for residential development within a Mixed Use zone. Generally, B6 zoned land is located along transport corridors/ arterial roads connecting the commercial centres, which may may have poor urban or residential amenity and infrastructure.

Additional tools to improve local outcomes

The transition framework lacks an understanding of the unique and diverse context of the differing zones (as outlined in the examples above for existing B1, B5 and B6 zones). The proposed framework does not address the local context or provide for place-based outcomes.

The new framework requires greater consideration for including local provisions and mapping overlays under the Standard Instrument. These would be essential to resolving some of the challenges resulting from simplifying the number of employment zones whilst at the same time mandating a broader range of land uses within the zones. The use of local provisions and mapping overlays would proactively respond to the unique circumstances of the employment lands within various LGAs, including addressing issues of local context and character. This strategic work would take time and resources to complete, again leading to concerns with the timing for implementation of the new zone framework.

New land use definition

Data Centre

Concern is raised with the inclusion of 'data centre' as a new land use definition under the Standard Instrument. The potential impacts in relation to the land use such as noise and air quality and hazards of the backup power require greater scrutiny in the assessment process than can be afforded under LEP provisions. Therefore, the permissibility and assessment of the land use should remain within the statutory boundaries of the *State Environmental Planning Policy (Infrastructure) 2007*.

In summary, whilst the framework for the new employment zones is proposed to be supported with a draft implementation plan to assist councils, concern is raised about the timing of the proposal. Hornsby recently completed an Employment Land Study to support the LSPS and inform amendments to the LEP and DCP. The new framework will require Council to undertake a significant review of the recently completed strategic work to provide alignment with the new zones. Council would require adequate time and resources to further reconsider the strategic planning for the local area to address the new policy framework and would need additional tools within the Standard Instrument to achieve the desired place-based planning outcomes for our employment centres.

Thank you again for opportunity to provide feedback on the proposed employment zones framework. Should you require any clarification in relation to the matters raised, please contact Ash Chand, Principal Strategic Planner on 9847 6945 during business hours.

Yours faithfully

Katherine Vickery

Manager, Strategic Land Use Planning Branch

TRIM Reference: D08193163

IMPLEMENTATION ACTION PLAN – HORNSBY EMPLOYMENT LAND STUDY		
Actions	**Policy Affected**	**Timeframe**
Amend HDCP • Update the commercial centre hierarchy diagram and definitions in the DCP. • Include a maximum floorspace and design requirements for light industry uses in the B2 zone. • Include a ground level floor to ceiling height to maximise and protect the diversity of uses that can be accommodated in the B5 zone. • Remove or vary the maximum site cover provision to enable greater flexibility in design for industrial uses (Mount Kuring-Gai and Dural). Landscaping, parking and setback controls also to be considered when undertaking this action.	DCP	Short term < 2 years
Amend HLEP (prepare a planning proposal) • Permit the following land uses: - Residential only as shop-top housing, or where a commercial premise is provided at the ground floor in the B1 zone. - Residential flat buildings only where a commercial premise is provided at the ground floor in the B2 and B4 zones. - Residential flat buildings only where a commercial premise or light industry is provided at the ground floor in the B6 zone. - Light industry and local distribution premises in the B2 zone. - Office premises, wholesale supplies and vehicle body repair workshops in the B5 zone. • Prohibit the following land uses: - Shop top housing in the B5 zone. - Neighbourhood supermarkets in the B5, B6, IN1 and IN2 zones.	LEP	Short term < 2 years

ATTACHMENT 3 - ITEM 5

- Specialised retail premises in the IN1 and IN2 zones. - Residential accommodation in the SP3 Tourist zone. • Include a provision for no net loss of commercial floorspace in the B2 zone. • Increase building height control to 14.5m in the B5 zone. • Remove building height control in the IN1 zone, or alternatively increase building height to at least 16 metres to enable greater flexibility in built form design. • Include a local provision to restrict restaurant and retail sales in the IN1 and IN2 zones.		
Strategic actions • *1.2: Revitalise Pennant Hills to Thornleigh Corridor* • *2.2: Increase the utilisation capacity of Hornsby B5 Urban Service Land* • *2.3: Update the Employment Land Development Monitor (ELDM)*	LSPS, LEP, DCP	Short term < 2years
Amend HDCP Review the current controls and prepare amendments to update the DCP: • Masterplans for Berowra, Galston, Mount Colah, and Pennant Hills. • Site requirements for minimum width along street frontage in town centres to enable feasible amalgamation of sites for redevelopment. • Site requirements for commercial floorplate maximum dimensions along retail frontage in B5 and B6 zones to enable large format premises.	DCP	Medium term < 4 years
Amend HLEP Review the following matters to determine whether to prepare a planning proposal to amend the LEP:	LEP	Medium term < 4 years

ATTACHMENT 3 - ITEM 5

• FSR and building height to ensure development feasibility in the B2 zone. • Minimum non-residential FSR in centres where future demand is anticipated in the B2 zone. • FSR and building height to enable higher density employment activities in the B6 zone. Consider FSR of 1:1 and building height of 14.5m in the B6 zone – subject to design and feasibility testing. • Permissible uses in the IN4 working waterfront zone, removing uses not dependent on access to water or would introduce reverse amenity impacts i.e. shop top housing. • Land in Mount Kuring-Gai and Asquith/ Hornsby industrial areas identified as potentially containing significant flora and fauna habitats for rezoning to environmental conservation or alternatively the suitability of the land for development. • Rezoning the Brickpit site in Thornleigh from IN2 Light Industrial to RE1 Public Recreation.		
Strategic actions • *1.3: Grow Waitara into a vibrant eat street and convenience centre* • *1.4 Revitalise Asquith Village* • *1.5: Implement minimum non-residential FSR controls* • *1.6: Increase the industrial capacity of Mount Kuring-Gai and Asquith* • *1.7: Deliver better places of employment* • *3.1: Rezone land that no longer aligns with the function and role of the centre or employment precinct*	LSPS, LEP, DCP	Medium term < 4 years
Strategic actions • *2.1: Establish a pipeline of industrial land* • *2.4: Secure supply of enterprise and business development land* • *4.4: Partnerships with the health and social services industry, precinct planning* • *5.5: Early delivery of utility service*	LSPS, LEP, DCP	Long Term < 6 years

ATTACHMENT 3 - ITEM 5

Strategic actions to be implemented under Hornsby Town Centre Review	Policy Affected	Timeframe
• *1.1: Prioritise employment growth in the Hornsby Town Centre*	LSPS, LEP, DCP	Short term < 2 years
Strategic actions to be implemented under the Economic Development and Tourism Strategy	**Policy Affected**	**Timeframe**
• *4.1: Attract knowledge intensive jobs in Hornsby Town Centre* • *4.2: Support the growth of agriculture, manufacturing and tourism* • *4.3: Explore synergies with local TAFE and Universities to develop training and education programs targeted to local industries* • *4.4: Partnerships with the health and social services industry, business cluster development* • *5.3: High-speed internet* • *6.3: Establish a clear economic identity for Hornsby LGA*	LSPS, LEP, DCP	Long term < 6 years
Strategic actions to be implemented under the Integrated Land Use and Transport Strategy	**Policy Affected**	**Timeframe**
• *5.1: Road networks are appropriate to accommodate growth* • *5.2: Industrial and urban service areas have strong public transport connectivity* • *5.4: Sufficient provision of parking*	LSPS, LEP, DCP	Long term < 6 years

ATTACHMENT 3 - ITEM 5

ITEM 6

ATTACHMENT/S

REPORT NO. PC13/22

ITEM 6

1. PP/2/2022 - PLANNING PROPOSAL - 679-685 OLD NORTHERN ROAD, DURAL - PP 2022 -1256

2. RESPONSE TO SUBMISSIONS - 679-685 OLD NORTHERN ROAD DURAL - PP/2/2022

ATTACHMENT 1 - ITEM 6

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Planning Proposal

679 – 685 Old Northern Road
Dural

Amendment to Hornsby Local Environmental Plan 2013

Prepared for Healing ONR PTY LTD
Submitted to Hornsby Shire Council

April 2022

KEYLAN consulting pty ltd

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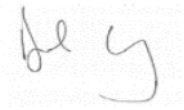

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Cover image: Aerial view of the proposed HSF in context with the future Round Corner Town Centre (Source: Haycraft Duloy)

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2	NN/ PS	DK	11/03/2022	Revised Draft
3	NN/PS	DK	08/04/2022	Final

KEYLAN consulting pty ltd

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Abbreviations

APU	Additional Permitted Uses
AVA	Agricultural Viability Assessment
AIA	Arboricultural Impact Assessment
BC Act	*Biodiversity Conservation Act 2016*
BOS	Biodiversity Offsets Scheme
CBD	Central Business District
Council	Hornsby Shire Council
DA	Development Application
DP	Deposited Plan
DPE	Department of Planning and Environment
Draft RLS	Draft Hornsby Shire Rural Lands Strategy 2020
EIA	Economic Impact Assessment
EP&A Act	Environmental Planning and Assessment Act 1979
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
ELS	Hornsby Employment Land Study
FSR	Floor space ratio
FFA	Flora and Fauna Assessment
GDP	Gross Domestic Product
GFA	Gross floor area
HLEP 2013	Hornsby Local Environmental Plan 2013
HDCP 2013	Hornsby Development Control Plan 2013
HSF	Health Services Facility
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
NWRL	Northwest Rail Link
Proponent	Healing ONR PTY LTD
PSI	Preliminary Site Investigation
The Strategy	The Hornsby Economic Development and Tourism Strategy
SEPP	State Environmental Planning Policy
SIR	Service Infrastructure Report
SRV	Small Rigid Vehicle
TTA	Traffic and Transport Assessment
TPZ	Trees Protection Zone
UDR	Urban Design Report
VIA	Visual Impact Assessment
VPA	Voluntary Planning Agreement
WSUD	Water Sensitive Urban Design

Executive Summary

This Planning Proposal has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of Healing ONR PTY LTD (Proponent) for land at 679-685 Old Northern Road, Dural (the Site) in the Hornsby Shire Local Government Area (LGA).

The Planning Proposal seeks to implement an additional permitted use (APU) and amend the current building height development standard that applies to the Site under the *Hornsby Local Environmental Plan 2013* (HLEP 2013). These amendments will facilitate the future redevelopment of the Site as a diversified health services facility (HSF) encompassing specialist and allied health services along with 23-hour hospital services and basement level carparking.

Importantly, the Planning Proposal seeks to secure a specific future use on the Site, with an associated minimal increase in building height, rather than a rezoning and a general building height increase that would introduce a broad range of potential uses that could be developed up to 14 metres in height both on the Site and in the broader locality.

The proposal seeks to capitalise on the Site's strategic location within the Round Corner Town Centre and the demonstrable demand for a new HSF in this location. The Round Corner Town Centre is an existing urbanised precinct that is undergoing a process of expansion due to recent planning proposals and development approvals in both the Hornsby Shire and The Hills Shire LGAs. The Site is situated at the eastern edge of the Round Corner Town Centre and is bound on all sides by urban development.

The Site is predominantly zoned RU2 Rural Landscape. However, due to its location, size and adjoining land uses, the Site is sterilised from any meaningful rural land uses occurring at the Site. The redevelopment of the Site will provide for a land use which is compatible with the locality and supports the expanding urbanised nature of the Round Corner Town Centre, without compromising the objectives of the RU2 Rural Landscape zone.

The Planning Proposal will strengthen the local and regional economy, through significant investment and employment creation at both the construction and operation phases and the provision of an HSF that will meet demonstrated demand for such a facility in this locality. The proposal therefore aligns with the relevant strategic planning framework including the Greater Sydney Region Plan, North District Plan, Hornsby Shire Council's Local Strategic Planning Statement (LSPS), Hornsby Employment Land Study, Hornsby Economic Development and Tourism Strategy, Draft Hornsby Shire Rural Lands Strategy (Draft RLS) and The Hills Shire strategic planning framework.

The Site and locality

The Site comprises 679-685 Old Northern Road, Dural in the Hornsby Shire LGA. These lots are legally described as Lot 3 in Deposited Plan (DP) 395437 and Lot 1 in DP 120004, respectively.

The Site has an area of 3,471m^2 with a frontage of 48.85 metres to Old Northern Road. The Site's current improvements include two detached dwellings that range in height from one to two storeys.

The Site is not identified as a heritage item nor is it located within a heritage conservation area. There are three items of local heritage significance within the vicinity of the Site.

The Site is located within the existing urban footprint of the Round Corner Town Centre. Under The Hills Shire Local Strategic Planning Statement Hills Future 2036, the Round Corner Town Centre is identified as a Town Centre, which is the third largest category in their hierarchy of centres behind metropolitan and strategic centres. The Site is ringed by existing and approved urban development on all sides. The immediate surrounding context includes:

- To the north, residential and commercial development at 687 – 689 and 691 – 693 Old Northern Road. Further to the north and north-east are one and two storey dwellings at 695, 697 and 699 Old Northern Road and the broader Round Corner Town Centre retail precinct
- To the south, a one to two storey residential dwelling at 675 – 677 Old Northern Road, previously used for permissible commercial purposes. Further south at 669 Old Northern Road is the site of the DA approved Maronite Church which will contain a 440-seat place of public worship and community facility
- To the east, the Site adjoins the Thompson Health Care residential aged care facility at 705 - 717 Old Northern Road
- To the immediate west, on the opposite side of the Site is 488-494 Old Northern Road, the Round Corner Town Centre expansion site which is to accommodate a mixed-use medium density development of 4,000m² retail/commercial (2 storeys, DA approved), 18 x townhouses (3 storeys, under design) and 46-61 apartments & additional 400m² retail (7 storeys, under design). This Site is specifically recognised in The Hills Shire Development Control Plan 2012 (THDCP 2012) as providing a "gateway" to the established Round Corner Town Centre retail precinct through higher density building forms. Specifically, the DCP states:

  > *There is opportunity for a well-designed "gateway" element to be established at the southern corner of the site, to provide a sense of arrival to the centre when approached from the south along Old Northern Road. Additionally, active uses including a focus on specialty retail is encouraged to ensure the development is inviting and addresses demand for specialty retailing within Round Corner. The incorporation of higher density residential uses as part of a mixed-use development on the southern portion of the B2 Local Centre zoned land is encouraged...*
  >
  > *... A new controlled four-way intersection at the southern edge of the site will facilitate future access for the site and provide connectivity for possible future development of rural land to the west and into the centre. Bus facilities along the Old Northern Road frontage of the site will support the safety and movement of users travelling through the centre and assist in improving northbound traffic flow along this road. Provision of pedestrian connections will enhance accessibility and integrate the site with the existing commercial centre to the north.*
  >
  > *OBJECTIVES*
  > *i. To provide a strong sense of arrival into Round Corner Town Centre.*
  > *ii. To develop and promote a vibrant, integrated and mixed-use Town Centre that provides a broad range of retail and commercial uses to service the needs of the community.*
  > *iii. To ensure that the development is active and inviting and emphasises the pedestrian where practical and possible.*

- Further to the west is Bupa Aged Care Dural and Mountainview Retreat Retirement Village.

The Round Corner Town Centre is undergoing significant transition and is now characterised by a range of urban uses and higher density built forms. In this regard, the urbanised character of the locality was specifically recognised by the NSW Land and Environment Court (NSW LEC) in its decision on Thompson Health Care's adjoining residential aged care development (*Boston Blyth Fleming v Hornsby Shire Council [2018] NSWLEC 1270)*, in which the Commissioner stated that *"I agree with both the experts that this area is already characterised as an urbanised precinct..."*

The Planning Proposal

The Planning Proposal seeks the following amendments to HLEP 2013:

- Amend Schedule 1 to add "Health services facility" as an Additional Permitted Use on the Site
- Include an Additional Local Provision in Part 6 of HLEP 2013 which states that development consent can be granted for the purposes of an HSF with a maximum height of 14 metres on the Site

No change is sought to the RU2 Rural Landscape and SP2 Infrastructure zonings that apply to the Site under the HLEP 2013. This approach is aimed at securing a specific future use on the Site rather than a rezoning and a general building height increase that would introduce a broad range of potential uses that could be developed up to 14 metres in height.

The primary objective of the Planning Proposal is to facilitate the future development of the Site for a three storey HSF (subject to a future development application). The proposed use on the Site will comprise a diversified HSF encompassing specialist and allied health services along with 23-hour hospital services.

An Indicative Concept Plan has been prepared to support the Planning Proposal (Appendix A). The indicative concept plan seeks to facilitate the following:

- a three-storey health services facility, with 19 specialist consulting rooms, a 16-room medical centre, pathology collection area, medical imaging centre, 172m² of ancillary retail space, medical laboratories and a day surgery with 4 operating rooms, 20 recovery bays and 15 short stay beds and an ambulance bay. The proposed development would read as a two-storey building within the current 10.5m height control when viewed from Old Northern Road
- two basement car parking levels accommodating 164 spaces

Comparison of the existing and proposed planning controls for the Site under the Planning Proposal is contained in Table 1 below.

Planning control	Existing land use zones and development controls	Proposed amendments
Land use zone	RU2 Rural Landscape SP2 Infrastructure	N/A (no change)
Minimum Lot Size	2 ha	N/A (no change)
Height of buildings	10.5 metres	14 metres in relation to the development of a Health Services Facility on the Site via an Additional Local Provision in Part 6 of HLEP 2013
Floor space ratio	N/A	N/A (no change)
Schedule 1 Additional permitted uses	N/A	Add an APU under Schedule 1 for a 'Health Services Facility'

Table 1 Summary of Planning Proposal

The Planning Proposal is supported by a sieve mapping assessment which reviews available land for an HSF of the type proposed within a defined study area. It found that there are four centres within the identified study area where sites exist that achieve the relevant selection criteria (zoning, location and access) - North Kellyville, Glenhaven, Round Corner and Dural. However, there are no sites in these centres that satisfy the current zoning as well as all the development site requirements for an HSF as proposed. Of the sites that satisfy development site criteria but not zoning, the Site is likely to be one of the lowest impact due to its location at the eastern edge of the Round Corner Town Centre.

As there has been no comprehensive review of the planning controls for the local area since development and approvals of the Thompson Health Care residential aged care facility, Maronite Church and 488-494 Old Northern Road, which have changed the character of the precinct, it is noted that Council may in future seek a strategic review of the future other sites on the eastern side of Old Northern Road, particularly those between the Maronite Church and 488-494 Old Northern Road.

The information presented in this site-specific Planning Proposal demonstrates that the proposed future HSF on the Site will fit comfortably within the existing context without the need for changes to the zoning and development standards applying to those other sites. However, the Planning Proposal does not preclude such changes should Council seek such a review.

Strategic context

The Planning Proposal has been prepared in consideration of the following strategic plans and policies prepared by the NSW State Government, Hornsby Shire Council and The Hills Shire Council:

- *Greater Sydney Region Plan – A Metropolis of Three Cities*
- *North City District Plan*
- *Hornsby Shire Council Local Strategic Planning Statement (LSPS)*
- *Hornsby Shire's Community Strategic Plan 2018-2028*
- *Hornsby Shire Council Employment Lands Study*

- *Hornsby Draft Economic Development and Tourism Strategy*
- *Draft Hornsby Shire Rural Lands Strategy (Draft RLS)*
- *The Hills Shire Council Local Strategic Planning Statement* (LSPS)
- *The Hills Shire Productivity and Centres Strategy*
- *The Hills Shire Community Strategic Plan*
- *The Hills Shire Integrated Transport and Land Use Strategy*

The Planning Proposal demonstrates consistency with the relevant objectives and actions set out in the above listed strategic plans and policies. In particular, the Planning Proposal provides for the provision of an HSF that will cater for the existing population and ageing demographic structure of the Dural locality and the broader Hornsby Shire and The Hills Shire LGAs.

The Planning Proposal is supported by a Market Assessment prepared by Health Projects International and included with at Appendix F which identifies six variables to assess the viability of an HSF on the Site, including:

- Competitors – there are no day surgeries or hospitals within a 5km radius and none to the north of Dural, presenting a suitable opportunity to service the patient outflow from these areas
- Population and demographics – the Site is located within a high growth area with an aging population.
- Demand – the demand for private health care in Dural is much higher as the demographic structure consists of an aging population. There will be an undersupply in the primary catchment of same day care places by 122 places in 2025, increasing to 307 by 2035. Based on an analysis of Medicare utilisation in the area together with the population growth profile, there is sufficient demand to require six additional GP consultation rooms every year to cater for residents located within 15 minutes' drive of the Site.
- Location – the Site is within the Round Corner Town Centre, with high visibility and accessibility from Old Northern Road
- Synergies – despite not being co-located with a public hospital, the scheme synergises with the wider public health catchment as it is within the wider catchment of the planned Rouse Hill Hospital
- Availability – the availability of services supports referrals and attracts medical specialists. The Site benefits from the availability of specialist clinicians in Norwest and Hornsby, and is reinforced by the planned Rouse Hill Hospital

The Site is located within the eastern edge of the established mixed use Round Corner Town Centre and in a locality with a growing residential population, including seniors living supported by public transport services. The development of an HSF in the area will contribute to the provision of much needed health infrastructure services and employment opportunities in the locality, which aligns with the relevant strategic planning framework. The provision of new health facilities on this Site is also consistent with the principle in the North District Plan of prioritising direct, safe and accessible routes to local destinations and services within a 10-minute walk of centres.

An Economic Impact Assessment prepared by Atlas Urban Economics (Appendix R) concludes that the proposed HSF will deliver positive economic benefits for the Round Corner Town

Centre. It will derive synergistic benefits with existing aged care and medical occupiers, whilst contributing to the trading potential of the centre through increased visitation and on-site employment.

The Site is also immediately opposite the Round Corner Town Centre mixed use expansion site (488-494 Old Northern Road, Dural) which has height controls of 14 metres and 18 metres. The Site is not currently used for primary production purposes and given its current urban context and location within an expanding urban precinct, is unsuitable for rural purposes including agricultural uses.

The Draft Hornsby Shire Rural Lands Strategy proposes to take a collaborative approach to managing townships that share a municipal boundary with The Hills Shire LGA. The provision of health and medical services in and within a 10-minute walk of the Round Corner Town Centre is compatible with the expansion and growing range of functions of the Town Centre and the emerging demographics of the locality, with its aging population. It is therefore appropriate that planning controls in this locality be harmonised with the urban character of the locality.

Furthermore, the proposal will not compromise the retention of rural land in the Hornsby Shire LGA as the Site is not currently used nor capable of being used for agricultural purposes and is located within an urbanised precinct. The Planning Proposal will not result in the loss of or fragmentation of productive agricultural land. The existing use of the Site for residential has shifted its underlying property value. Based on existing house values in Dural, it is unlikely that the highest and best use of the Site would shift from its existing residential use to another agricultural or rural land use permitted in the RU2 Rural Landscape zone.

Similarly, the Planning Proposal will not result in a precedent for similar development in the locality as the proposed controls retain the existing zoning of the Site and are specifically tailored to the development of an HSF on the Site for which there is a demonstrable demand and a clear strategic justification.
The strategic justification for the Planning Proposal and detailed consideration of the above listed strategic plans and policies is discussed in Sections 4 and 5.3.

Statutory context

The Planning Proposal has been prepared in accordance with the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and in consideration of the Department of Planning and Environment's (DPE's) *Local Environmental Plan Making Guideline December 2021*. The Planning Proposal is supported by technical information and investigations to justify the proposed amendments.

An assessment has also been undertaken against the relevant environmental planning instruments (EPIs) that apply to the Site and Local Directions issued by the Minister for Planning and Public Spaces under Section 9.1 of the EP&A Act. The Planning Proposal is consistent with the statutory controls, including the relevant EPIs and Local Directions.

Environmental, social and economic considerations

The Planning Proposal is accompanied by various technical reports and studies that assess the relevant environmental, social and economic issues to the proposed amendments to the HLEP 2013, including the following:

- built form, urban design and public domain
- Aboriginal heritage
- European heritage
- contamination
- stormwater
- arboricultural
- flora and fauna
- bushfire
- visual impact
- servicing
- survey
- agricultural viability
- traffic and transport
- market supply
- site suitability
- acoustic
- economic impact

The Planning Proposal is found to have a minimal and acceptable environmental impact and will provide net social and economic benefits for the Round Corner Town Centre and the wider Hornsby Shire and The Hills Shire LGAs. These issues are discussed in further detail in Section 5.3.3.

Public benefits

The Planning Proposal will deliver significant public benefits, including:

- the provision of an HSF that will cater for the population growth and ageing demographic structure of Dural and the broader Hornsby Shire and The Hills Shire LGAs
- the development of a centralised HSF that caters for an agglomeration of supporting medical uses
- realisation of the economic, social and place making opportunities created by appropriately locating an HSF within the urban footprint of an existing town centre
- positive economic benefits for the Round Corner Town Centre through synergistic benefits with existing aged care and medical occupiers and contributing to the trading potential of the centre through increased visitation and on-site employment

The Planning Proposal is accompanied by a letter that outlines the items that Healing ONR PTY LTD may include in a letter of offer to enter into a VPA with Council (Appendix S).

The items which Healing ONR PTY LTD may include in a letter of offer will provide key public benefits associated with the future redevelopment of the Site, comprising of public domain

and pedestrian accessibility works to improve pedestrian accessibility and connectivity within the broader Round Corner Town Centre.

Next steps

The intent is for Council to support the proposed amendments to the HLEP 2013 and refer the Planning Proposal (as the Planning Proposal authority) to DPE for review and subsequent issue of a Gateway determination. Following the issue of a Gateway determination, the Proponent will continue to liaise closely with Council while also commencing comprehensive consultations with DPE, relevant State agencies and community stakeholders, prior to the formal public exhibition of the Planning Proposal.

Conclusion

The primary objective of the Planning Proposal is to facilitate the future development of the Site for a three storey HSF. The proposed HSF on the Site will comprise a diversified facility encompassing specialist and allied health services and car parking and the incorporation of a range of sustainable design initiatives.

There is a compelling strategic justification for the Planning Proposal as:

- There is a demonstrable demand for an HSF to support the existing and aging population of Hornsby Shire and The Hills Shire LGAs, facilitating residents to age in place.
- There are no day surgeries or hospitals with a 5km radius of the Site, including none to the north of Dural, which presents an opportunity to tap into the patient outflow from these areas.
- There will be an undersupply in the primary catchment of same day care places by 122 spaces in 2025, increasing to 307 by 2035. Based on analysis of Medicare utilisation in the area and the population growth profile, there is sufficient demand to require six additional GP consultation rooms every year to cater for residents located within 15 minutes' drive of the Site.
- The demand for private health care in Dural is much higher as the demographic structure consists of an aging population. The population has a higher private health coverage of 67% which is far greater than the state average of 47%.
- The Site is strategically located within the urban footprint of the Round Corner Town Centre, at its eastern edge, providing an opportunity to contribute to the urban revitalisation of the area.
- The proposed increased in height is consistent with the surrounding built form controls, including the adjacent Round Corner Town Centre mixed use expansion site (488-494 Old Northern Road, Dural) and higher density development which has height controls of 14 metres and 18 metres and is specifically recognised in the THDCP 2012 as providing a "gateway" to the established Round Corner Town Centre retail precinct through higher density building forms, including apartment and townhouses
- The Site is within the Round Corner Town Centre locality which is undergoing significant transition and is now characterised by a range of urban uses and higher density-built forms, as recognised by the NSW LEC in its decision on Thompson Health Care's adjoining residential aged care development in which the Commissioner stated that *"I agree with both the experts that this area is already characterised as an urbanised precinct..."*

- It will deliver positive economic benefits for the Round Corner Town Centre including new key worker employment opportunities and stimulating growth. It will derive synergistic benefits with existing aged care and medical occupiers, whilst contributing to the trading potential of the centre through increased visitation and on-site employment.
- As per the *Draft Hornsby Shire Rural Lands Strategy*, Council proposes to take a collaborative approach to managing townships that share a municipal boundary with The Hills Shire. As the Site is located opposite the Round Corner Town Centre expansion site and within the Round Corner Town Centre, it is appropriate that planning controls in this locality be harmonised to reflect the urban character of the locality.
- Adjacent to the Site are planned road upgrades to support the redevelopment of 488-494 Old Northern Road. The proposed HSF will benefit from the infrastructure upgrades.
- The Proposal for the development of an HSF at the Site is consistent with the North District Plan's priority to enhance walkability in and around local centres, specifically providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres (Action 19).
- The Planning Proposal will not result in the loss of or fragmentation of productive agricultural land.
- The Site benefits from direct main road and public transport access.
- The Planning Proposal will not result in a precedent for similar development in the locality as the proposed controls retain the existing zoning of the Site and are specifically tailored to the development of an HSF on the Site for which there is a demonstrable demand and a clear strategic justification.
- The Planning Proposal is supported by NSW strategic planning framework including:
    - *Greater Sydney Region Plan – A Metropolis of Three Cities*
    - *North City District Plan*
    - *Hornsby Shire Council Local Strategic Planning Statement*
    - *Hornsby Shire's Community Strategic Plan 2018-2028*
    - *Hornsby Shire Council Employment Lands Study*
    - *Hornsby Draft Economic Development and Tourism Strategy*
    - *Hornsby Draft Shire Rural Lands Strategy*
    - *The Hills Shire Local Strategic Planning Statement*
    - *The Hills Shire Productivity and Centres Strategy*
    - *The Hills Shire Community Strategic Plan*
    - *The Hills Shire Integrated Transport and Land Use Strategy*

1 Introduction

This Planning Proposal has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of Healing ONR PTY LTD (the Proponent) to support amendments to the Hornsby *Local Environmental Plan 2013* (HLEP 2013). The Planning Proposal relates to a site located at 679-685 Old Northern Road, Dural (the Site) in the Hornsby Shire Council LGA.

The Planning Proposal seeks to implement an additional permitted use (APU) and amend the current building height development standard that applies to the Site under the HLEP 2013. These amendments will facilitate the future redevelopment of the Site as a diversified HSF encompassing specialist and allied health services along with 23-hour hospital services and basement level carparking.

The proposed amendments to the HLEP 2013 are outlined in Table 2 below.

Planning control	Existing land use zones and development controls	Proposed land use zones and development controls
Land use zone	RU2 Rural Landscape SP2 Infrastructure	N/A (no change)
Minimum Lot Size	2 ha	N/A (no change)
Height of buildings	10.5 metres	14 metres in relation to the development of a Health Services Facility on the Site via an Additional Local Provision in Part 6 of HLEP 2013
Floor space ratio	N/A	N/A (no change)
Schedule 1 Additional permitted uses	N/A	Add an APU under Schedule 1 for a 'Health Services Facility'

Table 2 Proposed Planning controls for HLEP 2013

The Planning Proposal is submitted to Hornsby Shire Council (Council). The intent is for Council to support the proposed amendments to the HLEP 2013 and refer the Planning Proposal (as the Planning Proposal authority) to the Department of Planning and Environment (DPE) for review and subsequent issuing of a Gateway determination.

The Planning Proposal has been prepared in accordance with the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and in consideration of the DPE's *Local Environmental Plan Making Guideline December 2021*.

The Planning Proposal is supported by technical information and investigations to justify the proposed amendments.

1.1 Project Team

The project team formed to deliver the Planning Proposal is outlined in Table 3.

Discipline	Consultant
Urban Planning	Keylan Consulting
Indicative Concept Architectural Plans	Health Projects International
Site Survey	Richards & Loftus
Urban Design and Visual Impact Assessment	Architectus
Indicative Concept Landscape Design	John Chetham & Associates
Sieving Assessment	Architectus
Dural Health Market Assessment	Health Projects International
Agricultural Viability Assessment	Edge Land Planning
Traffic and Transport Assessment	The Transport Planning Partnership
Arboricultural Impact Assessment	EcoLogical Australia
Flora and Fauna Assessment	EcoLogical Australia
Aboriginal Heritage Due Diligence Assessment	Extent Heritage
Statement of Heritage Impact	Extent Heritage
Acoustic Assessment	Norrebro Design
Preliminary Site Investigation	Geotechnique
Civil Plans	CHRISP Consulting
Bushfire Letter	EcoLogical Australia
Infrastructure and Services Assessment	Diversi Consulting
Economic Impact Assessment	Atlas Urban Economics
ACOR consultants	Sydney Water Feasibility

Table 3: Project Team

1.2 Consultation

1.2.1 Consultation with Councils

The Proponent has undertaken extensive consultation with Hornsby Shire Council over recent years. This included a submission on the Draft RLS in 2020 and a meeting with Council officers in July 2020 with an earlier project team.

Since this time, the Proponent and current project team have continued to consult with both Council and The Hills Shire Council throughout the preparation of the Planning Proposal. The Proponent will continue this consultation following the lodgement of the Planning Proposal. A summary of consultation activities carried out with both Councils to date is provided in Table 4.

Date	Authority	Matters discussed
28 July 2020	Hornsby Shire Council	• Outline of the intended Planning Proposal seeking to add Health Services Facility as an APU on the Site and indicative concept scheme • Strategic and Statutory context regarding the proposal was discussed. Specifically, the Draft RLS which was not on exhibition at the time and the Hornsby Shire Council Employment Lands Study • Discussion surrounding the proposal's built form controls particularly noting the indicative height of 18.5 metres at this time • Discussion of potential development impacts including bulk and scale, traffic, heritage, trees and biodiversity and infrastructure

29 July 2021	Hornsby Shire Council	• Outline of intended Planning Proposal seeking to add Health Services Facility as an APU on the Site and to amend the maximum permissible height to 14.5 metres. Presentation of site suitability and selection process through the sieving assessment
		• Presentation of visual impact assessment of the indicative built form on the surrounding locality
		• Council raised several issues including:
		  ◦ Consistency with the Draft RLS
		  ◦ The proposal should respond to surrounding context on the Hornsby side of Old Northern Road, not just to The Hills Shire, particularly in relation to building height
		  ◦ Review the 5km catchment identified in the demand analysis of the Market Assessment and whether this should be larger
		  ◦ Any future Planning Proposal will need to address community benefit

9 December 2021	Hornsby Shire Council	• Formal pre-lodgement meeting that outlined the intended Planning Proposal and proposed an APU for an HSF and amendments to the maximum building height • In response to Council's earlier feedback the proposed height of the HSF was reduced from 18.5 metres to 14 metres • Council noted other recent planning proposals in the locality which had not proceeded on strategic merit grounds • Council noted that the current Planning Proposal will need to demonstrate strategic merit in terms of consistency with Greater Sydney Regional Plan and the North District Plan. Section 9.1 Local Planning Directions, relevant SEPPs and relevant Council documents including Hornsby Shire Community Strategic Plan - Your Vision Your Future 2028, The Hornsby Shire LSPS, Employment Lands Study, and the Draft RLS • Council would be unlikely to support the progression of a planning proposal for an APU prior to the adoption of the Draft RLS, which was advised to occur in early-mid 2022 post the election of Hornsby Shire's new Councillors.

Date	Authority	Matters discussed
		• Council noted that the Planning Proposal should address potential impacts and issues relating to traffic, built form and scale, trees and biodiversity, contamination, stormwater, sewage, heritage, infrastructure, sustainability, and acoustic. • Council also noted that the Planning Proposal should address public benefits and that this matter could be subject to further discussions
13 January 2022	The Hills Shire Council	• Council noted that the Round Corner Town Centre is tired and would benefit from revitalisation. • Despite being identified as a Town Centre in the LSPS, Council has no immediate strategic plans or policies to encourage further renewal of the Round Corner Town Centre at this stage. • Council's primary issue with Round Corner is traffic. This issue therefore needs to be addressed in the Planning Proposal. • The Hills Shire LSPS identifies an arterial by-pass for the Round Corner Town Centre. Further commitment is needed from TfNSW • The proposal will need to demonstrate where the identified demand for the proposed HSF is coming from taking into consideration the proposed Rouse Hill public hospital • The Round Corner Town Centre expansion site was the only site within the Round Corner Town Centre in The Hills Shire LGA that could provide for growth • Development along the LGAs boundaries is identified as an inconsistent 'mish mash' and this includes the interface at the Round Corner Town Centre
6 April 2022	Hornsby Shire Council – Councillor briefing	• Proponent provided an overview of the intended Planning Proposal to Councillors. • Issues raised include: - Relationship of the proposal to other health services facilities including Pennant Hills Day Surgery and planned Rouse Hill hospital - Clarification of the type of health services proposed to be provided - Whether the future building will incorporate sustainability measures - How the proposal will address pedestrian access across Old Northern Road - Whether built form consideration includes relationship to adjoining detached dwellings - Whether consideration had been given to a Planning Proposal seeking to amend land use and built form controls for the broader locality rather than a site-specific proposal - Noted that the Site is sterilised from agricultural use and that the proposal has the potential to contribute to the sense of a civic gateway to the Round Corner Town Centre and to address the lack of health services in the locality

Table 4: Consultation with Councils

1.2.2 Stakeholder Consultation

The Proponent has undertaken consultation with several relevant stakeholders. The feedback from each stakeholder was supportive of the proposal. Copies of stakeholder correspondence is provided at Appendix V. A summary of this consultation is provided in Table 5.

Stakeholder	Summary/Comment
Adventist Healthcare	• Part of Adventist Healthcare's mission is to continue to provide high quality hospital, health and well-being services for the expanding communities of Greater Northern Sydney. • Notes that the Dural Health Hub will be well located in a region of Sydney which will continue to grow as ageing populations downsize and shift to aged-care facilities. • Supports the proposal.
Thompson Health Care (adjoining landowner)	• Notes that the Dural Health Hub will address a significant service gap in Dural and the local surrounds. • Notes that it does not have any concerns with the Planning Proposal. • Notes the Site adjoins their site at 705 - 717 Old Northern Road and is to collaboration regarding stormwater drainage as required.
Centuria Healthcare	• Notes its intention is to work alongside Healing ONR to deliver an exceptional quality outcome for the community. • Has undertaken a detailed review of the Dural Market Health Assessment (Appendix F) and support the report's findings and proposed location of the health services facility in this location.
Mind Connections Specialist Health Services (MCSHS)	• Supports the proposal. • Notes that patients from Hornsby and adjacent areas travel to Castle Hill, Norwest, Pennant Hills, and Hornsby for health care due to Dural's lack of health services. This creates longer waiting periods for urgent health needs in the Hills District. • The proposed Dural Health Hub will address this service gap and contribute to business growth in the area.
Dural Chamber of Commerce	• The Dural Chamber of Commerce consulted several local businesses and members. The consensus is that the proposal would benefit Dural and the community. • It is noted that the submission reflects the vote of the majority of the Chamber's members to issue a letter of support. The Chamber of Commerce has approximately 50 members, many comprising local small businesses.
Maronite Church	• The Maronite Church supports the proposal, including the proposed public domain improvements, noting it improves connection to their Site and integrates with DA/1062/2020 • Also note that the proposal addresses a significant service gap in Dural and the surrounding area.
Dural Veterinary Clinic (adjoining landowner)	• In March 2022, the Proponent met with the landowner/operator of the Dural Veterinary Clinic and presented the vision for the Dural Health Hub, including an

Stakeholder	Summary/Comment
	overview of the planning proposal and the proposed VPA works. • The landowner/operator raised queries relating to construction impacts, which are a matter that will be addressed in detail at DA stage and will be subject to further consultation. • The landowner/operator has verbally advised the Proponent that they had no objection to the proposal.
Private landowner at 675 – 677 Old Northern Road, Dural (adjoining landowner)	• Principally in support of the proposal, provided the development will not impact on their site in regards of noise, traffic, nature lighting, sewage, as well as soil stability and current building structure. • Note that the proposal will address a significant service gap in Dural and the local area.
Private landowners at 671 Old Northern Road, Dural	• Principally in support of the proposal, subject to an appropriate built form response, basement carparking and infrastructure upgrades. • In the landowner's experience (as a nurse) believes the proposal will service the gap in the market whilst supporting the Round Corner Town Centre.

Table 5: Stakeholder consultation summary

It is also noted that consultation has commenced with relevant agencies and service providers, including Transport for NSW and Sydney Water. This consultation is further addressed in Section 5.3.3.

KEYLAN consulting pty ltd

2 The Site and Locality

2.1 Site Description

The Site comprises 679 – 681 and 683 – 685 Old Northern Road, Dural, which are legally described as Lot 3 DP 395437 and Lot 1 DP 120004 respectively.

The Site is located on the eastern side of Old Northern Road, approximately 120 metres south of the intersection with Kenthurst Road, in the Hornsby Shire LGA. Old Northern Road forms the LGA boundary with The Hills Shire LGA, located on the western side of this road.

The Site is located approximately 6km north of Parramatta CBD, 7.5km east of Hornsby CBD and 35km northwest of Sydney CBD.

The Site encompasses an area of approximately 3,471m² with a frontage of 48.85 metres to Old Northern Road. Existing improvements on the Site include two detached dwellings that range in height from one to two storeys. The Site outline is provided at Figure 1.

The Site is situated at the eastern edge of the Round Corner Town Centre, which is identified as a Town Centre under The Hills Shire LSPS. The Round Corner Town Centre is an existing urbanised precinct that is undergoing a process of expansion due to recent planning proposals and development approvals. The surrounding Site context is provided at Figure 2.

The immediate surrounding context of the Site includes:

- To the north, medium density residential and commercial development at 687 – 689 and 691 – 693 Old Northern Road. At 695, 697 and 699 Old Northern Road are one and two storey dwellings and the broader Round Corner Town Centre retail precinct to the north and north-east
- To the south, a two-storey residential dwelling at 675 – 677 Old Northern Road, which has previously been utilised for permissible commercial use. Further south at 669 Old Northern Road is the site of the DA approved Maronite Church which will contain a 440-seat place of public worship and community facility
- To the east, the Site adjoins the Thompson Health Care residential aged care facility at 705 - 717 Old Northern Road which comprises of a seniors living development
- To the immediate west, on the opposite side of the Site is 488-494 Old Northern Road is the Round Corner Town Centre expansion site, which is to accommodate a mixed-use development of 4,000m² retail/commercial (2 storeys, DA approved), 18 x townhouses (3 storeys, under design),46-61 apartments and 400m² additional retail (7 storeys, under design and progressed past Hills Shire Council pre-lodgement requirements). This site is specifically recognised in The Hills Development Control Plan 2012 (THDCP 2012) as providing a "gateway" to the established Round Corner Town Centre retail precinct through higher density building forms. Further to the west is Bupa Aged Care Dural and Mountainview Retreat Retirement Village.

Neither the Site nor any land in its immediate vicinity is used for rural purposing including agricultural land uses. Rather, the Site is within the Round Corner Town Centre which is undergoing significant transition and is now characterised by a range of urban uses and higher density built forms. The locality now has an urban rather than rural landscape character. The urbanised character of the locality was specifically recognised by the NSW

Land and Environment Court (NSW LEC) in its decision on Thompson Health Care's adjoining residential aged care development (*Boston Blyth Fleming v Hornsby Shire Council [2018] NSWLEC 1270*), in which the Commissioner stated that "*I agree with both the experts that this area is already characterised as an urbanised precinct...*"

Figure 1: Dural Health Hub site context – the Site (Base Source: SIX maps)

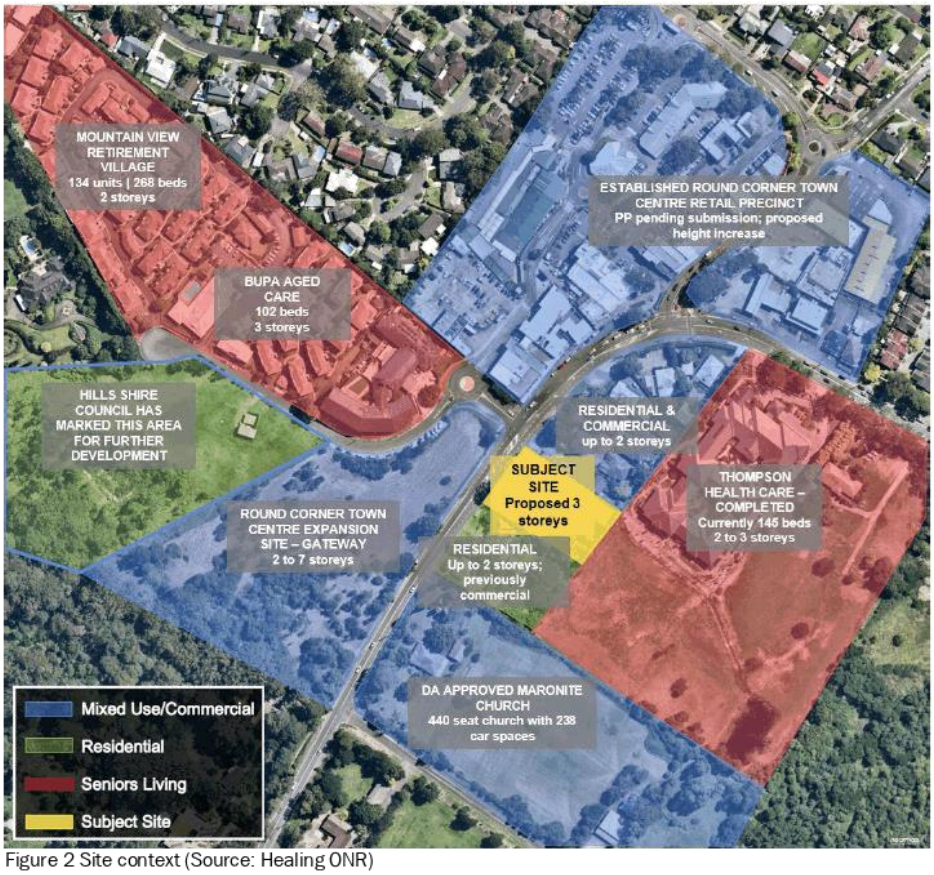

Figure 2 Site context (Source: Healing ONR)

2.2 Characteristics of the Site

2.2.1 Built Form and Topography

A land survey prepared by Richard & Loftus Surveying Services accompanies the Planning Proposal and details the levels, contours, built improvements and retaining walls across the Site (Appendix B). This survey demonstrates that the Site falls from west to east by approximately 6.5 metres.

679 – 681 Old Northern Road

This property contains a one to two storey timber dwelling as illustrated in Figure 3 and 4. Vehicular access to this property is provided directly from Old Northern Road with a concrete driveway providing access to a carport located to the rear of the dwelling.

Additional improvements at the Site include a deck, swimming pool, gazebo and shed located to the rear of the Site.

683 – 685 Old Northern Road

This property contains a single storey brick dwelling as illustrated in Figures 5 and 6. Vehicular access to this property is provided directly from Old Northern Road with a concrete driveway providing access to a carport within the front building setback. To the rear of the dwelling is a timber deck and landscaped grass area.

Figure 3: 679 – 681 Old Northern Road viewed from the western side of Old Northern Road (Source: Keylan)

Figure 4: 679 – 681 Old Northern Road viewed from the eastern side of Old Northern Road (Source: Extent Heritage)

Figure 5: 683 – 685 Old Northern Road viewed from western side of Old Northern Road (Source: Keylan)

Figure 6: 683 – 685 Old Northern Road viewed from eastern side of Old Northern Road (Source: Keylan)

2.2.2 Traffic and Transport

Each of the existing residential properties is provided with direct vehicular access to Old Northern Road, which is a Classified Road. The speed limit on this road on approach to the Site is 60km/hr.

A Traffic and Transport Assessment (TTA) has been prepared by The Transport Planning Partnership (TTPP) and is provided at Appendix H. The TTA assesses the proposal's impact on traffic generation and transport requirements needed to support the proposed health services facility.

The Site is connected with the wider locality through a public transport network. A bus stop is located 40 metres towards the south-west of the Site and a second bus stop is located 70 metres north-east.

A summary of the public transport services available near the Site and the typical service frequencies is presented in the below table:

Bus Service	Route	Frequency	
		Peak	Off-Peak
604	Dural to Parramatta via Castle Hill	Every 30 minutes	Every 30-60 minutes
637	Glenorie to Castle Hill via Galston & Round Corner	Every 30 minutes	Every 60 minutes
638	Berowra Waters to Pennant Hills or Castle Hill	Every 30-60 minutes	3 services
639	Maraylya to Dural and Castle Hill	AM Peak: 1 service	2 services
641	Dural to Rouse Hill	AM Peak: 1 service PM Peak: 3 services	2 services
642X	Dural to City Wynyard via Land Cove Tunnel (Express)	AM Peak: Every 7-20 minutes PM Peak: Every 30 minutes	Every 10-30 minutes

Table 6: Public Transport Services (Source: TTPP)

As demonstrated in the table above, the locality surrounding the Round Corner Town Centre is well connected to Parramatta, Castle Hill and the Sydney CBD. However, it is poorly connected to the Hornsby Ku-ring-gai Hospital and Health Precinct and the planned Rouse Hill public hospital by public transport. Coupled with the undersupply of day surgeries and hospitals and the identified demand for such facilities in the locality, this further highlights the need for additional health infrastructure in the locality, consistent with the 30 minute city principle in the Greater Sydney Region Plan.

Due to the expanding nature of the Round Corner Town Centre, several transport and infrastructure upgrades have been identified. Under The Hills Shire LSPS a bypass of the Round Corner Town Centre is proposed at Kenthurst Road, which will alleviate traffic within the area.

In addition, the Round Corner Town Centre expansion site includes a number of upgrades which will improve the accessibility of the Site. These works include the widening of Old Northern Road to two lanes each way along the entire site frontage of 488-494 Old Northern Road, dedicated turn-in lanes, a new signalised intersection at Old Northern Road and Franlee Road and a bus layover bay.

2.2.3 Biodiversity

The Site contains a total of 26 trees, predominantly located on 679 – 681 Old Northern Road, including both native and exotic species. Native species include Spotted Gum and Southern Blue Gum trees.

The Site does not contain any remnant vegetation or threatened species of flora and fauna. Furthermore, limited habitat features suitable for threatened species were recorded within the Site.

Remnant vegetation is found along Old Northern Road and within adjacent private lands to the east which has been mapped as Sydney Turpentine Ironbark Forest (STIF) which is listed

as a Critically Endangered Ecological Community under the NSW Biodiversity Conservation Act 2016.

The Site does not contain a mapped watercourse. However, adjacent lands to the south contain an overland flow path capturing surface water from the Site.

The Planning Proposal is accompanied by both an Arboricultural Impact Assessment (AIA) and Flora and Fauna Assessment (FFA) prepared by EcoLogical Australia (Appendix I and Appendix J).

2.2.4 Heritage

Aboriginal

The Site is not known to have any archaeological potential for items of Aboriginal significance given the Site has been previously developed for urban purposes. The Site is also not known to be a site of Aboriginal significance.

An Aboriginal Heritage Due Diligence Assessment prepared by Extent Heritage at Appendix K confirms the proposal contains low potential to contain Aboriginal archaeological material. Based on the above, no further assessment of Aboriginal heritage has been undertaken for the purpose of this planning proposal.

European

The Site does not contain any items of European heritage nor is it located within a heritage conservation area.

A Statement of Heritage Impact (SOHI) prepared by Extent Heritage is provided at Appendix L. This report identifies that there are three local heritage items within the vicinity of the Site. These include:

- Item No. 347 under the HLEP 2013 identified as a 'House' at 671–673 Old Northern Road. This item is located approximately 30 metres to the south-west of the Site.
- Item No. 448 under the HLEP 2013 identified as 'Roadside Trees', located approximately 120 metres to the north-east of the Site.
- Item No. A12 under The *Hills Local Environmental Plan 2019* identified as 'Old Northern Road', located adjacent to the Site on the western side of Old Northern Road within The Hills Shire LGA.

2.3 Surrounding Locality

Round Corner Town Centre

The Site is situated at the eastern edge of the Round Corner Town Centre, which is identified as a Town Centre under The Hills Shire LSPS. The Round Corner Town Centre is an existing urbanised precinct that is undergoing a process of expansion due to recent planning proposals and development approvals.

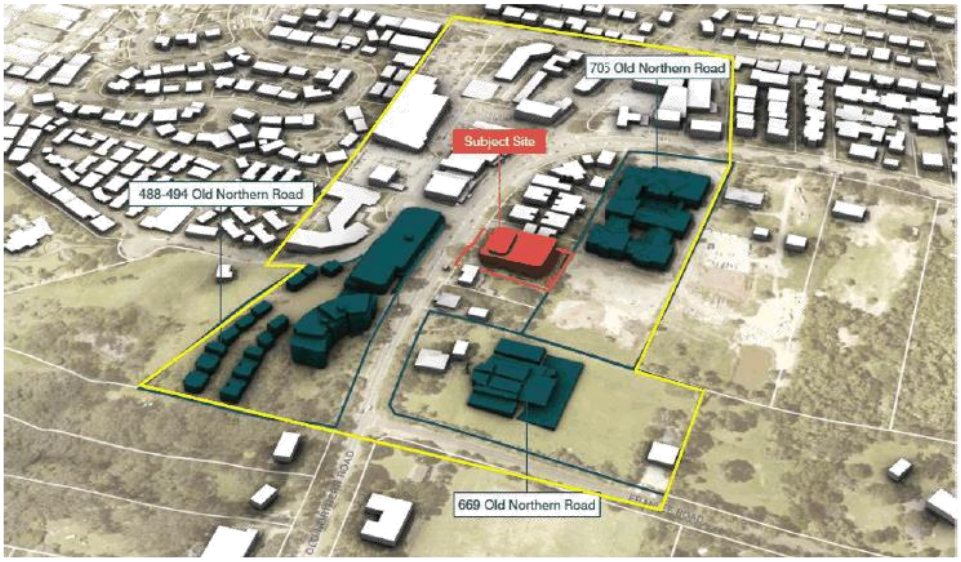

Figure 7: Nearby planning proposal and development approvals – yellow outline showing boundary of the Round Corner Town Centre (Source: Architectus)

Whilst it is acknowledged that The Hills Shire LSPS only applies to development on the western side of Old Northern Road, the boundaries of the Round Corner Town Centre extend beyond The Hills Shire LGA boundary. This includes land on the eastern side of Old Northern Road in the Hornby Shire LGA which comprises a mix of uses including commercial, medium density residential development, the DA approved Maronite Church and the recently completed Thompson Health Care residential aged care facility, all which define the eastern boundary of the Round Corner Town Centre (Figure 7).

It is evident that this area on the eastern side of Old Northern Road to Franlee Road to the south primarily performs an urban function as part of the Round Corner Town Centre, rather than rural or agricultural purposes. This was recognised by the NSW LEC in its decision on Thompson Health Care's adjoining residential aged care development (*Boston Blyth Fleming v Hornsby Shire Council [2018] NSWLEC 1270)*, located to the east of the Site, in which the Commissioner stated that *"I agree with both the experts that this area is already characterised as an urbanised precinct..."*

A detailed overview of the surrounding locality is provided below.

North

To the north of the Site is a mix of uses include commercial premises (veterinary hospital) at 687 – 689 Old Northern Road and medium density residential (townhouses) at 691 – 693 Old Northern Road. Further north at 695, 697 and 699 Old Northern Road are one and two storey dwellings.

Further to north and to the north-east is the core of the Round Corner Town Centre retail precinct which contains a mix of commercial land uses including two supermarkets and

associated at-grade car parking, specialty retailers, food and drink premises, and medical practices. Building heights within the existing Round Corner Town Centre retail precinct are predominantly two storeys in height, however controls allow for 12 metres (three to four storeys). The Round Corner Town Centre as viewed from the Site is provided at Figure 8.

Further to the north is a service station (532 Old Northern Road, Dural) and low-density residential development located beyond the Round Corner Town Centre. To the north-west of the Site and to the immediate west of the Round Corner Town Centre is low-density residential development including Bupa Aged Care Dural and Mountainview Retreat Retirement Village.

Figure 8: The Round Corner Town Centre retail precinct viewed from the Site's frontage with Old Northern Road (Source: Keylan)

South

To the south, the Site is adjoined by a two-storey residential dwelling at 675-677 Old Northern Road. A bus stop is located to the front of this property (refer to Figure 9).

At 671–673 Old Northern Road is local heritage item No. 347 under the HLEP 2013 (refer to Figure 10). This site will benefit from a newly constructed driveway associated with road widening works from DA 979/2016/HB. The SOHI prepared by Extent Heritage (Appendix L) describes this dwelling as follows:

> *The residence at 671-673 Old Northern Road is an Inter-war house with a symmetrical front façade. The exterior walling is finished in deep red brick and has a tuck-pointed stretcher bond pattern. The main roofline is hipped and finished in brown cement tile. A smaller hipped projection is positioned over a central front porch, also finished in brown tile. Timber-framed bay windows are located on either side of the building with multi-paned, double-hung sash window fixtures.*

Further south at 669 Old Northern Road is the Site of the approved Maronite Church which will contain a 440-seat place of public worship and community facility with 238 car parking spaces. This complex provides an overall site coverage of 4,960m² and a maximum height of 10 metres.

Figure 9: 675-677 Old Northern Road with bus stop to the front (Source: Keylan)

Figure 10: 671–673 Old Northern Road containing local heritage item No. 347 (Source: Keylan)

West

To the immediate west of the Site on the opposite side of Old Northern Road at 488-494 Old Northern Road, Dural, is the Round Corner Town Centre expansion site, located within The Hills Shire LGA. This Site is specifically recognised in The Hills Development Control Plan 2012 (THDCP 2012) as providing a "gateway" to the established Round Corner Town Centre through higher density building forms. This is noted in Part B, Section 6 – (2.31. 488-494 Old Northern Road, Dural) of the THDCP 2012 which states:

> *There is opportunity for a well-designed "gateway" element to be established at the southern corner of the site, to provide a sense of arrival to the centre when approached from the south along Old Northern Road. Additionally, active uses including a focus on specialty retail is encouraged to ensure the development is inviting and addresses demand for specialty retailing within Round Corner. The incorporation of higher density residential uses as part of a mixed-use development on the southern portion of the B2 Local Centre zoned land is encouraged.*
>
> *... A new controlled four-way intersection at the southern edge of the site will facilitate future access for the site and provide connectivity for possible future development of rural land to the west and into the centre. Bus facilities along the Old Northern Road frontage of the site will support the safety and movement of users travelling through the centre and assist in improving northbound traffic flow along this road. Provision of pedestrian connections will enhance accessibility and integrate the site with the existing commercial centre to the north.*
>
> *OBJECTIVES*
>
> *iv. To provide a strong sense of arrival into Round Corner Town Centre.*
> *v. To develop and promote a vibrant, integrated and mixed-use Town Centre that provides a broad range of retail and commercial uses to service the needs of the community.*
> *vi. To ensure that the development is active and inviting and emphasises the pedestrian where practical and possible.*

Further to the west on Stonelea Circuit is Bupa Aged Care Dural and Mountainview Retreat Retirement Village.

Planning Proposal 1/2013/PLP and 1/2016/PLP

The Round Corner Town Centre expansion site was rezoned from RU6 Rural Transition to B2 Local Centre and R3 Medium Density Residential under Planning Proposal 1/2013/PLP which was made on the 11 July 2014.

In addition, the maximum height of building was increased from 10 metres to 14 metres and 18 metres, while the FSR of 1.22:1 was introduced under Planning Proposal 1/2016/PLP which was made on the 23 March 2018.

Planning Proposal 1/2016/PLP included a concept design for a three-stage development comprising of:

- Stage 1 (DA approved): a 4,000m² retail/commercial building (two storeys) at the northern end of the site comprising of a supermarket, specialty stores, office suites, restaurant and central plaza area.

- Stage 2: 18 townhouses at the rear (west) of the development on the adjacent R3 Medium Density Residential zoned land.
- Stage 3: A residential flat building of up to five/seven storeys and ground floor retail uses on the southern portion of the site.

DA 979/2016/HB

On 20 October 2021, The Hills Shire Council approved Stage 1 of the Round Corner Town Centre expansion site under DA 979/2016/HB (refer to Figure 11 and Figure 12). The development is located at 488-494 Old Northern Road and comprises of the construction of a 2-storey retail and commercial building over basement parking including:

- Ground floor consists of a supermarket of 1,138m², supermarket back of house being 430m² and 7 retail tenancies (shops) ranging from 48m² to 144m²
- Level 1 consists of 9 commercial tenancies ranging from 105m² to 411m²
- Two levels of basement consisting of 176 carparking spaces
- Construction of loading dock access driveway for delivery vehicles off Stonelea Court
- Construction of part of the central plaza
- Construction of a signalised intersection with Old Northern Road and Franlee Road and construction of an access road which provides for access to customers to the basement level, and access to future stages 2 and 3
- Roadworks associated with half width re-construction of Old Northern Road
- Construction of a bus layback along Old Northern Road

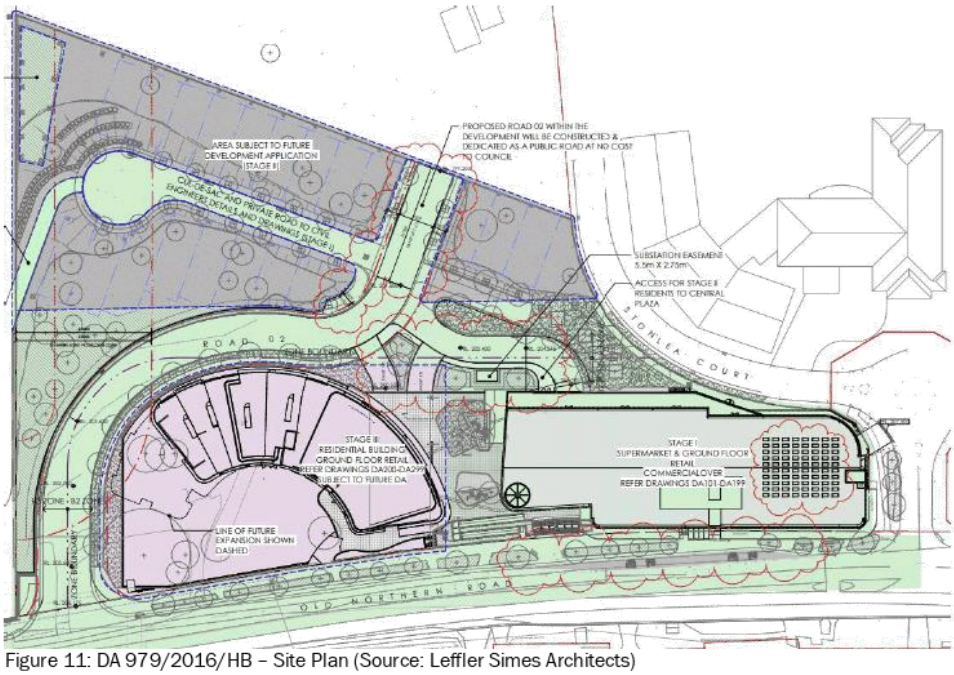

Figure 11: DA 979/2016/HB – Site Plan (Source: Leffler Simes Architects)

Figure 12: Photomontage of 488-494 Old Northern Road, Dural (Source: Image Property Developments)

East

To the immediate east of the Site at 705 - 717 Old Northern Road is Dural House, a residential aged care facility owned and operated by Thompson Health Care. The development comprises a part two and three storey building with basement car park (76 spaces). It provides 143 residential care suites along with support facilities including dining areas, lounge areas, courtyards, nurses' stations, therapy rooms, a chapel, a cafe and various other amenity and utility areas. Vehicle access to the site is provided from Old Northern Road.

This development was approved by the NSW Land and Environment Court (NSW LEC) on 7 June 2018 and construction has recently been completed as illustrated in Figure 13 below.

Figure 13: Dural House viewed from Old Northern Road (Source: Google Maps)

2.4 Comparable planning proposals in Hornsby Shire LGA

In pre-lodgement discussions, officers of Hornsby Shire Council requested that consideration be given to other recent planning proposals in the locality in the context of the strategic merit of the current Planning Proposal.

As outlined below, these other planning proposals have been reviewed and are not considered directly relevant or comparable to the subject Planning Proposal.

Planning Proposal Number	Description/Status	Consideration in relation to this Planning Proposal

No. 805-821 Old Northern Road, Dural	• Planning Proposal sought to amend the HLEP 2013 to permit a service station as an additional permitted use
	• In May 2020, Hornsby Shire Council did not support the Planning Proposal proceeding to Gateway for the following reasons:
	  • No clear community benefits
	  • Inconsistency with the Greater Sydney Regional Plan and the North District Plan
	  • Inconsistency with Section 9.1 Ministerial Directions
	  • Inconsistency with the Hornsby Shire LSPS
	  • Progression of a planning proposal prior to completion of draft RLS and Employment Lands Study; Potential impacts on heritage listed trees due to required road works
		The subject Planning Proposal satisfactorily addresses Council's reasons for not supporting the service station Planning Proposal:
		• The subject planning proposal has clear community benefit in terms of supporting local jobs and addressing the demand for a consolidated HSF. The proposed VPA provides public domain and pedestrian connectivity upgrades to the surrounding road network
		• The Site is supported by transport upgrades occurring on Old Northern Road
		• The HSF is consistent with the relevant strategic plans (Section 5) and Ministerial directions (Section 5.3.2)
		• The Proposal is consistent with the Action 19 of the North District Plan to provide fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres
		• Hornsby Shire Council has finalised its Employment Lands Study. The subject Planning Proposal's consistency with the ELS is addressed at Section 5.3 and Appendix T.
		There will be no impacts on the heritage listed trees.

South Dural Planning Proposal. PP/2014/HORNS/002/00	• The South Dural Planning Proposal proposed rezoning of an area of approximately 113 ha for urban purposes with 5 village precincts to accommodate up to 2,900	• The South Dural Planning Proposal was of a far more significant scale (in terms of area, proposed land use changes and impact on the character of the locality, and

Planning Proposal Number	Description/Status	Consideration in relation to this Planning Proposal
	dwellings (detached, multi-unit and residential flat buildings) The Planning Proposal was withdrawn by Hornsby Shire Council in 2018 due to significant infrastructure constraints	infrastructure requirements) than the subject proposal. • There is no legitimate comparison with the subject Planning Proposal which relates to a much smaller site (less than 0.5 ha), a single development type (i.e. an HSF), does not propose to rezone any land and will not result in significant infrastructure impacts. • Importantly, Council had previously considered that the South Dural Planning Proposal had strategic merit despite it being of a far more significant scale and impact than the current Planning Proposal.
Dural Service Centre Planning Proposal PP_2016/HORNS/002 00	• The Planning Proposal sought to rezone part of the Dural Service Centre at New Line Road from IN2 to B2 and remove an APU from the site • Gateway Determination was issued on 26 July 2016 that was conditional upon the South Dural Planning Proposal being finalised by DPE (as its strategic justification was based on the population growth and demand that was forecast under the South Dural Planning Proposal). • This Planning Proposal was withdrawn following the withdrawal of the South Dural PP.	• This Planning Proposal is of no relevance to the subject Planning Proposal, which is a standalone proposal with its own rationale and strategic merit, i.e., it is not reliant on a broader planning proposal for its strategic merit. • The strategic merit of the subject proposal is addressed at Sections 4, 5 and Appendix T.

Table 7: Comparable Planning Proposals in the Hornsby Shire LGA

2.5 Constraints and Opportunities

An opportunities and constraints analysis has been undertaken to inform the development of the Planning Proposal. This work has been informed by the Agricultural Viability Assessment (AVA) prepared by Edge Land Planning (Appendix G), the Dural Health Hub Market Health Assessment by HPI (Appendix F) and the Economic Impact Assessment (EIA) by Atlas Urban Economics (Appendix R).

Constraints to future development on the Site include:

- The Site cannot feasibly deliver any viable agricultural use and is effectively sterilised from current or future agricultural use
- As detailed within the Economic Impact Assessment (Appendix R), the existing use of the Site for residential uses has shifted its underlying property value. Based on existing house values across Dural, it is unlikely that the 'highest and best use' of the Site would shift from its existing use (i.e. detached dwelling) to an agricultural or rural land use permitted in the RU2 Rural Landscape zone
- The Site is located near several local heritage items
- Towards the southeast of the Site are rural residential allotments
- The Site's RU2 Rural Landscape zoning is inconsistent with the Site's location within the existing urban footprint of the Round Corner Town Centre and the increasingly urbanised character of the locality
- Traffic generation during both the construction and operation of the HSF

The Site **opportunities** include:

- The Site is located at the eastern edge of the Round Corner Town Centre
- The Proposal is in accordance with the objectives set out in the North District Plan, specifically to provide fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres
- Further, the location of the Site at the eastern edge of the Round Corner Town Centre, adjacent to the existing retail precinct and within 40m and 70m of two public bus stops, is in accordance with the North District Plan's priority to encourage walking and cycling, specifically to ensure that there are direct, safe and accessible routes to local destinations and services within 10-minutes of centres
- The Site is strategically positioned opposite the Round Corner Town Centre expansion site, a medium density development of up to 7 storeys including apartments and townhouses. The expansion site is identified as a 'gateway' to the Round Corner Town Centre retail precinct under THDCP 2012. The development of a high quality HSF facility on the Site has the potential to contribute to this gateway to the Round Corner Town Centre
- As the Site is located within an urbanised precinct and is unsuited for rural and agricultural use, there is an opportunity to redevelop the Site for an urban purpose that will complement existing and planned land uses in the immediate locality
- There are no day surgeries or hospitals with a 5km radius of the Site. Furthermore, none are located to the north of Dural, which presents an opportunity to tap into the patient outflow from these areas
- There will be an undersupply in the primary catchment of same day care places by 122 places in 2025, increasing to 307 by 2035. Based on analysis of Medicare utilisation in

the area and the population growth profile, there is sufficient demand to require six additional GP consultation rooms every year to cater for residents located within 15 minutes' drive of the Site

- The demand for private health care in Dural is much higher as the demographic structure consists of an aging population. The population has a higher private health coverage of 67% which is far greater than the state average of 47%
- The Site presents an opportunity to harmonise planning controls, ensuring an appropriate urban design outcome is achieved along the administrative boundary between Hornsby Shire and The Hills Shire LGAs
- Recent approvals and amendments to statutory planning controls in the locality have increased height and FSR controls which reflect the increasingly urbanised nature of the Round Corner Town Centre. This demonstrates the evolving built form character and an intensification of commercial, business and residential uses
- The indicative concept-built form is consistent with the statutory planning controls for both the Round Corner Town Centre and the expansion site under The Hills Shire Local Environmental Plan 2019
- The Planning Proposal is consistent with the function and typology of Town Centres established under The Hills Shire LSPS and Productivity and Centres Strategy

2.5.1 Site Sieving Assessment

The Site has been identified as a suitable location for an HSF via a site mapping assessment that reviews available land for this use within a defined study area (Appendix E). This assessment found:

- There are four centres within the identified study area where sites exist that achieve the relevant selection criteria (zoning, location and access). These centres are North Kellyville, Glenhaven, Round Corner and Dural.
- Sites were assessed based on the following criteria:
  - Direct and convenient access and egress off and onto a main arterial road
  - Proximity to a town centre (max. 200m)
  - Site area that can accommodate 1,500m² floorplates (day surgery) including uniform construction grid
  - Sufficient area to accommodate parking for an ambulance and their unrestricted movement
  - Sufficient area and height to accommodate a back of house loading dock for a Medium Rigid Vehicle and allowance for dedicated medical waste
- No sites were identified that satisfy the applicable zoning and permissibility requirements as well as all the site development requirements for redevelopment in the form of the desired HSF
- Of the sites that satisfy development criteria but not zoning, 679-685 Old Northern Road (the Site) is likely to be one of the lowest impact due to its location at the eastern edge of the Round Corner Town Centre

This sieve mapping assessment reinforces the opportunity presented by the Site for the development of an HSF in this location.

3 Existing Planning Controls

The HLEP 2013 sets out the legislative framework for land use and development in the Hornsby Shire LGA through the application of land use zones and development controls. The relevant land use zone and development controls that currently apply to the Site are outlined in Section 3.1 to Section 3.5. The proposed amendments that are sought as part of the Planning Proposal are described in Section 5.

3.1 Land Use Zones

The Site currently comprises the following land use zones under the HLEP 2013, as shown in Figure 14 below:

- RU2 Rural Landscape
- SP2 Infrastructure (Road)

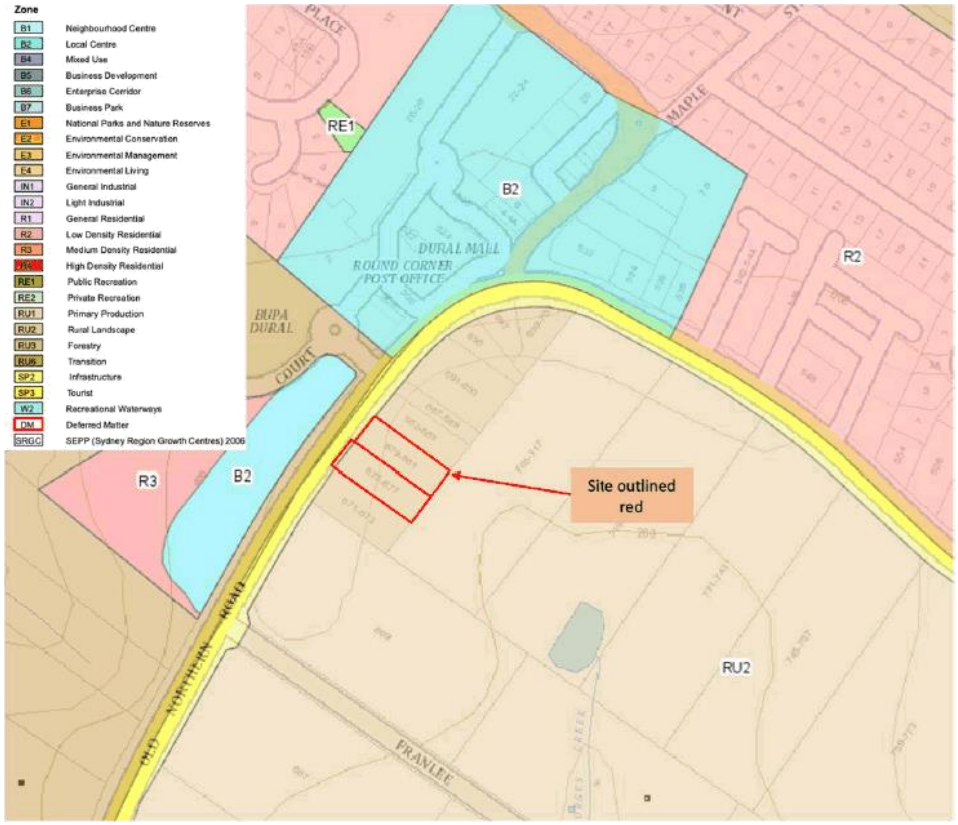

Figure 14: Land use zoning (Base Source: NSW Government ePlanning Spatial Viewer)

3.2 Height of Buildings

A maximum height of 10.5 metres applies to the Site as shown in Figure 15 below.

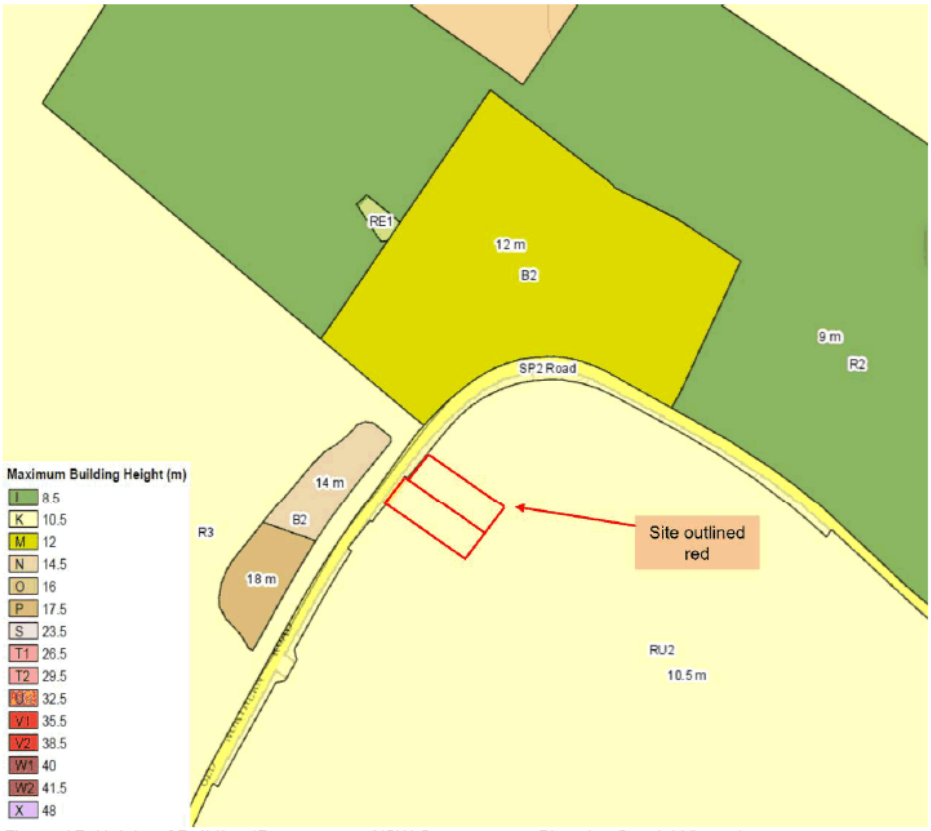

Figure 15: Height of Building (Base source: NSW Government ePlanning Spatial Viewer)

3.3 Floor Space Ratio

The HLEP 2013 does not establish a maximum FSR for the Site.

3.4 Heritage

The Site is not heritage listed, nor is it within a heritage conservation area. However, it is within the vicinity of the following items of local heritage significance, as illustrated in Figure 16 and Figure 17 below.

- Item No. 347 under the HLEP 2013 identified as a 'House' at 671–673 Old Northern Road. This item is located approximately 30 metres to the south-west of the Site
- Item No. 448 under the HLEP 2013 identified as 'Roadside Trees', located approximately 120 metres to the north-east of the Site
- Item No. A12 under the THLEP 2019 identified as 'Old Northern Road', located adjacent to the Site on the western side of the Old Northern Road within The Hills Shire LGA

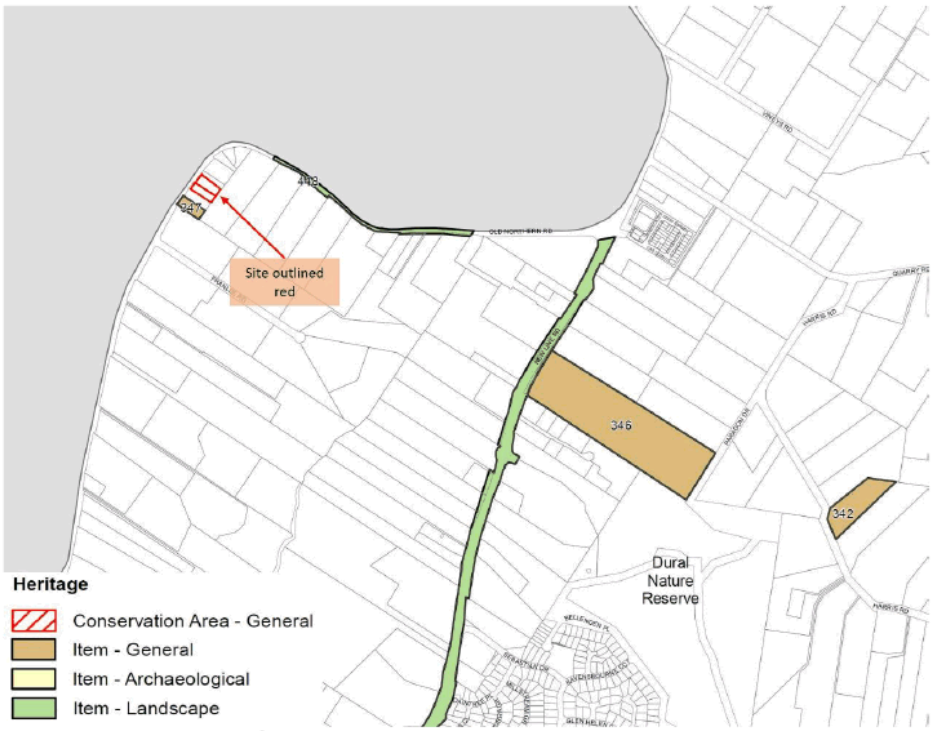

Figure 16: The Hornsby Shire Council Heritage Map (Base source: HLEP 2013)

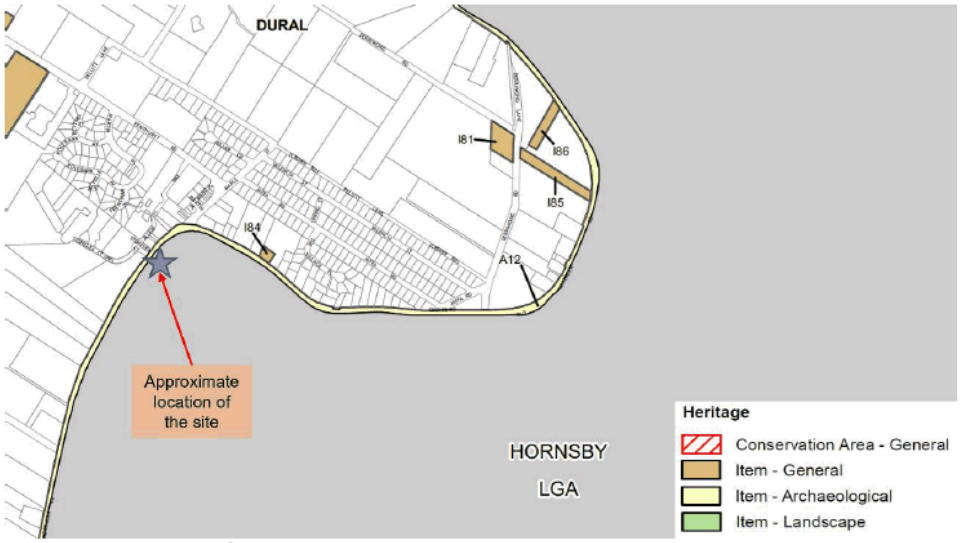

Figure 17: The Hills Shire Council Heritage Map (Base source: THLEP 2019)

3.5 Amendment to the Hornsby Local Environmental Plan 2013

Hornsby Shire Council currently has a Planning Proposal (PP-2020-3920) submitted to DPE to update clause 6.4 Terrestrial Biodiversity Mapping for their current LEP. The Site is not mapped under clause 6.4 Terrestrial biodiversity of the HLEP 2013, nor is it proposed to be mapped under the Planning Proposal amendments to clause 6.4 of the HLEP 2013.

4 The Case for Change

This Planning Proposal provides the opportunity to redevelop an underutilised site that is located within the urban footprint of the Round Corner Town Centre, and which meets the locational criteria for an HSF of the type proposed.

The Site is currently zoned RU2 Rural Landscape under the HLEP 2013 which is not compatible with the surrounding urbanised nature of the Round Corner Town Centre.

This zoning together with the constraints of the Site, including its size, location, topography and adjoining land uses, prevent any meaningful rural land uses occurring at the Site. This sterilises and limits the Site's capacity to be used for rural land uses including agricultural purposes.

The proposal is supported by a Market Assessment, prepared by Health Projects International, which identifies that the scheme responds to the predicted population growth and aims at capturing the ageing demographic of both The Hills Shire and Hornsby Shire LGAs (Appendix F).

The proposal will positively contribute to the emerging character of the Round Corner Town Centre by facilitating a suitably designed development that delivers an appropriate transition between the Round Corner Town Centre expansion site including apartments and townhouses to the west (up to 7 storeys) and the semi-rural land further east.

Furthermore, the Planning Proposal entails tailored and site-specific amendments to the HLEP 2013 which do not seek to rezone the Site, but which would permit the development of an HSF in a manner that is not inconsistent with the objectives of the RU2 Rural Landscape zone (as outlined in Section 5.2.1).

The case for change for the Site is summarised by key themes. Consideration of these key themes of strategic justification is outlined throughout this report and summarised below.

KEYLAN consulting pty ltd

The Planning Proposal responds to existing market demand for a health services facility

- Opportunity to provide a large health services facility that responds to the predicted population growth in the area and aims at capturing the ageing demographic of both The Hills Shire and Hornsby Shire LGAs.
- There are no day surgeries or hospitals with a 5km radius of the Site.
- There will be an undersupply in the primary catchment of same day care places by 122 places in 2025, increasing to 307 by 2035. Based on an analysis of Medicare utilisation in the area and the population growth profile, there is sufficient demand to require six additional GP consultation rooms every year to cater for residents located within 15 minutes' drive of the Site.
- The demand for private health care in Dural is much higher as the demographic structure consists of an aging population. The population has a higher private health coverage of 67% which is far greater than the state average of 47%.

The Planning Proposal is consistent with the relevant strategic planning framework

- The proposal achieves the objectives of both the Greater Sydney Region Plan and the North District Plan.
- The scheme responds to the Draft RLS by adopting a place-based planning approach through establishing a compatible land use with the surrounding mixed-use corridor and surrounding town centre.
- The proposal is consistent with Hornsby Shire Council's Economic Development and Tourism Strategy as it will positively contribute to the Health Care and Social Assistance sector which is a key industry for the Shire.
- The proposal is consistent with The Hills Shire strategic planning framework and will reinforce the role and function of the Round Corner Town Centre through the provision of new medical and health services.

The Planning Proposal is consistent with the urban character of the Round Corner Town Centre

- The Site is located within the urban footprint of the Round Corner Town Centre, specifically at its eastern edge.
- There have been multiple approvals within Round Corner Town Centre in recent years which demonstrate the evolving built form character of the area with an intensification of commercial, business and residential uses.
- The Site is strategic located opposite the Round Corner Town Centre expansion site, which is identified as the 'gateway' to the established local centre under the THDCP 2012.
- The proposal provides an opportunity to positively contribute to the character of the area by facilitating a suitably designed development that delivers an appropriate transition between the Round Corner Town Centre expansion site to the west and the semi-rural land further east
- The proposal will have a positive economic impact on the Round Corner Town Centre.

The Site's and locality's characteristics are incompatible with the RU2 Rural Landscape zone and it is unable support a viable rural or agricultural use

- The RU2 Rural Landscape zoning of the Site under the HLEP 2013 is not compatible with the surrounding urbanised precinct and expanding nature of the Round Corner Town Centre.
- An Agricultural Viability Report and Economic Impact Assessment has been prepared for the Site and concludes that the Site cannot feasibly deliver, rural or agricultural land use resulting from multiple site constraints.
- Any intensification of agricultural land uses on the Site would result in significant land use conflicts with surrounding residential and commercial uses within the town centre.
- The proposal does not result in a foregone opportunity to develop the Site as per permitted uses in the RU2 Rural Landscape zone, given the unlikelihood of the Site being developed for these uses.
- Relevant NSW Land and Environment Court (NSW LEC) Principles outline how the proposal can be categorised as compatible with the locality, although the zoning does not permit the land use.

1) The Planning Proposal responds to market demand requiring a Health Services Facility

Over the past 5 years, The Hills Shire and Hornsby Shire LGAs have grown by 35,000 and 8,500 residents respectively. The annual growth rate of 4.1% in the Hills Shire LGA is one of the largest in the State, with Hornsby Shire LGA experiencing a growth rate of 1.2% annually. The primary catchment area is provided at Figure 18.

The Hills Shire LGA will see an additional 100,000 residents over the next 15 years, with Hornsby Shire LGA expected to grow by 15,000 over the same period. The Hills Shire LGA is expected to grow at a rate over double the State's average (2.9% vs 1.3%), whilst Hornsby Shire LGA will grow at half of the State's average (0.6% vs 1.3%). When viewing this as a population age structure, both LGAs are anticipated to grow in the proportion of residents over the age of 65 at a slightly faster rate than the NSW average. The table below outlines the predicted population growth for the Hornsby Shire and The Hills Shire LGAs when compared to the State.

	Total Population			% Over 65		
Catchment	**2020**	**2035**	**CAGR**	**2020**	**2035**	**Change**
Hornsby Shire LGA	154,303	168,969	0.6%	17%	21%	+4%
The Hills Shire LGA	190,645	291,568	2.9%	14%	17%	+3%
NSW	8,278,547	9,974,485	1.3%	17%	20%	+3%

Table 8: Population change, Total and Proportion over 65, 2020-2035 (Source: HPI Market Assessment)

The proposal responds to the predicted population growth and aims at capturing the ageing demographic of both The Hills Shire and Hornsby Shire LGAs. The proposed location of this facility is situated on the fringe of higher population regions to the north of The Hills Shire suburbs and is well positioned to take advantage of new urban development towards the north and west of The Hills Shire LGA.

There is an identified gap in northern Dural as there are no licensed hospitals to the north of this proposed site, only a handful of independently run medical centres or sole practitioners. This catchment to the north of Dural is poorly serviced for inpatient beds, as well as same day and outpatient services. The proposal has the potential to intercept this outflow with the provision of a high-quality private HSF. Furthermore, the proximity of the proposal to these dwellings enables residents to 'age in place'.

There will be an undersupply in the primary catchment of same day care places by 122 places in 2025, increasing to 307 by 2035. Based on analysis of Medicare utilisation in the area and the population growth profile, there is sufficient demand to require six additional GP consultation rooms every year to cater for residents located within 15 minutes' drive of the Site. Additionally, the demand for private health care in Dural is much higher as the demographic structure consists of an aging population. The population has a higher private health coverage of 67% which is far greater than the state average of 47%.

The closest private hospital to the Site is The Hills Private hospital, which is nearly 7km away, while the closest public hospital is the Hornsby Ku-ring-gai Hospital which is over 10km away. There are no day surgeries or hospitals with a 5km radius and none to the north of Dural, which presents as a suitable opportunity to tap into the patient outflow from these areas.

The Planning Proposal fills the gap in the market which services a need to provide for a diversified health services facility that can cater to the existing population as well as the projected population growth. A hospital gap analysis is provided at Figure 19.

Private hospitals are also increasingly being relied upon to reduce the burden the public health system has been exposed to in recent times. The impact COVID-19 has had on the public health system has meant that elective surgeries were postponed, resulting in long public waiting lists for procedures that could readily transferred to private facilities. The Planning Proposal addresses this issue as it provides services that support the needs of North Dural, whilst reducing pressure on the public health system.

It is noted that the NSW Government is planning to build a new public hospital at Rouse Hill to meet the healthcare needs of the growing north-western Sydney community. Information available from the NSW Health Infrastructure website indicates that the Rouse Hill Hospital will be located at the corner of Commercial Road and Windsor Road, and therefore close to the Rouse Hill town centre, transport links and arterial roads. Rouse Hill Hospital will be located approximately 9km from the Site and works are scheduled to start by early 2023.

As detailed within the Market Assessment (Appendix F), Rouse Hill Hospital will not directly compete with the proposed health services facility as it focuses on public healthcare and has a large focus on overnight services.

The investment from the public sector highlights the chronic undersupply of acute hospital beds in the region but does not address the private acute bed gap. The increase in public service provision brings a new cohort of service providers, physicians, nurses and allied health staff that promote the development of health services and facilitate further investment in the region.

Furthermore, the locality surrounding the Round Corner Town Centre is poorly connected to the Hornsby Ku-ring-gai Hospital and Health Precinct and planned Rouse Hill Hospital by public transport. Coupled with the undersupply of day surgeries and hospitals and the identified demand for such facilities in the locality, this further highlights the need for additional health infrastructure in the locality, consistent with the 30 minute city principle in the Greater Sydney Region Plan.

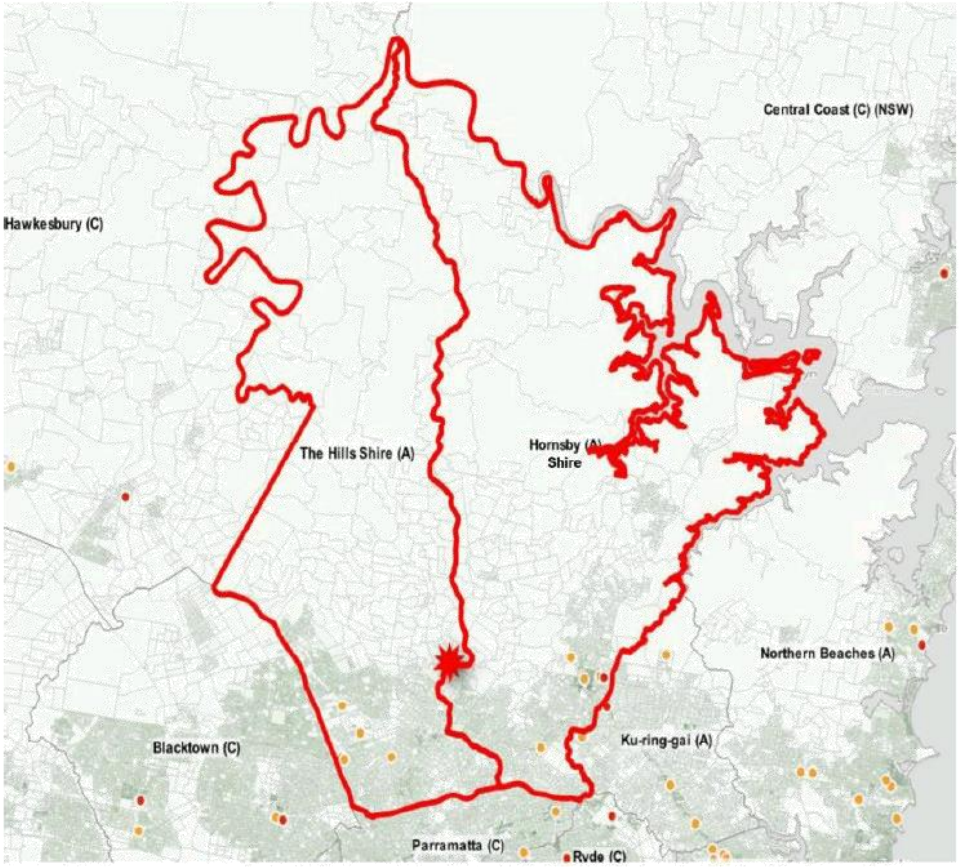

Figure 18: Dural Health Hub primary catchment area with boundary highlighted in red (Source: HPI Market Analysis)

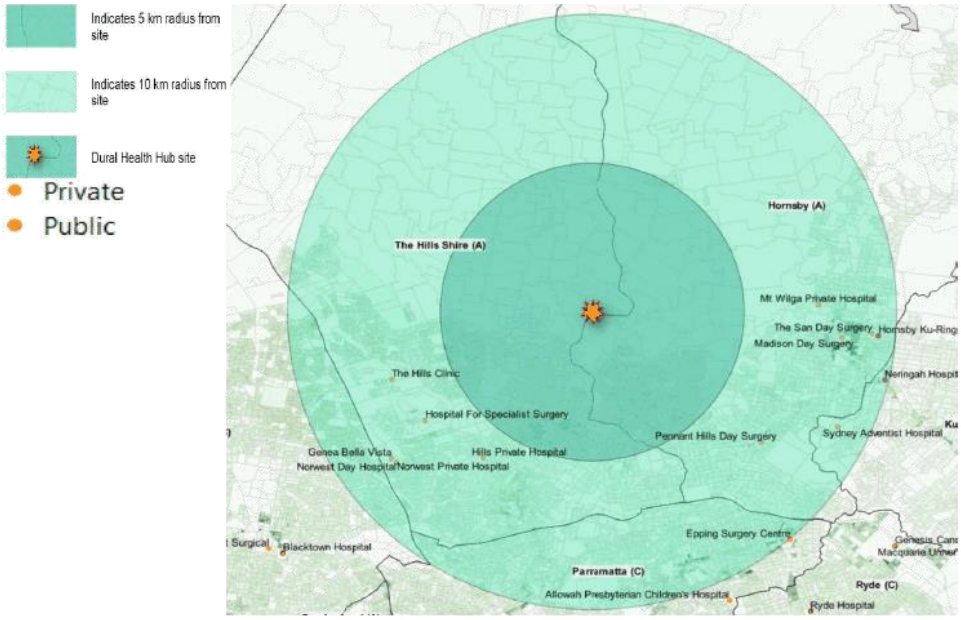

Figure 19: 5km and 10km hospital gap analysis (Source: HPI Market Analysis)

2) The Planning Proposal is consistent with the strategic planning framework

As outlined in Section 5.3, the Planning Proposal responds to the relevant strategic planning framework including:

- Greater Sydney Region Plan – A Metropolis of Three Cities
- North City District Plan
- Hornsby Shire Council Local Strategic Planning Statement (LSPS)
- Hornsby Shire's Community Strategic Plan 2018-2028
- Hornsby Shire Council Employment Lands Study
- Hornsby Economic Development and Tourism Strategy
- Draft Hornsby Shire Rural Lands Strategy
- The Hills Shire Council Local Strategic Planning Statement (LSPS)
- The Hills Shire Productivity and Centres Strategy
- The Hills Shire Community Strategic Plan
- The Hills Shire Integrated Transport and Land Use Strategy

3) The Planning proposal is consistent with the urban character of the Round Corner Town Centre

The Site is located within the urban footprint of the Round Corner Town Centre and is ringed by existing and approved urban development on all sides. Neither the Site nor any land in its immediate vicinity is used for rural or agricultural purposes.

The Site is also located directly opposite the Round Corner Town Centre expansion site at 488-494 Old Northern Road and will therefore form part of the 'gateway' to the existing Round Corner Town Centre retail precinct by integrating with the emerging urban character. The THDCP 2012 recognises the entrance to the Round Corner Town Centre as providing a "gateway" to the established Round Corner Town Centre retail precinct through higher density building forms. Specifically, the DCP states:

> *There is opportunity for a well-designed "gateway" element to be established at the southern corner of the site, to provide a sense of arrival to the centre when approached from the south along Old Northern Road. Additionally, active uses including a focus on specialty retail is encouraged to ensure the development is inviting and addresses demand for specialty retailing within Round Corner. The incorporation of higher density residential uses as part of a mixed-use development on the southern portion of the B2 Local Centre zoned land is encouraged...*
>
> *... A new controlled four-way intersection at the southern edge of the site will facilitate future access for the site and provide connectivity for possible future development of rural land to the west and into the centre. Bus facilities along the Old Northern Road frontage of the site will support the safety and movement of users travelling through the centre and assist in improving northbound traffic flow along this road. Provision of pedestrian connections will enhance accessibility and integrate the site with the existing commercial centre to the north.*
>
> *OBJECTIVES*
>
> *vii. To provide a strong sense of arrival into Round Corner Town Centre.*
> *viii. To develop and promote a vibrant, integrated and mixed-use Town Centre that provides a broad range of retail and commercial uses to service the needs of the community.*
> *ix. To ensure that the development is active and inviting and emphasises the pedestrian where practical and possible.*

The provision of a new health services facility on the Site is also consistent with the principle in the North District Plan of prioritising direct, safe and accessible routes to local destinations and services within a 10-minute walk of centres (Planning Priority N12) and to provide fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres (Planning Priority N6 Action 19(c)).

The urbanised character of the Round Corner Town Centre was specifically recognised by the NSW Land and Environment Court (NSW LEC) in its decision on the adjoining Thompson Health Care's residential aged care facility *(Boston Blyth Fleming v Hornsby Shire Council [2018] NSWLEC 1270)*, in which the Commissioner stated that.

> *"I agree with both the experts that this area is already characterised as an urbanised precinct..."*

Based on the above, this Site is within an urbanised environment that is inconsistent with its classification within the Metropolitan Rural Area (MRA) under the North District Plan and Hornsby Shire Council's LSPS. Furthermore, the mapping of the MRA is undertaken at a regional scale only and the Site is not located in area of agricultural land use or of high scenic value.

In this regard, the Site is in the Georges Creek Landscape Area under the Draft RLS which states the following in relation to this Landscape Area:

> *There is a wide variety of land uses in this landscape area, including urban services ..., retirement living, and rural lifestyle properties. These activities are clustered along Old Northern Road and New Line Road, across from the South Dural Service Centre. The feel along main roads is one of mixed uses...*

It is therefore considered that a place-based planning approach should be adopted for the Site with consideration of the surrounding character and existing built form. This is also consistent with Action 19 of the North District Plan which encourages a place-based planning approach, including providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres. Further, the North District Plan encourages the provision of opportunities for a centre's employment function to grow and change over time and not solely be focused on housing (Planning Priority N6). These place-based planning principles are also featured in the Central City District Plan (Planning Priority C6) which governs The Hills Shire LGA. This includes a collaborative approach for townships that share a municipal boundary, as also recommended in the Draft RLS. Given the Site is immediately opposite the densely urbanised Round Corner Town Centre expansion site in The Hills Shire LGA and otherwise ringed by existing and approved urban development on all sides in the Hornsby Shire LGA, it is logical to consider the Site in an urbanised context rather than being in a rural setting.

It is also noted that the existing built form of the Round Corner Town Centre retail precinct has not been built to its maximum permissible building height of 12 metres under THLEP 2019. It is therefore anticipated that future redevelopment would include building heights of up to 12 metres (3 to 4 storeys). Providing compatibility of built forms between LGA's is important to deliver a place-based planning approach.

The NSW LEC has established planning principles on determining the compatibility of a proposal with surrounding development. This principle was established in *Project Venture Developments v Pittwater Council [2005] NSWLEC 191*.

In establishing 'Compatibly' with a locality, *Project Venture Developments v Pittwater Council [2005] NSWLEC 191,* provides two tests:

- *Are the proposal's physical impacts on surrounding development acceptable? The physical impacts include constraints on the development potential of surrounding sites.*
- *Is the proposal's appearance in harmony with the buildings around it and the character of the street?*

The potential physical impacts associated with the future development of the Site are also addressed at Section 5 of this report. This assessment concludes that the proposal is compatible with its surroundings and will not unreasonably impact on neighbouring sites.

The Indicative Concept Architectural Plans illustrate that a 3-storey building can be accommodated within the proposed 14 metre height limit (Appendix A). This approach ensures the building envelope appropriately responds to the topography of the Site and will provide an appropriate transition between the Round Corner Town Centre expansion site to the west and the semi-rural landscape further east. The proposed Dural Health Hub building would be consistent with the 10.5m existing height limit when viewed from Old Northern Road and would not be inconsistent with the surrounding street character.

As detailed on the Indicative Concept Landscape Plans, the built form will also be integrated into the natural landscape by providing extensive planting ensuring harmony with the streetscape and surrounding developments (Appendix D), consistent with the RU2 Rural Landscape zone objectives.

The Planning Proposal is supported by an Economic Impact Assessment which demonstrates that the proposal will not negatively impact on the Round Corner Town Centre but will deliver synergistic benefits with existing aged care and medical occupiers and contribute to the trade catchment of the centre through increased visitation and employment. Importantly, the proposal will facilitate the delivery of medical services in an area of high demand facilities and would be utilised by local residents who would otherwise have to travel further afield for specialist care.

4) The Site's characteristics are incompatible with the RU2 Rural Landscape zone and it is unable support a viable rural and agricultural land use

The Planning Proposal is supported by an Agricultural Viability Report prepared by Edge Planning at Appendix G. The key findings of this report include:

- The size of the land prevents an economically viable agricultural land use being feasibly established
- The slope of the land would require a large amount of cut and fill to flatten the land for a greenhouse
- Agricultural uses on the Site will generate unreasonable amenity impacts on surrounding land uses and are therefore incompatible with these surrounding uses

Specifically, the report concludes that:

> *... the only type of agriculture that is sustainable and can support a family without an appropriate source of off farm income is protected cropping, but this is marginal having regard to the size of the site, its slope and upfront capital costs, all of which make it difficult to construct an adequately large enough greenhouse to be attractive and financially feasible for a future operator.*

Furthermore, given the urbanised character of the locality and as the Site is not located in an area of high scenic value, the current and future uses of the Site and locality are incompatible with the objectives of the RU2 Rural Landscape zone. Notwithstanding, the HSF can be developed generally in accordance with the zone objectives through appropriate building design, setbacks and landscaping.

The Economic Impact Assessment prepared by Atlas Urban Economic states that the Site is not suitable for agricultural use given its physical characteristics and lack of buffer from adjacent residential and commercial uses. Based on existing house values across Dural, it is unlikely that the 'highest and best use' of the Site would shift from its existing use (i.e. detached dwellings) to another agricultural or rural land use permitted in the RU2 Rural Landscape zone. Accordingly, the proposal does not result in a foregone opportunity to develop the Site as per permitted uses in the RU2 Rural Landscape zone, given the unlikelihood of the Site being developed for these uses.

5 The Planning Proposal

The Planning Proposal has been prepared in accordance with Section 3.33(2) of the EP&A Act which outlines the required contents of a Planning Proposal. Accordingly, this Planning Proposal includes:

- a description of the Site and the surrounding locality (refer Section 2
- a statement of the objectives or intended outcomes of the proposed instrument (refer Section 5.1)
- an explanation of the provisions that are to be included in the proposed instrument (refer Section 5.2)
- the justification for those objectives, outcomes and provisions and the process for their implementation, including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under Section 9.1 of the EP&A Act (refer Section 5.3)
- maps to be adopted by the proposed instrument (refer Section 5.4)
- details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument (refer Section 5.5)
- details on the proposed project timeframe for the completion of the Planning Proposal (refer Section 5.6)

The Planning Proposal has also been prepared in accordance with DPE's *Local Environmental Plan Making Guideline December 2021*.

5.1 Part 1: Objectives and Intended Outcomes

The objective of the Planning Proposal is to:

Amend the *Hornsby Local Environmental Plan 2013* to facilitate the Site's future redevelopment as a three-storey diversified health services facility encompassing specialist and allied health services along with 23-hour hospital services plus associated basement carparking.

The intended outcomes of the Planning Proposal are to enable the future redevelopment of the Site which provides a unique opportunity to:

- deliver a diversified HSF which provides an agglomeration of health services in one location
- address a gap in the market to support the existing needs of the local community and cater for future population growth
- provide a land use that supports the ageing population of Dural to enable the existing community to age in place and promote walkability due to its location adjacent to the existing Round Corner Town Centre retail precinct and two bus stops
- to provide a land use that is compatible with the Site's location within the eastern edge of the Round Corner Town Centre and within a locality undergoing significant urban expansion and transition including apartments and townhouses
- to support the locality with appropriate public domain infrastructure and pedestrian connectivity upgrades

5.2 Part 2: Explanation of provisions

The Planning Proposal seeks to achieve the intended outcomes outlined under Part 1 (refer Section 5.1) through the following amendments to HLEP 2013:

- amend the **Additional Permitted Uses Map**, Sheet 9 (APU_009)
- include a new clause under **Schedule 1 Additional permitted uses** to permit a Health Services Facility on the Site. The suggested clause is:

  10 Use of certain land at 679-685 Old Northern Road, Dural
  (1) This clause applies to land identified as "Area 10" on the Additional Permitted Uses Map, being Lot 3 in DP 395437 and Lot 1 in DP 120004 Old Northern Road, Dural.
  (2) Development for the purpose of a Health Services Facility is permitted with development consent.

- include a new clause under Part 6 Additional Local Provision to permit the development of an HSF with a height up to 14 metres on the Site. The suggested clause is:

  6.10 Despite any other provision of this Plan, development consent may be granted for the construction of a health services facility with a maximum building height of 14 metres on land in Lot 3 in DP 395437 and Lot 1 in DP 120004

An HSF is defined in the HLEP 2013 as follows:

> *health services facility means a building or place used to provide medical or other services relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes any of the following—*
> *(a) a medical centre,*
> *(b) community health service facilities,*
> *(c) health consulting rooms,*
> *(d) patient transport facilities, including helipads and ambulance facilities,*
> *(e) hospital.*

A comparison of the existing and proposed planning controls for the Site under the Planning Proposal is contained in the table below:

Planning control	Existing land use zones and development controls	Proposed amendments
Land use zone	RU2 Rural Landscape SP2 Infrastructure	N/A (no change)
Minimum Lot Size	2 ha	N/A (no change)
Height of buildings	10.5 metres	14 metres in relation to the development of a Health Services Facility on the Site via an Additional Local Provision in Part 6 of HLEP 2013
Floor space ratio	N/A	N/A (no change)
Schedule 1 Additional permitted uses	N/A	Add an APU under Schedule 1 for a 'Health Services Facility'

Table 9: Summary of proposed amendments to the HLEP 2013

The proposed amendments to the Additional Permitted Uses Map are shown in Figure 34.

5.2.1 Rationale for Proposed Amendments

The Sieving Assessment identified that although an HSF is not permissible under the Site's zoning, the Site is suitable for such a facility given its location on the eastern edge of the Round Corner Town Centre.

Notwithstanding this sieving assessment, whilst the Site and locality are part of an urbanised precinct, they remain zoned RU2 Rural Landscape under HLEP 2013. As the Planning Proposal relates to the subject Site only and not the broader locality, it proposes an APU for a HSF on the Site, rather than a site-specific rezoning to a zone in which this type of development is permissible. This retains the existing zoning of the Site and seeks to secure a specific future use of the site (ie, a HSF), which avoids the creation of a relatively small site with a different zoning to the surrounding land in the Hornsby Shire LGA, as well as the introduction of a zone with a broader range of permissible uses than the surrounding locality.

The Planning Proposal also includes a specific provision which enables a maximum building height of 14 metres only in relation to the development of an HSF on the Site, rather than an amendment to the Height of Building Map.

These site-specific provisions are proposed in order to:

- retain the existing zoning of the Site and avoid the creation of a relatively small site with a different zoning to the surrounding land in the Hornsby Shire LGA
- avoid the introduction of a standalone zone with a broader range of permissible uses than the surrounding locality
- limit the proposed maximum building height to the development of an HSF on the Site rather than a general height increase that would apply to other forms of permissible development on the Site

Accordingly, the proposed amendments will not result in a precedent for similar development in the locality as they are specifically tailored to the development of an HSF on the Site for which there is a demonstrable demand and a clear strategic justification.

As there has been no comprehensive review of the planning controls for the local area since development and approvals of the Thompson Health Care residential aged care facility, Maronite Church and 488-494 Old Northern Road, which have changed the character of the precinct, it is noted that Council may in future seek a strategic review of the future other sites on the eastern side of Old Northern Road, particularly those between the Maronite Church and 488-494 Old Northern Road.

The information presented in this site-specific Planning Proposal demonstrates that the proposed future HSF on the Site will fit comfortably within the existing context without the need for changes to the zoning and development standards applying to those other sites. However, the Planning Proposal does not preclude such changes should Council seek such a review.

It is noted that the objectives of the RU2 Rural Landscape zone under HLEP 2013 include:

- *To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.*
- *To maintain the rural landscape character of the land.*
- *To provide for a range of compatible land uses, including extensive agriculture.*
- *To encourage land uses that support primary industry, including low-scale and low-intensity tourist and visitor accommodation and the provision of farm produce direct to the public.*
- *To ensure that development does not unreasonably increase the demand for public infrastructure, services or facilities.*

Zone objectives are relevant to the consideration of any future DA, but not APUs. Specifically:

- Under clause 2.3(2) of the HLEP 2013, Council must have regard to zone objectives for the determination of any future DA (but not in relation to APUs)
- Clause 2.5(2) of HLEP 2013, which enables the inclusion of APUs in Schedule 1 of the LEP, states that "*This clause has effect despite anything to the contrary in the Land Use Table or other provision of this Plan.*"

Notwithstanding the above, the Planning Proposal is not inconsistent with the zone objectives as:

- the Site is not currently used for primary industry production and is heavily constrained in terms of its location, size, soils and slope for agricultural uses – the future development of an HSF on the Site will therefore not compromise primary industry production or the natural resource base
- as detailed within the EIA (Appendix R), the existing use of the Site for residential uses has shifted its underlying property value. Based on existing house values across Dural, it is unlikely that the 'highest and best use' of the Site would shift from its existing use (i.e. detached dwellings) to an agricultural or rural land use permitted in the RU2 Rural Landscape zone
- the Site is located on a main road with a "mixed use character" as identified in the Draft RLS. The Site is part of an urbanised precinct and is ringed by existing and approved urban development including apartments and townhouses (up to 7 storeys) – the future

development of an HSF on the Site will not have a significant visual impact or compromise the rural landscape character of other parts of the RU2 Rural Landscape zone

- the future development of an HSF can be adequately serviced and supported by road infrastructure and public transport services. The Planning Proposal is also accompanied by a letter of offer to enter into a VPA for the provision of improved public domain and pedestrian connectivity works within the Round Corner Town Centre. Accordingly, the proposal does not unreasonably increase the demand for infrastructure

The proposed 14 metre height limit results in a three-storey building height at the Site, which is consistent with the existing urban character and surrounding built form. When viewed from Old Northern Road, the proposed Dural Health Hub building would be consistent with the 10.5m existing height limit. Land immediately adjacent has building heights ranging from 10.5 metres to 18 metres. The proposed 14 metre height is consistent with the immediately adjacent land and will appear lower than the future development at 488-494 Old Northern Road as the built form follows the natural topography of the land which slopes towards the east.

An Urban Design and Visual Impact Assessment has been prepared by Architectus and is provided at Appendix C. This report describes the urban design considerations and visual impact of the indicative HSF concept design for the Site in accordance with the planning proposal's proposed controls.

5.3 Part 3: Justification

5.3.1 Section A: Need for a Planning Proposal

Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

The Planning Proposal is consistent with the goals and priorities outlined in the following local strategic plans and reports that have been prepared and endorsed by Council:

- *Hornsby Local Strategic Planning Statement*
- *Hornsby Shire Community Strategic Plan*
- *Hornsby Draft Economic Development and Tourism Strategy*
- *Hornsby Shire Council Employment Lands Study*
- *Draft Hornsby Shire Rural Lands Strategy*
- *The Hills Shire Council Local Strategic Planning Statement*
- *The Hills Shire Productivity and Centres Strategy*
- *The Hills Shire Community Strategic Plan*
- *The Hills Shire Integrated Transport and Land Use Strategy*

The above listed plans are addressed in further detail below.

Hornsby Shire Local Strategic Planning Statement

The Hornsby Local Strategic Planning Statement (LSPS) was finalised in March 2020. The LSPS is a 20-year plan which sets out Council's land use vision and planning priorities for the LGA and includes a Structure Plan for the LGA (Figure 20).

The proposal is consistent with the LSPS as it:

- achieves the liveable priorities by providing an HSF that will service the surrounding community, while achieving a high-quality design that contributes to the emerging character of the area
- achieves the sustainably priorities through incorporating appropriate ecologically sustainable development (ESD) measures together with suitable landscape planting to ensure the proposal is consistent with the rural landscape (Appendix U)
- achieves the productive priorities as it revitalises a Site that is unsuitable for rural or agricultural purposes and delivers an economic driver for the wider Dural area that supports the Round Corner Town Centre and broader Hornsby Shire LGA.

An assessment against the relevant planning priorities within the LSPS is provided in Appendix T.

(Note: given the Site's location on the LGA boundary with The Hills Shire, The Hills Shire LSPS is also considered below).

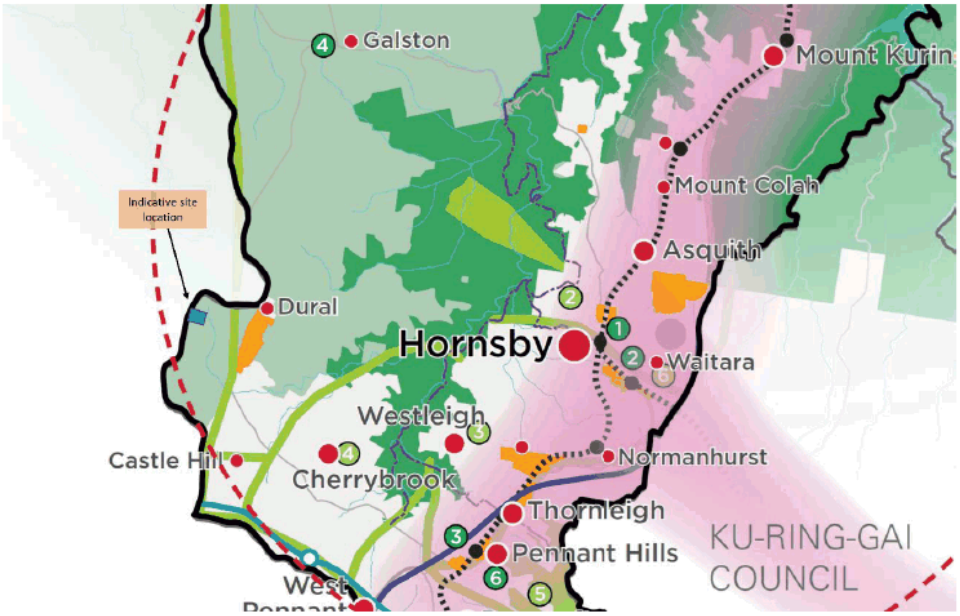

Figure 20: Structure Plan (Source: LSPS)

Hornsby Shire Community Strategic Plan

The *Hornsby Shire Community Strategic Plan 2018-2028* (Community Strategic Plan) establishes Council's vision and priorities for the LGA. The Community Strategic Plan addresses long term social, environmental and economic goals for the LGA that have been developed following extensive community consultation and engagement.

The proposal is consistent with the key themes of the Community Strategic Plan as summarised below:

- *Liveable:* This theme predominately relates to housing and improving community outcomes. The Planning Proposal relates to the future development of an HSF which will service the growing and ageing population of Dural, together with the wider community.
- *Sustainable:* The Planning Proposal responds to the theme through the provision of appropriate landscaping and incorporating ESD principles to ensure the future building better adapts to climate change and resilience (Appendix U).
- *Productive:* The Planning Proposal will provide an economic boost to Dural and the Hornsby Shire LGA through investment and jobs. The proposal will provide positive economic impacts for the Round Corner Town Centre, facilitating the ongoing revitalisation of the area.
- *Collaborative:* The Planning Proposal has been prepared in close consultation with both the Hornsby Shire and The Hills Shire Councils. It will be also notified enabling community feedback and the opportunity for the Applicant to appropriately respond to issues raised. A summary of stakeholder consultation is provided at Section 1.2.2 and Appendix V.

Draft Economic Development and Tourism Strategy

The Hornsby *Draft Economic Development and Tourism Strategy* (The Strategy) aligns with the strategic objectives in Hornsby Shire Council's Community Strategic Plan and other plans and strategies prepared by Council. The Strategy outlines 3 key themes:

- Theme 1: Connected Hornsby Shire
- Theme 2: Smart and Innovative Hornsby Shire
- Theme 3: Destination Hornsby Shire

The Strategy identifies that Hornsby Shire's key employment sectors include health care and social assistance, retail trade, education and training, construction, professional, scientific and technical services and accommodation and food services (tourism). The main health care facility in the area is the Hornsby Ku-ring-gai Hospital. The need to support the economic growth of Hornsby is realised through the provision of land uses that contribute to the economic success of the LGA.

The Strategy identifies Hornsby Shire's reliance on the growth of their economy through health-related land uses. The economic growth and economic sustainability of health care uses were of particular importance during the COVID-19 pandemic, where significant economic impacts on the Hornsby Shire local economy resulted in loss of jobs and reduction in gross domestic product (GDP).

The value loss felt to the Hornsby Shire Council was substantial with only two industries not creating an economic burden, being Information Media and Telecommunications and Health Care and Social Assistance.

The Strategy confirms that the health care and social assistances sector is the best performing industry in terms of both 'value added' and jobs in the LGA.

It also states that 'knowledge-intensive' service industries, together with areas of specialisation in education and health will likely form the foundation of future economic growth and development in the LGA.

The Strategy also contains Hornsby Shire Council's Economic Development and Tourism Charter, which states that Council:

> *Prioritises opportunities that support innovation and development of the Shire's key industries of education, health & wellbeing, advanced manufacturing, business services, the creative industries and tourism, to grow existing, new and emerging markets.*

Consistent with the Strategy and Charter, the proposed HSF will generate further economic value, boost employment opportunities and provide sustainable growth in the health care sector to support the economic growth of the LGA. The economic benefit of the proposal is outlined in the EIA at Appendix R.

The EIA states that post construction the facility will provide 180 additional full time employment jobs (including 135 additional full time employment jobs directly related to

activity on the Site. Additionally, during operation the facility will generate the following annual economic activity:

- $34.9 million in output (including $20.7 million in direct activity)
- $21.6 million contribution to gross regional product (including $13.4 million in direct activity)
- $14.3 million in incomes and salaries paid to households (including $10.5 million in direct income)

Hornsby Shire Council Employment Lands Study

The Hornsby Shire Employment Land Study (ELS) provides a strategic framework to facilitate and accommodate future employment growth within the Hornsby Shire LGA. The ELS identifies the key economic and employment issues and trends affecting the LGA in the context of the North District Plan and provides directions to support sustainable growth that will meet the employment targets for the North District Plan. The Planning Proposal achieves the ELS objectives as:

- it facilitates the future redevelopment of the Site in a manner that supports and is in keeping with the emerging character of the Round Corner Town Centre
- will facilitate a future HSF that can cater to the growing needs of the LGA given its aging and expanding population
- although the Site isn't located within the designated Hornsby health and social services precinct, the proposal responds to the need for an HSF within a catchment that is not currently serviced, as detailed within the Market Assessment (Appendix F)
- as the locality surrounding the Round Corner Town Centre is poorly connected by public transport to the Hornsby Ku-ring-gai Hospital and Health Precinct and planned Rouse Hill Hospital, it is appropriate to provide an HSF that is within the catchment of local residents, adjacent to the existing Round Corner Town Centre retail precinct and two bus stop that will meet the identified shortfall of health services in this locality, consistent with the 30 minute city principle of the Greater Sydney Region Plan

Further consideration of the ELS is contained in Appendix T.

Draft Hornsby Shire Rural Lands Strategy

The Draft Hornsby Shire Rural Lands Strategy 2020 (Draft RLS) was publicly exhibited from mid-September to mid-November 2020.

The Draft RLS provides key principles and recommendations for managing rural lands into the future and addresses obligations for rural lands prescribed by the State Government.

It sets a strategic direction for rural areas and informs amendments to the Hornsby Shire LSPS and planning controls HLEP 2013 and HDCP 2013. It addresses relevant planning priorities from the *North District Plan*, in particular *N18 Better Managing Rural Areas* to establish visions and principles set out in each landscape category for rural land uses.

The rural area in Hornsby Shire is designated as part of Greater Sydney's MRA, as established under the Region and District Plans. It is noted that the Site is located within the MRA.

However, the Draft RLS adopts a 'place-based' approach to planning for rural areas which it states is achieved by concentrating on the look and feel of places, their form and their character, instead of focusing only on conventional categories of lands use, such as the suburb or zoning.

This indicates that a place-based approach must be taken to planning for the Round Corner Town Centre and the Site, having regard to their form and character rather than their existing zonings only. This place-based approach is consistent with the principles set out for local centres in the North District Plan.

Furthermore, the Draft RLS provides a character statement and recommendations for each "landscape area" within the LGA. The Site is located within the Georges Creek landscape area, for which the character statement includes the following:

> *There is a wide variety of land uses in this landscape area, including urban services (garden centre, auto repairs), retirement living, and rural lifestyle properties. These activities are clustered along Old Northern Road and New Line Road, across from the South Dural Service Centre. The feel along main roads is one of mixed uses, while travelling down smaller local roads gives a sense of arrival in a rural lifestyle area.*

Clearly, the Site is located in an area with a mixed-use character (i.e, the Round Corner Town Centre) along a main road, consistent with this character statement. Surrounding land uses include residential aged care, commercial, medium density residential development, the Maronite Church and the Round Corner Town Centre expansion site.

Further consideration of the principles for the George Creek landscape area is contained in Appendix T.

The Draft RLS also states that Council will take a collaborative approach to managing townships that share a municipal boundary with The Hills Shire. In this regard, the Site is located on the LGA boundary, with adjacent land in The Hills Shire zoned B2 Local Centre, including the B2 Local Centre Round Corner Town Centre expansion site, located immediately opposite the Site on the western side of Old Northern Road.

It is therefore logical and consistent with the Draft RLS, that planning for the Site has close regard to and is integrated with the substantial land use transition that is occurring immediately opposite the Site in The Hills Shire LGA.

The Hills Shire Local Strategic Planning Statement 2036

The Hills Shire Local Strategic Planning Statement (The Hills Shire LSPS) aims to support future planning decisions as well as drive future land use planning and how population, housing and economic growth is managed in The Hills Shire over the next 20 years.

The Hills Shire LSPS is relevant to the Planning Proposal given the Site is located on the LGA boundary between Hornsby Shire and The Hills Shire and its proximity to Round Corner, which is identified as a town centre in The Hills Shire LSPS as illustrated in Figure 21 below.

The hierarchy of centres provided within The Hills LSPS includes the following centre classifications:

- Metropolitan centres
- Strategic centres
- Town centres
- Transit centres
- Village centres
- Planned village centres
- Neighbourhood centres
- Planned neighbourhood centres
- Rural villages

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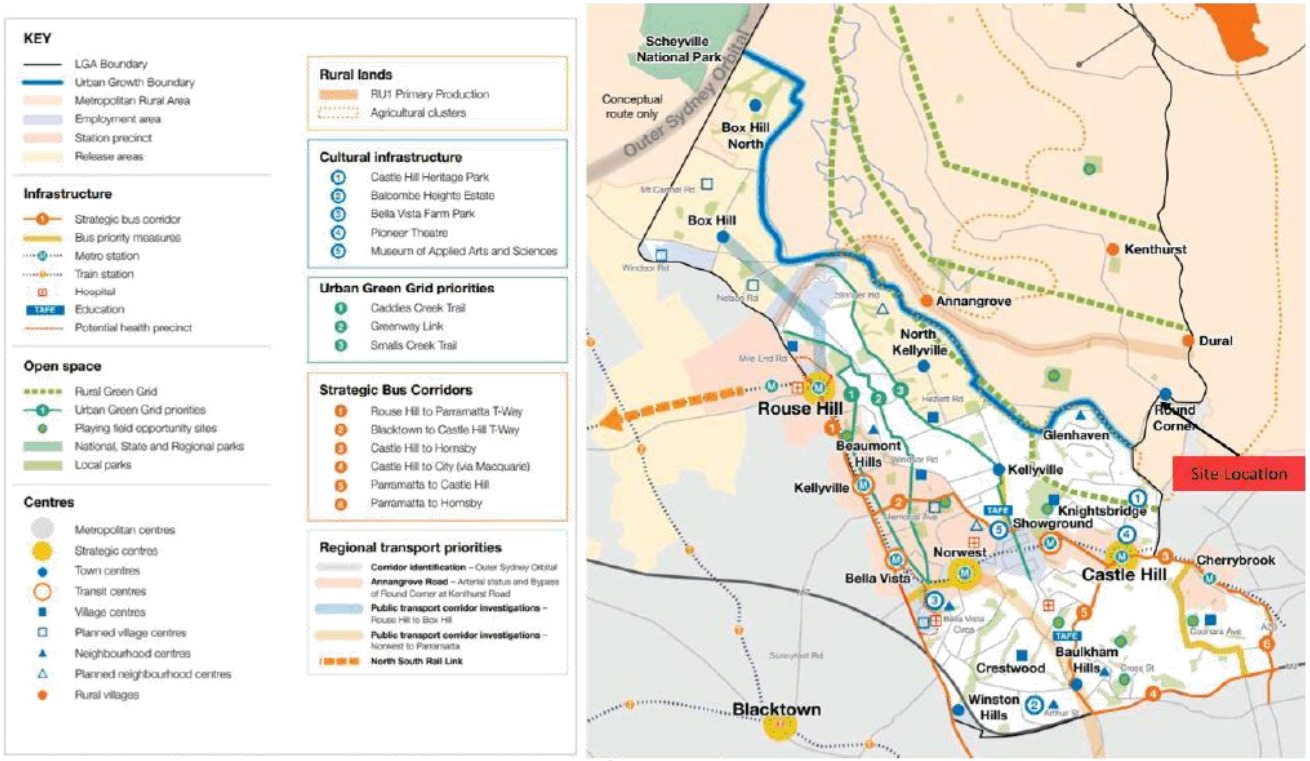

Figure 21: The Hills Shire LSPS Structure Plan highlighting the Strategic Centres overview.

ATTACHMENT 1 - ITEM 6

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Round Corner is identified as a town centre, which is the third highest form of centre within The Hills Shire LGA. Round Corner's designation as a town centre rather than a village centre, neighbourhood centre or rural village indicates it is a higher order centre capable of supporting a larger population catchment with a broader variety of land uses. Other town centres identified within The Hills Shire LSPS include Baulkham Hills, Winston Hills, Box Hill, Box Hill North, Kellyville and North Kellyville.

The Greater Sydney Region Plan provides an overview of the relevant hierarchy of centres. This hierarchy is as follows:

- Metropolitan centres
- Strategic centres
- Local centres
- Rural towns and villages

Round Corner is classified as a local centre in accordance with this hierarchy. The Region Plan describes 'Local Centres' as follows:

> *Local centres are important for access to day-to-day goods and services. These centres create a strong sense of place within the local community. Local centres are collections of shops and health, civic or commercial services. Larger local centres, such as those anchored by a supermarket, can form the focus of a neighbourhood. Supermarket-based centres also provide local employment, accounting for close to 18 per cent of all Greater Sydney's jobs.*
>
> *While local centres are diverse and vary in size (as measured by floor space), they play an important role in providing access to goods and services close to where people live. Increasing the level of residential development within walking distance of centres with a supermarket is a desirable liveability outcome.*
>
> *The management of local centres is best considered at a local level. Developing a hierarchy within the classification of local centres should be informed by a place-based strategic planning process at a council level including an assessment of how, broadly, the proposed hierarchy influences decision-making for commercial, retail and other uses.*

As the Site is located on the eastern edge of the Round Corner Town Centre and directly opposite the Round Corner Town Centre retail precinct, in an already increasingly urbanised precinct, its planning should be coordinated with planning for the broader Round Corner Town Centre in The Hills Shire LGA. This includes consideration of and integration with the higher density, mixed use development occurring on the "gateway" Round Corner Town Centre expansion site immediately opposite the Site.

The Hills Shire Productivity and Centres Strategy

The Productivity and Centres Strategy establishes the basis for strategic planning of employment lands and centres in The Hills Shire until 2036. It informs the planning priorities and five-year actions contained in The Hills Shire LSPS. The Productivity and Centres Strategy

was developed around five planning priorities that reflect the priorities of The Hills Shire LSPS. These priorities are:

- plan for sufficient jobs, targeted to suit the skills of the workforce
- build strategic centres
- provide retail services to meet residents' needs
- renew and create great places
- retain and manage valuable industrial and urban service land

The Strategy identifies Round Corner as a Town Centre which comprises a range of typologies and land uses including medical and health practices.

The Planning Proposal achieves consistency with these priorities as:

- it facilitates the future redevelopment of the Site in a manner that supports and is in keeping with the emerging character of the Round Corner Town Centre
- it will facilitate a future HSF that can cater to the growing needs of the LGA given its aging and expanding population

A detailed assessment of the proposal against the Strategy is provided in Appendix T.

The Hills Shire Community Strategic Plan

The *Hills Shire Future 2017 – 2021: Community Strategic Plan* (Community Strategic Plan) is a 4-year plan for The Hills Shire. The plan contains five strategic directions for the LGA and provides a high-level plan for how these directions and subsequent objectives will be achieved. The five directions are:

- *Building a vibrant community and prosperous economy*
- *Proactive leadership*
- *Shaping growth*
- *Delivering and maintaining infrastructure*
- *Valuing our surroundings*

The proposal demonstrates consistency with the community strategic plan as it will:

- strengthen the economy of the Round Corner Town Centre by providing investment and new jobs
- contribute to the urban revitalisation of the area.
- provide local residents with access to health services
- have acceptable environmental impacts on the surrounding environment

A detailed assessment of the proposal against the Community Strategic Plan is provided in Appendix T.

The Hills Shire Integrated Transport and Land Use Strategy

The Hills Shire Integrated Transport and Land Use Strategy (The Hills ITLUS) aims to address issues in the current network, and plan for a sustainable future.

The Hills ITLUS has been developed around five planning priorities that reflect the priorities of The Hills LSPS. These priorities are:

- build strategic centres to realise their potential and renew and create great places
- influence travel behaviour to promote sustainable choices
- plan for convenient, connected and accessible public transport to shape and support growth
- expand and improve the active transport network
- plan for a safe and efficient regional road network

The Planning Proposal is consistent with these priorities as it provides an HSF in a highly accessible location that will service the needs of the ageing and expanding population. The Planning Proposal is supported by a Traffic and Transport Assessment which concludes that the traffic generated by the HSF would have a minor impact to the surrounding road network, relative to the substantial development and growth expected in the area.

Furthermore, the Planning Proposal is accompanied by a letter of offer to enter into a VPA for improved public domain and pedestrian connectivity works which will integrate with and complement recently approved public domain works in the Round Corner Town Centre Expansion Site. This will contribute to the creation of a walkable town centre north at the intersection of Old Northern Road and Franlee Road, which has approval for a signalised pedestrian crossing, and improve pedestrian connectivity and accessibility within the broader Round Corner Town Centre.

A detailed assessment of the proposal against The Hills ITLUS is provided in Appendix T.

Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. Health services facilities are a prohibited use in the RU2 Rural Landscape zone and therefore the development of an HSF requires a Planning Proposal to make the development permissible on the Site. As outlined in Section 5.2.1, achieving permissibility via an APU is considered preferable to a rezoning of the Site.

Similarly, the current height control of 10.5 metres is insufficient for a building envelope required for an HSF facility on the Site due to the slope of the land from west to east. An increase in the height control to 14 metres provides sufficient flexibility for such a building and greater certainty on future built form outcomes rather than reliance on a clause 4.6 variation to increase building height as part of a future development application. When viewed from Old Northern Road, the proposed HSF building would be consistent the 10.5 metre existing height limit. The proposed 14 metre height control is compatible with the future 14 metre and 18 metre height of buildings being developed at the Round Corner Town Centre expansion site to the immediate west of the Site.

A new clause under Part 6 Additional Local Provision to permit the development of an HSF with a height up to 14 metres on the Site is proposed. This specific provision enables a maximum building height of 14 metres only in relation to the development of an HSF on the Site, rather than an amendment to the Height of Building Map. These site-specific provisions are proposed in order to:

- retain the existing zoning of the Site and avoid the creation of a relatively small site with a different zoning to the surrounding land in the Hornsby Shire LGA
- avoid the introduction of a standalone zone with a broader range of permissible uses than the surrounding locality
- limit the proposed maximum building height to the development of an HSF on the Site rather than a general height increase that would apply to other forms of permissible development on the Site

Accordingly, the proposed amendments will not result in a precedent for similar development in the locality as they are specifically tailored to the development of an HSF on the Site for which there is a demonstrable demand and a clear strategic justification.

On the basis of the above, the proposed amendments to the HLEP 2013 are considered the most appropriate method to deliver the desired outcomes.

5.3.2 Section B: Relationship to Strategic Planning Framework

Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal aims to give effect to the objectives and actions of the following metropolitan, district and other plans:

- *Premier's Priorities*
- *Greater Sydney Region Plan – A Metropolis of Three Cities*
- *North District Plan*
- *NSW Future Transport 2056*
- *Better Placed – An integrated design policy for the built environment of NSW*

Premier's Priorities

On 28 June 2019, the Premier announced 14 Premier's Priorities for this term of government. These Priorities are an ambitious set of targets to improve the lives of the citizens of NSW and include challenging, complex social issues.

- Bumping up education results for children
- Increasing the number of Aboriginal young people reaching their learning potential
- Protecting our most vulnerable children
- Increasing permanency for children in out-of-home care
- Reducing domestic violence reoffending
- Reducing recidivism in the prison population
- Reducing homelessness
- Improving service levels in hospital
- Improving outpatient and community care
- Towards zero suicides
- Greener public spaces
- Greening our city
- Government made easy
- World class public service

The proposal is consistent with the relevant priorities, in particular, improving service levels in hospitals and improving outpatient and community care by:

- providing an HSF that will relieve pressure on the public and private health system, which will enable faster response times because of reduced pressure
- providing additional health services for residents of Hornsby Shire and The Hills Shire LGAs and reducing the requirement for patients to travel greater distances to other facilities, that have limited public transport connectivity

Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans.

The overriding vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of 3 unique but connected cities, an Eastern Harbour City, the Western Parkland City and the Central River City with Greater Parramatta at its heart.

The Region Plan provides broad *Priorities and Actions* which focus on the following 4 key themes:

- *Infrastructure and collaboration*
- *Liveability*
- *Productivity*
- *Sustainability*

The Planning Proposal achieves these priorities and actions as outlined below:

- *Infrastructure and collaboration*: The Planning Proposal relates to the future development of an HSF which will provide high quality health infrastructure in a suitable location. The proposal has been prepared in close consultation with both Hornsby Shire and The Hills Shire Councils. It will also be notified enabling community feedback.

- *Liveability*: This theme predominantly relates to housing and improving community outcomes. The Planning Proposal will improve the accessibility of health services, supporting the expanding and ageing population and facilitating residents to 'age in place'.
- *Productivity*: The Planning Proposal will facilitate health services and employment opportunities within the Round Corner Town Centre, assisting with the ongoing revitalisation of the area. Furthermore, it will not result in the loss of rural or agricultural land including agricultural productivity given the Site is not currently used for such purposes and has minimal capacity for such a use in the future.
- *Sustainability*: The Planning Proposal responds to the theme through the provision of appropriate landscaping and incorporating ESD principles to ensure the future building better adapts to climate change and resilience (Appendix U).

Objective 12 of the Region Plan is *"Great places that bring people together."* Under this Objective, Strategy 12.1 states:

> *"Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by...Providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centres."*

The proposal promotes this strategy by providing additional health services that continue to diversify land use within the Round Corner Town Centre and promote walkability within the town centre.

Figure 22 displays the 'elements of great places', which includes the following relevant elements:

- *Health network*
- *Attractive with high quality materials*
- *Urban ecology and green grid*
- *Human scale*
- *Universal design*
- *Community culture*
- *Multigenerational facilities*

A detailed assessment of the Planning Proposal against the relevant provisions of the Region Plan is provided in Appendix T.

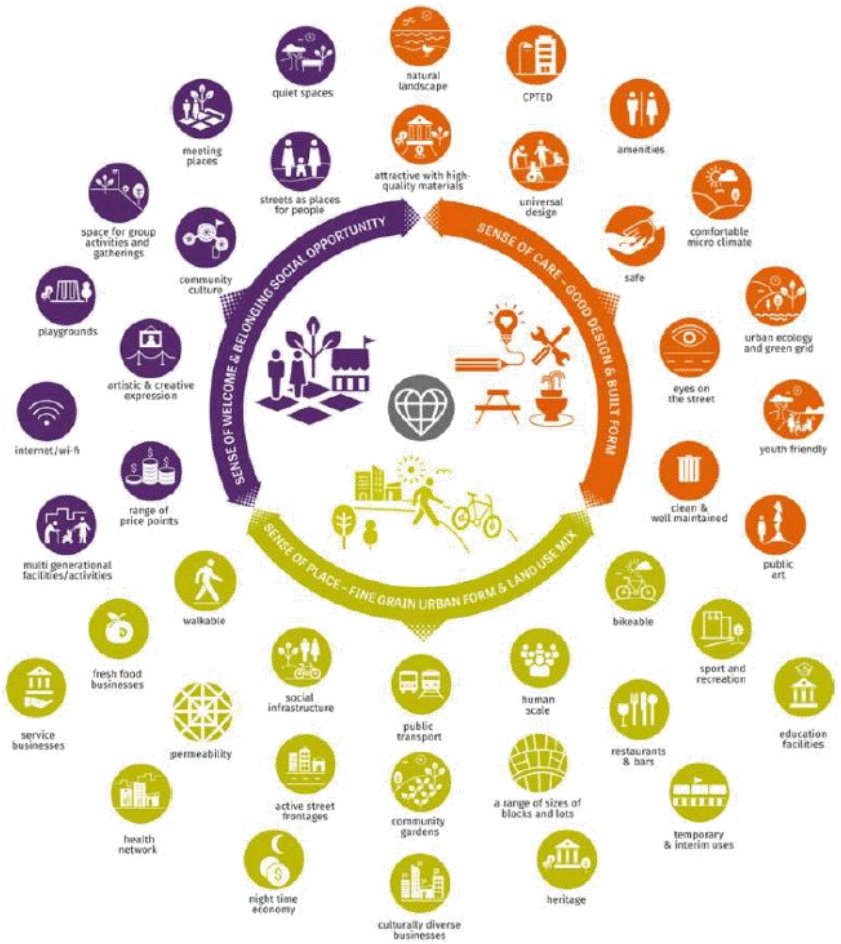

Figure 22: Elements of great places (Source: Greater Sydney Region Plan)

North District Plan

The *North District Plan* (District Plan) provides the district level framework to implement the goals and directions outlined in the Region Plan for the North District.

A detailed assessment of the Planning Proposal against the relevant provisions of the Region Plan is provided in Appendix T.

The Planning Proposal is consistent with Planning Priority N6 of the District Plan, specifically as the provision of a new health services facility is consistent with the principle of providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres.

The Planning Proposal is also consistent with Planning Priority N12 of the District Plan, as it will assist in strengthening local employment retention rates whilst also providing opportunities for residents to work close to their homes, meeting the 30-minute city objectives of the Hornsby Shire.

It is noted that under the District Plan, the Site is located within the Metropolitan Rural Area (MRA) in the Hornsby Shire LGA. In particular, Planning Priority N18 of the District Plan seeks to better manage rural areas.

However, the MRA is mapped at a regional scale in the District Plan. Accordingly, the District Plan advocates a place-based approach to the management of the MRA. This entails a tailored, more localised approach which considers the form and character of an area rather than just its zoning to guide future planning.

The Site is not located within an area of high scenic value given it is situated in an urbanised precinct along an arterial road corridor, nor is it used for rural or agricultural purposes or located adjacent to any agricultural land uses. As detailed within the findings of the Agricultural Viability Assessment, the Site has limited agricultural merit due to its constraints including its size, topography, location and adjoining land uses (Appendix G).

As the Site's development for a HSF will occur within the existing urban footprint of the Round Corner Town Centre, it will not comprise the retention of the broader MRA in the Hornsby Shire LGA and must be weighed against other provisions of the District Plan relating to the provision of health infrastructure to cater for the ageing population.

NSW Future Transport Strategy 2056

The *NSW Future Transport Strategy 2056* was published in March 2018 and outlines the strategic direction for Transport in NSW. It is an update of the 2012 Long Term Transport Master Plan for NSW.

The Transport Strategy focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities for the future. It emphasises technology-enabled mobility and its role in transforming the mass transit network.

The Site is strategically located on Old Northern Road and is directly accessible to the broader Round Corner Town Centre as well as several other centres via the following bus services:

- Bus No. 604: Dural to Parramatta, via Castle Hill
- Bus No. 637: Glenorie to Castle Hill via Galston and Round Corner
- Bus No. 638: Berowra Waters to Pennant Hills or Castle Hill
- Bus No. 639: Maraylya to Dural and Castle Hill
- Bus No. 641: Dural to Rouse Hill
- Bus No. 642X: Dural to City Wynyard via Lane Cove Tunnel (Express)

Due to the ongoing expansion of the Round Corner Town Centre and recent approved developments, several transport infrastructure upgrades are underway or planned. The

Round Corner Town Centre expansion site includes a number of upgrades which will improve the accessibility of the Site including:

- a new signalised intersection at Franlee Road and Old Northern Road
- roadway widening and regrading to Old Northern Road
- a new bus staging bay along the western side of Old Northern Road
- new pathways along area of frontage of the Round Corner Town Centre expansion site
- the refurbishment of the pedestrian refuge island on Old Northern Road and improvement of pedestrian connectivity between the eastern and western sides of the Round Corner Town Centre, specifically the Round Corner Town Centre expansion site (488-494 Old Northern Road, Dural) and the recently approved Maronite Church (669 Old Northern Road)

It is also noted that The Hills Shire LSPS identifies a potential road bypass of Round Corner at Kenthurst Road, in order to alleviate traffic within the area.

The proposal is supported by a Traffic and Transport Assessment prepared by TTPP (Appendix H). This report identifies that the Site can be suitably accessed by car, public transport and active transport modes. The report concludes that the traffic generated by the HSF would have a minor impact to the surrounding road network, relative to the substantial development and growth expected in the area. Notwithstanding, the level of service ratings at all intersections would generally not worsen as a result of the proposed HSF and will continue to operate at these levels regardless of whether the proposed development proceeds or not.

Is the Planning Proposal consistent with a Council's Local Strategy or Other Local Strategic Plan?

Yes. The Planning Proposal is consistent with the following local strategies prepared by Council:

- *Hornsby Local Strategic Planning Statement*
- *Hornsby Shire Community Strategic Plan*
- *Hornsby Draft Economic Development and Tourism Strategy*
- *Hornsby Shire Council Employment Lands Study*
- *Draft Hornsby Shire Rural Lands Strategy*
- *The Hills Shire Council Local Strategic Planning Statement (LSPS)*
- *The Hills Shire Productivity and Centres Strategy*
- *The Hills Shire Community Strategic Plan*
- *The Hills Shire Integrated Transport and Land Use Strategy*

The above listed local strategies are addressed in detail at Section 5.3.1 and Appendix T.

Strategic and site-specific merit

The strategic and site-specific merit test is outlined in DPE's *Local Environmental Plan Making Guide* to assist proponents in justifying a Planning Proposal. An assessment against this test is provided in the below table.

Provision	Consistency
Strategic merit **Does the proposal:**	
• Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy; or	• As detailed within this report the Planning Proposal is consistent with the relevant objectives and planning priorities of the Region Plan and the North and Central City District Plans. In particular, the proposal is consistent with the themes of *Infrastructure, Liveability, Productivity and Sustainability* as it relates to the future development of an HSF which will provide high quality health infrastructure in a suitable location, servicing the needs of the surrounding community and promoting land use diversity and walkability within the Round Corner Town Centre. • It will also result in net economic benefits at both the construction and operation phases and significant additional employment opportunities. • The economic benefit of the proposal is addressed at Appendix R. The EIA states that post construction the facility will provide 180 additional full time employment jobs (including 135 additional full time employment jobs related to activity on the Site. Increasing the number of local employment opportunities for working residents is a key goal of the Hornsby Economic Development and Tourism Strategy 2021-2026. The Proposal will assist in strengthening local employment retention rates whilst also providing opportunities for residents to work close to their homes, meeting the 30-minute city objectives of the Hornsby Shire. • Additional medical facilities will derive synergistic benefits with existing aged care and medical occupiers, whilst contributing to the trading potential of the Round Corner Town Centre through increased visitation and on-site employment. • The Site forms part of Greater Sydney's MRA, as established under the Region and District Plans. However, the proposal adopts a 'place-based' approach to planning for rural areas as it responds to the character of Round Corner Town Centre rather than focusing only on conventional categories of lands use, such as the suburb or zoning. This approach is consistent with the Region and District Plans. • Furthermore, the Site is not suitable for rural uses including agricultural purposes given its physical characteristics and lack of buffer from adjacent residential and commercial uses. Accordingly, the proposal does not result in a foregone opportunity to develop the Site as per permitted uses in the RU2 Rural Landscape zone, given the unlikelihood of the Site being developed for these rural uses.
• Demonstrate consistency with the relevant LSPS or	• As detailed in this report, the Planning Proposal is consistent with the:

Provision	Consistency
strategy that has been endorsed by the Department or required as part of a regional or district plan; or	○ Hornsby Shire Local Strategic Planning Statement ○ Hornsby Shire Community Strategic Plan ○ Hornsby Shire Draft Economic Development and Tourism Strategy ○ Hornsby Shire Employment Lands Study ○ Hornsby Shire Draft Rural Lands Strategy ○ The Hills Shire Council Local Strategic Planning Statement ○ The Hills Shire Productivity and Centres Strategy ○ The Hills Shire Community Strategic Plan ○ The Hills Shire Integrated Transport and Land Use Strategy
• Respond to a change in circumstances that has not been recognised by the existing planning framework	• The Planning Proposal responds to the shortfall of health care facilities as identified within the Market Assessment prepared by HPI (Appendix F). Specifically: ○ the proposal responds to predicted population growth and aims at capturing the ageing demographic of both The Hills Shire and Hornsby Shire LGAs. ○ there is an identified gap in northern Dural as there are no licensed hospitals to the north of this proposed site. This catchment to the north of Dural is poorly serviced for inpatient beds, as well as same day and outpatient services. ○ there will be an undersupply in the primary catchment of same day care places by 122 places in 2025, increasing to 307 by 2035. Based on analysis of Medicare utilisation in the area and the population growth profile, there is sufficient demand to require six additional GP consultation rooms every year to cater for residents located within 15 minutes' drive of the Site. ○ the demand for private health care in Dural is much higher as the demographic structure consists of an aging population. The population has a higher private health coverage of 67% which is far greater than the state average of 47%. • The Site is suitably located within the urban footprint of Round Corner Town Centre. The locality is undergoing significant transition and is now characterised by a range of urban uses and higher density built forms. In this regard, the urbanised character of the locality was specifically recognised by the NSW Land and Environment Court (NSW LEC) in its decision on Thompson Health Care's adjoining residential aged care development (Boston Blyth Fleming v Hornsby Shire Council [2018] NSWLEC 1270)
Site specific merit **Does the proposal give regard and assess impacts to:**	
• The natural environment on the site to which the proposal relates and other	• There are no known site-specific environmental considerations identified in the Planning Proposal and

Provision	Consistency
affected land (including known significant environmental areas, resources or hazards)	supporting material that would preclude further consideration of the proposed HSF.
• Existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates	• As detailed within Section 2.3, Round Corner Town Centre is undergoing significant change due to recent approvals including: o The approved Maronite Church at 669 Old Northern Road which will contain a 440-seat place of public worship and community facility. o The recently completed Thompson Health Care residential aged care facility at 705 - 717 Old Northern Road. o The Round Corner Town Centre expansion site, which is to accommodate a mixed-use development of 4,0000m² retail/commercial (2 storeys, DA approved), 18 x townhouses (3 storeys, under design),46-61 apartments and 400m² additional retail (7 storeys, under design). • The Site sits within the existing urban footprint of the Round Corner Town Centre and is surrounded by existing and approved urban uses on all sides. There is no agricultural land in the immediate vicinity of the Site.
• Existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates	• The Site is well serviced by existing infrastructure, utilities and services. • The Proponent proposes to deliver further benefits to the community through a VPA including upgrades to the public domain and improved pedestrian connectivity within the Round Corner Town Centre.

Table 10 Strategic and site-specific merit test

Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

State Environmental Planning Policy (Transport and Infrastructure) 2021

The *State Environmental Planning Policy (Transport and Infrastructure) 2021* seeks to guide the provision of well-designed and located infrastructure including transport.

Chapter 2 – Infrastructure

Chapter 2 aims to facilitate the effective delivery of infrastructure across the State. This includes identifying matters to be considered in the assessment of development adjacent to types of infrastructure development and providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.

Many of the provisions relate to development by the Crown and exempt development of certain development by on behalf of the Crown, which is not relevant to the Planning Proposal.

It is also noted that Chapter 2, Part 2.3, Division 10 – Health Services Facility at Section 2.60(1) provides that development for the purpose of health services facilities may be carried out by any person with consent on land in a prescribed zone. However, as "prescribed zones" do not include the RU2 Rural Landscape zone, Section 2.60(1) does not apply to the Site.

Chapter 2, Part 2.3, Division 17 contains provisions that, while not relevant to the Planning Proposal, would be considered at future DA stage:

- Section 2.118(2):
  - Stipulates that the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that, where practicable and safe, vehicular access to the land is provided by a road other than the classified road and the safety, efficiency and ongoing operation of the classified road will not be adversely affected.
  - The Site fronts Old Northern Road, which is a classified road, and the proposed HSF development includes vehicular access from Old Northern Road. It is noted that the Site has no other street frontage, meaning that alternative vehicular access is not practicable. Whilst this issue is a matter for consideration at DA stage, as discussed in Section 5.3.3, a Traffic and Transport Assessment (Appendix H) has been under taken and concludes that the traffic generated by the HSF would have a minor impact to the surrounding road network, relative to the substantial development and growth expected in the area.
- Section 2.119:
  - Applies to development for several purposes, including hospital (which falls under the definition of health services facility) on land adjacent to a road corridor with an annual average daily traffic volume of more than 20,000. It states that before determining a relevant DA, the consent authority must take into consideration any relevant guidelines.
  - The Planning Proposal is accompanied by an Acoustic Assessment prepared by Norrebro Design (Appendix M) which addresses Section 2.119. This report concludes that the acoustic criteria stipulated in the relevant codes and guidelines can be met at the Site in terms of noise emissions towards adjacent properties. It was found that the existing noise levels were generally high, and any future mechanical plant can be acoustically treated to achieve compliance.
- Section 2.121:
  - Requires that DAs for certain traffic generating development, as set out in Schedule 3 of the SEPP, to be referred to TfNSW and that any submission from TfNSW be considered prior to the determination of the application.
  - The proposed HSF is below the threshold criteria for number of beds for a hospital development and the future DA will therefore not require referral to TfNSW under this section.

State Environmental Planning Policy (Resilience and Hazards) 2021

The *State Environmental Planning Policy (Resilience and Hazards) 2021* seeks to reduce risk and build resilience in the face of natural hazards as well as development-related hazards.

Chapter 4 – Remediation of land

Chapter 4 applies to the State and states that where a DA is made concerning land that is contaminated, the consent authority must not grant consent unless:

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(a) it has considered whether the land is contaminated, and
(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and
(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

A contamination report has been prepared by Geotechnique (Appendix N) and finds that the Site is considered suitable for the proposed land use, specifically:

- The Site is not located within an investigation area within the meaning of the *Contaminated Land Management Act 1997*
- No known land activities under Table 1 of the draft Contaminated Land Planning Guidelines have been known to be undertaken on the land
- The land has been used for residential development for 50 years with limited evidence to suggest that contamination has occurred
- If contamination is found on the land, the Site can be made suitable subject to successful remediation and validation

State Environmental Planning Policy (Biodiversity and Conservation) 2021

The *State Environmental Planning Policy (Biodiversity and Conservation) 2021* seeks to value, protect, conserve and manage the innate value and external benefits of NSW's natural environment and heritage.

Chapter 6 – Bushland in Urban Areas

Chapter 6 aims to protect and preserve bushland within urban areas.

The future HSF development on the Site will require the removal of trees and vegetation. An Arboricultural Impact Assessment (AIA) and Flora and Fauna Assessment (FFA) have been prepared by EcoLogical Australia (Appendix I and Appendix J) to identify threatened species issues and identify and provide appropriate amelioration strategies to minimise adverse impacts resulting from each proposal.

The study area contains two existing residential dwellings and planted native vegetation. The FFA found no remnant vegetation and no threatened flora and fauna species within the study area. Limited habitat features suitable for threatened species were recorded within the study area.

The AIA identifies that there are currently 26 trees on the land, 19 of which are proposed to be removed to accommodate the proposal. The tree IDs and retention values are as follows.

- high retention: 5 trees (trees 2, 3, 4, 6 and 18)
- medium retention: 2 trees (trees 5 and 27)
- low retention: 12 trees (trees 7,8, 15, 17, 20, 21, 23, 24, 28, 29, 31 and 35)

A total of 4 trees are proposed to be retained. Of these, 2 trees will be subject to low impact (<10% TPZ encroachment) (Trees 14 and 34) and two trees will be subject to no impact (0% TPZ encroachment) (Trees 16 and 30) from the indicative concept design.

A total of 3 trees have potential to be retained subject to further investigation. Tree IDs and retention values are as follows:

- high retention value: one high retention value tree (Tree 1)
- medium retention: two medium retention value trees (Tree 32 and 33)

The proposed future development of the Site for an HSF is unlikely to have a significant impact on any threatened flora and fauna species and is therefore consistent with Chapter 6.

Chapter 9 – Hawkesbury-Nepean River

Chapter 9 applies to land within the Hawkesbury Nepean River Catchment including the Hornsby Shire LGA. The Site is located within this catchment and therefore the chapter applies.

Chapter 9 provides for general planning considerations, specific planning considerations and recommended strategies to be taken into consideration by consent authorities in determining DAs. These generally relate to matters such as water quality, surface and groundwater flows, cultural heritage, flora and fauna, scenic qualities within the catchment.

This Planning Proposal is supported by a range of technical studies addressing these issues and demonstrating that future development of the Site for an HSF can be undertaken without adverse environmental impacts, consistent with Chapter 9.

Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 directions)?

Yes. The Planning Proposal is consistent with the Directions issued by the Minister for Planning and Public Spaces under Section 9.1 of the EP&A Act. The Directions that are relevant to the Planning Proposal are addressed in the below table.

Relevant Ministerial Direction	Consideration
Focus Area 1 - Planning Systems	
Direction 1.1: Implementation of the Minister's Planning Principles	N/A This Direction was revoked on 14 March 2022.
Direction 1.2: Implementation of Regional Plans	The objective of Direction 1.2 is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans. The Greater Sydney Region Plan is addressed in detail at Section 5.3 and the proposal is considered to be consistent with the plan. The proposal is consistent with this Direction.

Relevant Ministerial Direction	Consideration
Direction 1.3: Development of Aboriginal Land Council Land	The Site is not in the ownership of the Aboriginal Land Council nor are there any known Aboriginal objects or places of heritage significance within the Site.
Direction 1.4: Approval and Referral Requirements	The objective of Direction 1.4 is to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The Planning Proposal does not include consultation, concurrence or referral above and beyond the existing provisions of the HLEP 2013. The Planning Proposal is consistent with this Direction.
Direction 1.5: Site Specific Provisions	The objective of Direction 1.5 is to discourage unnecessarily restrictive site-specific planning controls. The Planning Proposal seeks to add an APU for an HSF with a maximum height of 14 metres via an Additional Local Provision under Part 6. As the proposal seeks to alter current land use permissibility and principal development standards to facilitate the HSF, appropriate site-specific development provisions will be required. The Proponent is open to preparing a site-specific DCP to address the relevant merit issues subject to a Gateway determination noting the HDCP 2013 does not provide for appropriate built form controls for an HSF at the Site. It is also noted that this Planning Proposal includes indicative concept architectural plans for the future proposed health services facility and basement car park on the Site. The inclusion of indicative concept designs or plans is common practice for Planning Proposals relating to changes to built form controls as it provides greater clarity on the form of development envisaged by the proposed changes and the manner in which relevant environmental, social and economic issues can be satisfactorily addressed. As outlined in Direction 1.5, a planning proposal may be inconsistent with this Direction if it can be demonstrated that the inconsistency is of minor significance. The inconsistency with this Direction is considered to be relatively minor and justifiable as it provides greater certainty on the form and function of future development on the Site.
Focus Area 1 - Planning Systems – Place-based	
Direction 1.6: Parramatta Road Corridor Urban Transformation Strategy	N/A

Relevant Ministerial Direction	Consideration
Direction 1.7: Implementation of Northwest Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A
Direction 1.8: Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A
Direction 1.9: Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A
Direction 1.10: Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A
Direction 1.11: Implementation of the Western Sydney Aerotropolis Plan	N/A
Direction 1.12: Implementation of the Bayside West Precincts 2036 Plan	N/A
Direction 1.13: Implementation of Planning Principles for the Cooks Cove Precinct	N/A
Direction 1.14: Implementation of St Leonards and Crows Nest 2036 Plan	N/A
Direction 1.15: Implementation of Greater Macarthur 2040	N/A
Direction 1.16: Implementation of the Pyrmont Peninsula Place Strategy	N/A
Direction 1.17: Northwest Rail Link Strategy	The Site is located within the Hornsby Shire LGA as such this Direction applys. The objectives of the Direction state: *(a) promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL)* *(b) ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.* The Site is located outside of the scope of the NWRL and the closest station is at Cherrybrook which is 10 minute drive away. The development will not impact the function of the corridor strategy.
Focus Area 2 - Design and Place	

Relevant Ministerial Direction	Consideration
This Direction is not applicable as it relates to the to *State and Environmental Planning Policy (Design and Place) 2021* which is yet to be finalised.	
Focus Area 3 - Biodiversity and Conservation	
Direction 3.1: Conservation Zones	The objective of this Direction is to protect and conserve environmentally sensitive areas. The land is not identified to be an environmentally sensitive area and therefore this Direction does not apply.
Direction 3.2: Heritage Conservation	The objective of this Direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance. The Site does not contain any hertiage items nor is it located within a heritage conservation area. The Planning Proposal is supported by a SOHI which concludes: *The proposed Dural Health Hub will have no direct impact on any local heritage items in the vicinity. While the indicative concept design will present a new urban development into the setting, this aligns with the existing urban environment. There is no strong historical character to the immediate area, and therefore will have no impact to significant historic views and settings. The height and scale of the indicative concept design are partially alleviated by the inclusion of a stepped-back upper storey.*
Direction 3.3: Sydney Drinking Water Catchments	N/A
Direction 3.4: Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A
Direction 3.5: Recreation Vehicle Areas	N/A
Focus Area 4 - Resilience and Hazards	
Direction 4.1: Flooding	The objectives of Direction 4.1 are: • *to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and* • *to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.* The land is not identified to be flood prone land.
Direction 4.2: Coastal Management	N/A

Relevant Ministerial Direction	Consideration
Direction 4.3: Planning for Bushfire Protection	The Site is not identified to be bushfire impacted and Section 9.1 of the EP&A Act is therefore not applicable. An assessment of the proposal under Planning for Bushfire Protection 2019 is not required. This is confirmed via the Bushfire advice statement provided at Appendix P.
Direction 4.4: Remediation of Contaminated Land	The objective of this Direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered. A PSI has been prepared by Geotechnique and is provided at Appendix N. The PSI confirms the Site is suitable for use subject to its recommendations. Section 5.3.2 of this document address this in further detail.
Direction 4.5: Acid Sulfate Soils	The objective of Direction 4.5 is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils. The land is not mapped to be impacted by acid sulfate soils.
Direction 4.6: Mine Subsidence and Unstable Land	N/A
Focus Area 5 - Transport and Infrastructure	
Direction 5.1: Integrating Land Use and Transport	The objectives of Direction 5.1 is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: • Improving access to housing, jobs and services by walking, cycling and public transport • Increasing the choice of available transport and reducing dependence on cars • Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car • Supporting the efficient and viable operation of public transport services • Providing for the efficient movement of freights Despite bus routes to Parramatta, Castle Hill and the Sydney CBD, the locality surrounding the Round Corner Town Centre is disconnected from the Hornsby Ku-ring-gai Hospital and Health Precinct and the planned Rouse Hill Hospital without sufficient improvement in public transport connections. The Planning Proposal provides an HSF that is within the catchment of local residences, that can be easily

Relevant Ministerial Direction	Consideration
	accessed by existing public transport services. This will enable residents to age in place, enhance walkability and diversity of employment and services in the broader Round Corner Town Centre and avoid long commutes to access health service facilities.
Direction 5.2: Reserving Land for Public Purposes	The objective of Direction 5.2 is to facilitate the provision of public services and facilities by reserving land for public purposes. The Site contains a portion of land identified as SP2 Classified Road on the Land Reservation Acquisition Map under the HLEP 2013. It is understood this relates to future road widening on Old Northern Road. The Planning Proposal will be referred to TfNSW who are the responsible acquisition authority. The Proponent has commenced discussions with TfNSW. Notwithstanding, the indicative concept design has taken the potential acquisition of this land into consideration and the front building line has been appropriately set back.
Direction 5.3: Development Near Regulated Airports and Defence Airfields	N/A
Direction 5.4: Shooting Ranges	N/A
Focus Area 6 - Housing	
Direction 6.1: Residential Zones	N/A
Direction 6.2: Caravan Parks and Manufactured Home Estates	N/A
Focus Area 7 - Industry and Employment	
Direction 7.1: Business and Industrial Zones	The objective of Direction 7.1 is to: • encourage employment growth in suitable locations, • protect employment land in business and industrial zones, and • support the viability of identified centres, Whilst the Site is not within a business or industrial zone, it is situated on the eastern fringe of the Round Corner Town Centre and is located directly opposite the Round Corner Town Centre expansion site which is zoned B2 Local Centre. The Planning Proposal is consistent with this Direction as it:

Relevant Ministerial Direction	Consideration
	• relates to a Site within the existing urban footprint of the Round Corner Town Centre and provides additional employment opportunities within the centre, specifically the Health Care and Social Assistance sector, the major employing industry of Hornsby Shire residents • assist in strengthening local employment retention rates whilst also providing opportunities for residents to work close to their homes, meeting the 30-minute city objectives of the Hornsby Shire • will not result in the loss of any land zoned for business or industrial purposes • will not impact on the viability of the Round Corner Town Centre as additional medical facilities will derive synergistic benefits with existing residential aged care and medical occupiers, whilst contributing to the trading potential of the Round Corner Town Centre through increased visitation and on-site employment.
Direction 7.2: Reduction in non-hosted short-term rental accommodation period	N/A
Direction 7.3: Commercial and Retail Development along the Pacific Highway, North Coast	N/A
Focus Area 8 - Resources and Energy	
Direction 8.1: Mining, Petroleum Production and Extractive Industries	N/A
Focus Area 9 - Primary Production	
Direction 9.1: Rural Zones	The objective of this Direction is to protect the agricultural production value of rural land. A planning proposal must: *(a) not rezone land from a rural zone to a residential, business, industrial, village or tourist zone.* *(b) not contain provisions that will increase the permissible density of land within a rural zone (other than land within an existing town or village).* The Planning Proposal is consistent with this Direction as: • it does not seek to rezone the Site from a rural zone • whilst it will increase the maximum building height on the Site (and therefore density of development), it relates to a Site within an existing town centre, i.e., within the Round Corner Town Centre, and this is not inconsistent with its surrounding urban context Whilst the proposed APU maintains the RU2 Rural Landscape zoning the proposed land use does not support rural or agricultural land use. Notwithstanding

Relevant Ministerial Direction	Consideration
	this, the HSF can be developed to be consistent with the underlying landscaped character of the area. In addition, a Planning Proposal may be inconsistent with the terms of this Direction in certain circumstances. In this regard, it is noted an Agricultural Viability Assessment has been prepared which considers the objectives of this Direction and concludes: *This study has demonstrated that due to land size, slope, soil quality and being located on the eastern fringe of the Round Corner Town Centre amongst other reasons outlined in Chapter 3, the site is not suitable for intensive agriculture. The significant upfront capital costs are unlikely to attract a future operator due to the limitations with being able to make an adequate return and to provide a sufficient income to support a family. In considering the findings of the study, the property is not large enough to protect the agricultural production value of the land and there is potential for conflicting land uses in all directions.*
Direction 9.2: Rural Lands	N/A This Direction does not apply to LGAs in the Greater Sydney Region (except for Wollondilly and Hawkesbury)
Direction 9.3: Oyster Aquaculture	N/A
Direction 9.4: Farmland of State and Regional Significance on the NSW Far North Coast	N/A

Table 11 Section 9.1 Directions by the Minster

5.3.3 Section C: Environmental, Social and Economic Impact

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the Proposal?

The Planning Proposal is supported by a FFA prepared by EcoLogical Australia (Appendix J). This report found no remnant vegetation and no threatened flora and fauna species within the study area.

The FFA identified that site contains native canopy species which may provide supplementary foraging habitat for urbanised threatened birds, microbat and flying-fox species. No tests of significance under Section 7.3 of the BC Act were undertaken for threatened species, given the impact of the proposed works are considered negligible on foraging habitat utilised by these species.

Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The Planning Proposal includes a detailed consideration of a range of relevant issues which demonstrates that it will have minimal environmental impact and is an appropriate response to the site and its context. These issues include:

- built form, urban design and public domain
- Aboriginal heritage
- European heritage
- contamination
- stormwater and sewage
- arboricultural
- flora and fauna
- bushfire
- visual impact
- servicing
- survey
- agricultural viability
- traffic and transport
- market supply
- site suitability
- acoustic
- economic impact

Built Form, Urban Design and Public Domain

Indicative Concept Architectural Plans have been prepared by HPI (Appendix A). The concept proposal comprises:

- a three-storey health services facility, with 19 specialist consulting rooms, a 16-room medical centre, pathology collection area, medical imaging centre, 172m² of retail space, medical laboratories and a day surgery with 4 operating rooms, 20 recovery bays and 15 short stay beds and ambulance bay

- two basement car parking levels accommodating 164 spaces
- incorporation of a range of sustainable design initiatives including energy-efficient design (such as photovoltaic solar cell array for onsite power generation), incorporation of sun-shading devices, materials selection reflecting carbon footprint minimisation aims, rainwater collection and reuse, tree retention and landscaping (Appendix U)

As detailed in Section 2, the Round Corner Town Centre is an existing urbanised precinct that is undergoing a process of expansion due to recent planning proposals and development approvals in both the Hornsby Shire and The Hills Shire LGA. The Site is situated at the eastern edge of the Round Corner Town Centre and is bound on all sides by urban development. Therefore, the proposed use of the Site as an HSF is in keeping with the urban setting of the Site.

An aerial view artist's impression of the proposed HSF in the context of the future Round Corner Town Centre context is shown in Figure 23, while an artist's impression of the proposed HSF from the intersection of the Old Northern Road and Stonelea Court looking east is shown at Figure 24.

As illustrated on the Indicative Concept Architectural Plans, the bulk and scale of the building can be effectively broken down through design techniques including the provision of appropriate landscaped setbacks and setting back the upper level of the building. In particular:

- The indicative concept design responds to the natural topography of the land. This enables the future building to present as two storeys when viewed from Old Northern Road, maintaining consistency with the current 10.5m height control and the scale of adjoining development which is predominantly two storeys.
- The proposed height is compatible with the immediately adjacent Round Corner expansion site at 488-494 Old Northern Road, which has a maximum building height range of 10 metres to 18 metres and incorporates apartments and townhouses (up to 7 storeys). The proposed 14 metres building height on the Site provides an appropriate transition in height from west to east.
- The indicative concept building envelope demonstrates appropriate front, side and rear setbacks, that are consistent with the requirements of the HDCP 2013. This facilitates the inclusion of substantial landscape planting as illustrated in the Indicative Concept Landscape Plans, enabling the development to respond to the surrounding landscape character, while also providing screen planting to neighbouring properties to mitigate potential privacy impacts.

The Planning Proposal is supported by an Urban Design and Visual Impact Assessment (VIA) prepared by Architectus (Appendix C), which is further discussed below. The Urban Design and Visual Impact Assessment provides key recommendations towards the development of a final scheme, which include:

- *Established trees on site are retained where possible and new screening vegetation and deep soil is encouraged along Old Northern Road within the front setback.*
- *Screening vegetation should be provided along the side boundaries to mitigate any privacy/overlooking issues.*

- *The facade design, particularly fronting Old Northern Road should be high quality and designed to fit in with the surrounding context.*

These elements have been successfully incorporated within the Indicative Concept Architectural Plans, demonstrating an appropriate urban design outcome will be achieved at the Site.

With regard to the public domain, the Planning Proposal is accompanied by a letter that outlines the items that the Proponent may include in a letter of offer to enter into a VPA with Council (Appendix S) The items which the Proponent may include in a letter of offer will provide key public benefits associated with the future redevelopment of the Site, comprising of public domain and pedestrian accessibility works which will integrate with and complement recently approved public domain works associated with the Maronite Church at 669 Old Northern Road and the Round Corner Town Centre Expansion Site at 488-494 Old Northern Road immediately opposite the Site. This will contribute to the creation of a walkable town centre north of the approved signalised pedestrian intersection at Old Northern Road and Franlee Road and improve pedestrian connectivity and accessibility within the broader Round Corner Town Centre.

Figure 23: Aerial view of the proposed HSF in context with the future Round Corner Town Centre (Source: Haycraft Duloy)

Figure 24: The proposed HSF from the roadside (Source: Haycraft Duloy)

Visual Impact

The Urban Design and VIA prepared by Architectus (Appendix C) assesses the visual impact the proposed health services facility would have on the public domain, specifically the wider locality of Dural and Hornsby Shire LGA. The VIA identifies 5 key viewpoints and provides an assessment on each.

1) 488-494 Old Northern Road, Dural
2) 502 Old Northern Road, Dural
3) 548 Old Northern Road, Dural
4) Stonelea Circuit, Dural
5) Franlee Road, Dural

Figure 25 displays the 5 key viewpoints in context.

Figure 25: Key viewpoints from the VIA (Source: Architectus)

View 1 – Looking north from 488-494 Old Northern Road

The importance of the existing view is low to moderate. The proposal is predominantly obscured by vegetation and seen within the context of the established Round Corner Town Centre retail precinct.

Figure 26: May 2021 (left) & photomontage of proposal (right) (Source: Architectus)

View 2 – Looking south from 502 Old Northern Road

The importance of the existing view is low-moderate, viewing out from the Round Corner Town Centre retail precinct. The proposal is visible however within the context of the centre, the overall visual impact is moderate.

Figure 27: May 2021 (left) & photomontage of proposal (right) (Source: Architectus)

View 3 – Looking south-west from 548 Old Northern Road

The proposal is not visible in the view as it is obscured by existing buildings and vegetation and will be of low or negligible impact on this view of low-moderate significance.

Figure 28: May 2021 (left) & photomontage of proposal (right) (Source: Architectus)

View 4 – Looking south-east from Stonelea Circuit

The proposal is visible and will be a similar scale and use to the existing and DA approved buildings. The overall visual impact is moderate and consistent with the surrounding street character as it is consistent with the existing 12 metre and 14 metre height controls within the Round Corner Town Centre retail precinct and Round Corner Town Centre expansion site, as well as the 18 metre height control further south.

Figure 29: November 2021 (left) & photomontage of proposal (right) (Source: Architectus)

View 5 – Looking north from Franlee Road

The proposal is not visible in the view due to the DA approved Maronite Church development in the foreground. The proposal will be of low/negligible impact on this view.

Figure 30: May 2021 (left) & photomontage of proposal (right) (Source: Architectus)

The VIA and Urban Design report concludes that the proposal for an HSF on the Site:

- will not have a significant impact on views from the surrounding context
- is capable of providing a high-quality urban design response to its context

Furthermore, as discussed above, it includes a number of design recommendations which have been adopted in the Indicative Concept Architectural Plans.

Heritage

A SOHI has been prepared by Extent Heritage Pty Ltd which is provided at Appendix L. The SOHI analyses the Planning Proposal and assess potential impacts to the heritage significance of neighbouring local heritage items.

The Site does not contain any heritage items nor is it in a heritage conservation area. As detailed within the SOHI, three heritage items have been identified as in the vicinity of the Site, including:

- Roadside Trees (item No. 448) and is located approximately 120 metres to the north-east of the Site
- A House (item No. 347) located approximately thirty metres to the south of the Site.
- 'Old Northern Road' (Item No. A12), located adjacent the Site on the western side of Old Northern Road within The Hills Shire LGA.

Roadside Trees

This heritage item Roadside Trees is not visible from the Site as it is separated at a right angle by several blocks of land. The SOHI concludes that proposed HSF will have no impact on the Roadside Trees.

House

This item is located 30 metres south of the Site and is within the visual curtilage of the proposal. Therefore, it will be impacted by the future redevelopment of the Site for an HSF through a change in the immediate setting.

As illustrated in the Indicative Concept Architectural Plans, the design presents as a two-storey structure to Old Northern Road due to the upper-level setback. This provides an appropriate presentation from the street and generally lessens the impact on surrounding developments. The indicative concept design also provides setbacks in accordance with the requirements of the HDCP 2013, which reduce visual and overshadowing impacts on this item.

The SOHI concludes that the proposed HSF will be compatible with the surrounding locality and will have minimal bulk and scale impacts this heritage item.

Old Northern Road

The Site is adjacent to the archaeological item, *Old Northern Road* (*The Hills LEP 2019*, Item No. A12), located as Old Northern Road between Dural and Wisemans Ferry.

The SOHI identifies that this item relates to the original alignment of the Great North Road, parts of which form part of the current Old Northern Road alignment. At present, Old Northern Road at the location of the Site is a modern, regularly maintained public road. It is therefore unlikely that any archaeological material relating to the original road construction remains intact in this location. The indicative concept design does not propose to alter the alignment of Old Northern Road or disturb any part of the roadway in front of the Site.

The SOHI concludes that there is nil potential for the proposal to disturb historical archaeological resources.

Aboriginal Heritage

The Site is not known to have any archaeological potential for items of Aboriginal significance given the Site has been previously developed. The Site is also not known to be a site of Aboriginal significance. An Aboriginal heritage due diligence assessment prepared by Extent Heritage at Appendix K confirms the proposal contains low potential to containing Aboriginal

archaeological material. Based on the above, no further assessment of Aboriginal heritage has been undertaken for the purpose of this report.

Land Contamination

The Site has been used for residential purposes for a considerable amount of time. A Preliminary Site Inspection (PSI) prepared by Geotechnique at Appendix N concludes that the Site can be made suitable for the proposed development. The contamination report prepared for this proposal concludes the following:

- The Site is not located within an investigation area within the meaning of the *Contaminated Land Management Act 1997*
- No known land activities under Table 1 of the draft Contaminated Land Planning Guidelines have been known to be undertaken on the land
- The land has been used for residential development for 50 years with limited evidence to suggest that contamination has occurred
- If contamination is found on the land, the Site can be made suitable subject to successful remediation and validation

Stormwater & Flooding

The proposal is supported by a Stormwater Management Plan and Report prepared by CHRISP Consulting at Appendix O. The plan provides three options to address stormwater management of the Site which can be implemented at DA Stage to satisfy the relevant stormwater provisions.

The Site is not identified as flood prone land under the HLEP 2013.

Tree removal

The Planning Proposal is supported by an AIA which assesses the retention value of trees on the Site (Appendix I). The report identifies that there are currently 26 trees on the land, 19 of which are proposed to be removed to accommodate the proposal, based on the indicative concept design. The tree IDs and retention values are as follows.

- High retention: five high retention value trees (Trees 2, 3, 4, 6 and 18)
- Medium retention: two medium retention value trees (Trees 5 and 27)
- Low retention: 12 low retention value trees (Trees 7,8, 15, 17, 20, 21, 23, 24, 28, 29, 31 and 35).

A total of 4 trees are proposed to be retained. Of these, 2 trees will be subject to low impact (<10% TPZ encroachment) (Trees 14 and 34) and two trees will be subject to no impact (0% TPZ encroachment) (Trees 16 and 30) from the indicative concept design.

A total three (3) trees have potential to be retained subject to further investigation. These trees will be subject to medium impact (<20% TPZ but >10% TPZ encroachment) from the proposed works and have potential to be retained subject to further investigation and mitigation measures. Tree IDs and retention values are as follows:

- medium retention: two medium retention value trees (Tree 32 and 33)
- low retention: one low retention value tree (Tree 28)

A total of 3 trees have potential to be retained subject to further investigation. Of these, trees (Tree 1) will be subject to medium impact (<20% TPZ but >10% TPZ encroachment) and two trees will be subject to high impact (>20% TPZ encroachment). In order to demonstrate that these trees can be viably retained further investigations (i.e. root mapping) are required to be completed prior to construction. Tree IDs and retention values are as follows:

- high retention value: one high retention value tree (Tree 1)
- medium retention: two medium retention value trees (Tree 32 and 33)

Figure 31 shows the trees protection zones (TPZ) with the indicative concept design overlaid over the Site.

To offset future tree removal, substantial planting at the Site will be included at DA Stage as illustrated in the indicative concept landscape plan (Appendix D).

Figure 31: Site Layout with tree TPZ mapping (Source: EcoLogical Australia)

Flora and Fauna

The Site is not mapped under clause 6.4 Terrestrial biodiversity of the HLEP 2013, nor is it proposed to be mapped under the current Planning Proposal PP-2020-3920, which Hornsby Shire Council has submitted to DPE to update clause 6.4 Terrestrial Biodiversity Mapping. Refer to Figure 32.

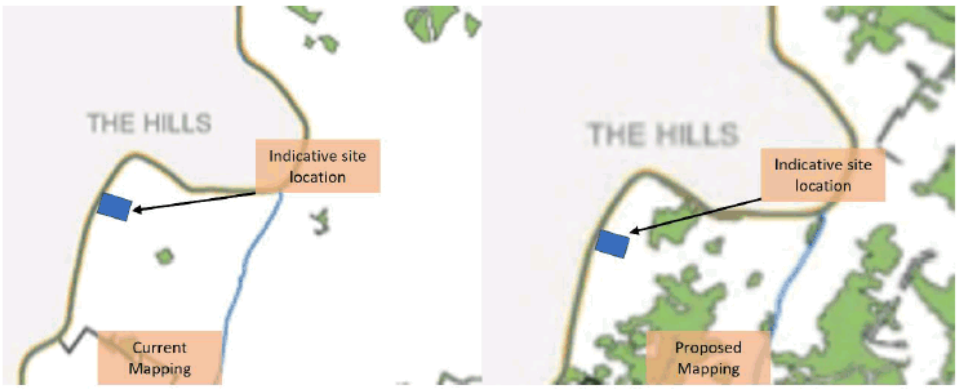


Figure 32 – Comparison of existing Biodiversity mapping against proposed (Source: Hornsby Shire Council)

The study area contains two existing residential dwellings and planted native vegetation. The FFA found no remnant vegetation and no threatened flora and fauna species within the study area. Limited habitat features suitable for threatened species were recorded within the study area.

The FFA identified that the Site contains native canopy species which may provide supplementary foraging habitat for urbanised threatened birds, microbat and flying-fox species. No tests of significance under Section 7.3 of the BC Act were undertaken for threatened species, given the impact of the proposed works are considered negligible on foraging habitat utilised by these species.

Approximately 0.08 ha of planted vegetation that is native to NSW would be removed under the indicative concept plan. The amount of native vegetation clearing does not exceed the native vegetation clearing threshold (0.5 ha) under the Biodiversity Offsets Scheme (BOS) for the minimum lot size for the current zoning (RU2 Rural Landscape; 2 ha min. lot size).

Additionally, the land is not mapped on the Biodiversity Values Map. The BOS will not be triggered by future development on the Site and a BDAR will not be required. Following consideration of the administrative guidelines for determining a significant impact under the EPBC Act, the FFA concludes that the proposed future development of the study area is unlikely to have a significant impact on any threatened flora and fauna species and therefore, a referral to the Commonwealth will not be required.

Servicing

A desktop infrastructure assessment has been prepared by Diversi Consulting to determine the location of existing services within the vicinity of the Site and to identify opportunities for connections to service the proposed HSF (Appendix Q). Diversi Consulting has been engaged to date for the development of the relevant Works Authorisation Deed (WAD) in relation to Old Northern Road widening and servicing associated with the Round Corner Town Centre expansion site at 488-494 Old Northern Road.

This assessment concludes that the majority of utility connections are available within Old Northern Road fronting the Site or nearby, which should provide suitable connection points for the proposed HSF.

Sewer and electrical services may require lead in works or a new crossing under Old Northern Road. Notwithstanding, this is a detailed design matter and will be addressed at the DA stage.

Regarding water feasibility, the Proponent has engaged ACOR as the Sydney Water Services Coordinator and are consulting with Sydney Water. A Sydney Water feasibility letter is anticipated to be issued later.

The Planning Proposal is supported by a sewage infrastructure letter and plan at Appendix W which outlines four options which can be implemented to satisfactorily service the Site. These four options include:

- Option 1 –installation of an onsite septic tank system with a pressurised rising main to be installed along the eastern verge of Old Northern Road which would cross Old Northern Road towards an existing gravity sewer main on the western side.
- Option 2 – installation of an onsite septic tank system with a pressurised rising main which would cross Old Northern Road towards an existing pressurised rising main on the western side.
- Option 3 – installation of gravity main network which would cross Old Northern Road towards the western side.
- Option 4 –installation of gravity main network to be installed along the eastern verge of Old Northern Road which would cross Old Northern Road towards an existing gravity sewer main within Kenthurst Road.

The letter concludes that Option 1 or 3 should be further investiaged as they would minimise disturbances to road traffic and neighbouring properties, minimise risks associated with delays in construction due to wet weather, long term traffic control installations and conflict with existing site services within the roadway verge or when crossing the road. Notwithstanding, this is a detailed design matter and can be addressed at the DA stage.

Agricultural Land Viability

An Agricultural Viability Assessment (AVA) prepared by Edge Land Planning is provided at Appendix G. The AVA reviews the Site's ability to reasonably deliver an agricultural land use and assesses the site-specific considerations to determine if an agricultural land use is feasible and supportable given the site context.

The AVA identifies four key criteria which severely limit the Site's ability to support an agricultural land use, these include:

- the size of the land
- the slope of the land
- surrounding land use
- soils

The AVA outlines that the size of the land is a major constraint because at 3,471m², it severely limits the potential of the land to be used for productive agriculture. The only options are intensive plant growing. This includes protected cropping and potentially nurseries. Given the land size, protected cropping is the only type that could earn sufficient income. A minimum size for a greenhouse is 2,000m². In addition to the greenhouse, there is a need for a packing shed and cool room, office, staff amenities and parking as well as truck parking and vehicle manoeuvring. The land size cannot support the required inputs to deliver an agricultural land use.

The AVA addresses the cost of construction of a greenhouse, which is approximately $400,000. The cost of the internal infrastructure is approximately $350,000 and the shed, carparking and manoeuvring area is approximately $100,00. The upfront total cost is $850,000, excluding labour costs, prior to any crop production or financial return. The upfront cost associated with the agricultural land use limits its viability. The land has a fall of approximately 6 metres from the road frontage to the rear of the lots. A greenhouse requires a flat site and so there would be a need for a significant amount of cut and fill to provide a sufficiently flat area for the greenhouse and associated infrastructure. The cost of the earthworks and associated drainage would be significant.

Land uses surrounding the Site are all urban in nature and include residential dwellings to the south, a veterinary surgeon and townhouse and apartment development to the north. Further north and north-west is the Round Corner Town Centre retail precinct. To the immediate east is a Thompson Health Care residential aged care facility. To the immediate west, is the Round Corner Town Centre expansion site.

The adjoining land uses do not include agriculture. Greenhouses can cause land use conflict from the use of machinery such as forklifts, plant such as high-pressure water cleaning machines, mist blowers and other noise and odour generating equipment. These noises and odours can be characterised as offensive and for that reason, land use conflict will be created. A greenhouse is unlikely to be supported by the surrounding community, adjoining landowners given the land use conflict and could prevent a development consent being issued by Council for this use.

The soil landscape is called Glenorie, which has low to moderate fertility. The size of the Site prevents soil-based agriculture. The AVA concludes that the only feasible agriculture land use that is sustainable and can support a family without an appropriate source of off farm income is protected cropping, but this is marginal having regard to the size of the Site, its slope and upfront capital costs, all of which make it difficult to construct an adequately large enough greenhouse to be attractive and financially feasible for a future operator.

Based on the above, it is clear that the Site is currently under-utilised and sterilised from any meaningful rural land uses. The redevelopment of the Site will provide for a land use which

is compatible with the locality and supports the expanding urbanised nature of the Round Corner Town Centre.

Traffic and Transport

A Traffic and Transport Assessment (TTA) has been prepared by The Transport Planning Partnership (TTPP) and is provided at Appendix H. The TTA assesses the proposal's impact on traffic generation and transport requirements needed to support the proposed health services facility.

Access and Egress

The indicative concept proposal provides two driveways on the Old Northern Road. The northern driveway is for left turn entry only while the southern driveway is for left turn exit via the Old Northern Road. The proposed driveways have been designed to comply with AS2890.1 requirements with a 6-metre-wide entry driveway and 6-metre-wide exit driveway.

The internal roads with widths ranging between 3.5 metres and 6.5 metres would provide one-way traffic circulation in anti-clockwise direction around the building envelope. Drop off activities would be undertaken at the western frontage of the building and access to the basement car park and loading dock will be at the eastern frontage of the building.

Whilst it is anticipated that a 6.4 metres Small Rigid Vehicle (SRV) would access the loading dock, the internal roads will be designed to accommodate up to an 8.8 metres Medium Rigid Vehicle (MRV) to enter and exit the Site in a forward direction, suitable for health-related service vehicles. The indicative site layout is provided at Figure 33.

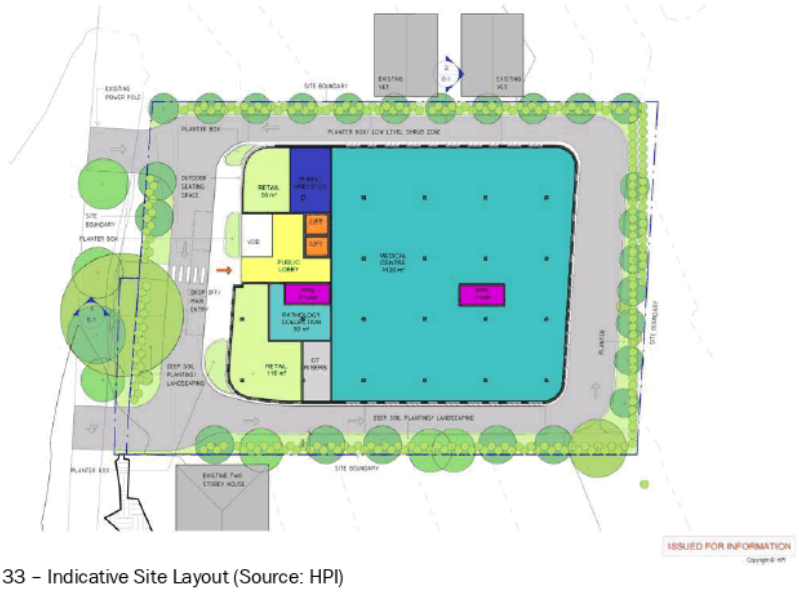


Figure 33 – Indicative Site Layout (Source: HPI)

Public Transport

The Site is connected with the wider locality through a public transport network. A bus stop is located 40 metres to the south of the Site on the same side of the Old Northern Road and another bus stop is located 70 metres to the north on the opposite side of the Old Northern Road. An improved bus layover is proposed opposite the Site at the Round Corner Town Centre expansion site.

A summary of the public transport services available near the site and the typical service frequencies is presented in the below table:

Bus Service	Route	Frequency	
		Peak	Off-Peak
604	Dural to Parramatta via Castle Hill	Every 30 minutes	Every 30-60 minutes
637	Glenorie to Castle Hill via Galston & Round Corner	Every 30 minutes	Every 60 minutes
638	Berowra Waters to Pennant Hills or Castle Hill	Every 30-60 minutes	3 services
639	Maraylya to Dural and Castle Hill	AM Peak: 1 service	2 services
641	Dural to Rouse Hill	AM Peak: 1 service PM Peak: 3 services	2 services
642X	Dural to City Wynyard via Land Cove Tunnel (Express)	AM Peak: Every 7-20 minutes PM Peak: Every 30 minutes	Every 10-30 minutes

Table 12: Public Transport Services (Source: TTPP)

As demonstrated in the table above, the locality surrounding the Round Corner Town Centre is well connected to Parramatta, Castle Hill and the Sydney CBD however it is poorly connected to the Hornsby Ku-ring-gai Hospital and Health Precinct and planned Rouse Hill Hospital by public transport. Coupled with the undersupply of day surgeries and hospitals and the identified demand for such facilities in the locality, this further highlights the need for additional health infrastructure in the locality consistent with the principle of a 30 minute city.

Due to the expanding nature of the Round Corner Town Centre, several transport and infrastructure upgrades have been identified. Under The Hills Shire LSPS a bypass of the Round Corner Town Centre is proposed at Kenthurst Road, which will alleviate traffic within the area.

Car Parking Assessment

To determine the most appropriate parking rates for the Site the proposal has been assessed against the following carparking requirements:

- *Hornsby Shire Development Control Plan 2013 (HDCP 2013)*
- *RMS Guide to Traffic Generating Developments 2002*
- *The Hills Shire Development Control Plan 2012 (HDCP 2012)*

The HDCP 2013 does not provide parking rates for HSF, whilst the RMS Guide to Traffic Generating Development provides for a negative coefficient in supplying parking. Both these guidelines do not provide for parking rates determine required amount of parking to support the development. However, the HDCP 2012 does provide for compatible rates. The HDCP 2012 parking rates are outlined in Table 12 below.

Land use Class	Land Use	Required Minimum provision
Health	Hospital, nursing and convalescent homes	1 space per 2 beds for visitors plus 1 space per 1.5 employees plus 1 space per 2.5 visiting medical officers Unless otherwise specified by Seniors Living SEPP
	Medical centres, health consulting rooms	3 spaces per consulting room plus 1 space per support employee

Table 13 The Hills Development Control Plan 2012 Health Services Facility parking rates

The above car parking rates are more suitable to assess the car parking requirements of the indicative concept design. At this stage, the number of doctors and support staff for the indicative concept design is unknown. The following car parking rates would be reasonable to adopt for the hospital component of the indicative concept design:

- 1 space per 2 beds (including theatres) for patients/visitors plus
- 1 space per 2 staff (including doctors and support staff)

In determining the parking rates for the proposal, TTPP has assessed the proposed development against the HDCP 2012, as illustrated in the table below.

Proposed Uses	Design Yields	Carparking Rates	HDCP 2012 Carparking Requirements	Proposed Car parking spaces
Medical centre	16 rooms	4 spaces per surgery	64 spaces	64 spaces
Health consulting	19 rooms	3 spaces per surgery	57 spaces	57 spaces
Retail	175m²	1 space per 20m²	8.6 spaces	3 spaces (1 for each tenancy)
Day surgery and day units	Up to 35 beds/theatres (incl. overnight beds and short stay beds) +45 staff (assumed)	1 space per 2 beds/theatres + 1 space per 2 staff	40 spaces	40 spaces
Total			170 spaces	164 spaces

Table 14 Proposed car parking rates for the Dural Health Hub Health Services Facility

The proposed parking provision within the two basement levels would accommodate 164 spaces, a shortfall of 6 spaces. The ancillary retail parking provision of three spaces is to

accommodate retail staff for each tenant. It is anticipated that the retail uses would primarily be utilised by patients, visitors and staff of the proposed medical facility and is unlikely to attract other retailers or consumers. As such, the proposed car parking provision is considered acceptable.

Traffic Generation

As detailed within the Traffic Impact Assessment at Appendix H, the future HSF is estimated to generate 117 vehicle movements per hour in the morning peak, 127 vehicle movements per hour in the afternoon peak and 131 vehicle movements during the Saturday peak.

SIDRA network modelling has been undertaken on Old Northern Road, to assess the impact of the additional traffic on the road network, for the years 2026 and 2036.

The traffic generated by the proposed development would have a minor impact to the surrounding road network, relative to the substantial development and growth expected in the area. Notwithstanding, the level of service ratings at all intersections would generally not worsen as a result of the proposed HSF and will continue to operate at these levels regardless of whether the proposed development proceeds or not.

Has the Planning Proposal Adequately Addressed Any Social and Economic Effects?

Economic Impact

An Economic Impact Assessment (EIA) has been prepared by Atlas Urban Economics (Appendix R). The key findings of the EIA are:

- The Site it is an appropriate location for a health services facility: it is of sufficient size and the proposed HSF use is compatible with neighbouring existing uses, including medical uses in the Round Corner Town Centre retail precinct and nearby residential aged care facilities located along Old Northern Road.
- In light of limited other locations, there is an opportunity for the Site to contribute to meeting the existing and projected health services demands of the surrounding population whilst contributing to the role of the Round Corner Town Centre.
- The proposal is estimated to result in a net increase in economic activity during the construction phase, including:
  - $34.8 million in output ($22.1 million directly)
  - $11.8 million contribution to Gross Regional Product (GRP) ($5.5 million direct contribution)
  - $6.2 million in wages and salaries paid to local workers ($3.0 million directly)
  - 75 Full Time Equivalent (FTE) jobs (38 direct FTE)
- The proposal is estimated to result in a net increase in annual economic activity during operation of:
  - $34.7 million additional in output (including $20.6 million in direct activity)
  - $21.5 million additional in contribution to GRP (including $13.4 million in direct activity)
  - $14.2 million additional in incomes and salaries paid to households (including $10.5 million directly)
  - 180 additional FTE jobs (including 135 additional FTE jobs directly related to activity on the Site)

- The HSF will derive synergistic benefits with existing residential aged care and medical occupiers, whilst contributing to the trading potential of the Round Corner Town Centre through increased visitation and on-site employment.
- The Site is not suitable for agricultural use given its physical characteristics and lack of buffer from adjacent residential and commercial uses. Based on existing house values across Dural, it is unlikely that the 'highest and best use' of the Site would shift from its existing use (i.e. detached dwellings) to another agricultural or rural land use permitted in the RU2 Rural Landscape zone. Accordingly, the proposal does not result in a foregone opportunity to develop the Site as per permitted uses in the RU2 Rural Landscape zone, given the unlikelihood of the Site being developed for these uses.
- The proposal is directly responding to demand in the central area of the Hornsby Shire LGA. It is important that access to health services is equitably distributed throughout the Shire, particularly where new residential aged care facilities and seniors housing have been developed. Therefore, the proposal is not contrary to the Hornsby ELS's aim of establishing a new health services precinct surrounding the Hornsby Kur-ring-gai Hospital.
- Without sufficient improvements in public transport connections, the locality surrounding the Round Corner Town Centre is disconnected from the Hornsby Ku-ring-gai Hospital and Health Precinct and the planned Rouse Hill Hospital. The Planning Proposal will provide an HSF that is within the catchment of local residences, that can be easily accessed by public transport and from the adjacent Round Corner Town Centre retail precinct, enhancing walkability in the centre. This will enable residents to age in place and avoid long commutes to access health service facilities.
- The proposal is expected to provide employment opportunities for some 135 additional FTE jobs and could therefore provide more opportunities for residents to work close to their homes. The Health Care and Social Assistance sector is the major employing industry of Hornsby Shire residents The Proposal will assist in strengthening local employment retention rates whilst also providing opportunities for residents to work close to their homes, meeting the 30-minute city objectives of the Hornsby Shire and Region Plan.

Social Impact

The proposal will have significant positive social impacts as:

- The Planning Proposal will facilitate the future redevelopment of the Site as a diversified HSF encompassing specialist and allied health services along with 23-hour hospital services, contributing to the availability of services within the area.
- The proposal will provide an HSF that will cater for the identified population growth and ageing demographic structure of Dural and the broader Hornsby Shire and The Hills Shire LGAs, facilitating residents to 'age in place'.
- It will create synergistic benefits contributing to the trading potential of the wider Round Corner Town Centre through increased visitation and on-site employment.
- The proposal will contribute to the urban renewal of Round Corner Town Centre as it supports the realisation of the economic, social and place making opportunities created by appropriately locating an HSF within the footprint of an existing town centre.
- It will provide an appropriate transition between the Round Corner Town Centre expansion site to the west and the semi-rural landscape to the east.

- The Planning Proposal is accompanied by a letter that outlines the items that the Proponent may include in a letter of offer to enter into a VPA with Council (Appendix S) The items which the Proponent may include in a letter of offer will provide key public benefits associated with the future redevelopment of the Site, comprising of improved public domain and pedestrian connectivity works to improve the connectivity to the broader Round Corner Town Centre.

5.3.4 Section D: State and Commonwealth interests

Is there Adequate Public Infrastructure for the Planning Proposal?

Yes. As detailed in sections regarding services and traffic/transport, the Proposal can be supported by the existing infrastructure, subject to implementation of augmentation and enhancements identified in the Planning Proposal and associated reports.

What are the views of State and Commonwealth Public Authorities Consulted in Accordance with the Gateway Determination?

Consultation with Councils has been undertaken prior to lodgement of this Planning Proposal and consultation with other relevant agencies, including Transport for NSW and Sydney Water, has commenced.

Further consultation with all relevant State and Commonwealth public authorities will be carried out in accordance with the Gateway determination.

5.4 Part 4: Mapping

The Planning Proposal seeks to amend the Additional Permitted Uses Map Sheet 9 (APU_009) of HLEP 2013 as shown in Figure 34.

KEYLAN consulting pty ltd
Suite 2, Level 1
1 Rialto Lane
Manly NSW 2095

Figure 34 Proposed APU Map (Base Source: HLEP 2013)

ATTACHMENT 1 - ITEM 6

KEYLAN consulting pty ltd
Suite 2, Level 1
1 Rialto Lane
Manly NSW 2095

5.5 Part 5: Community consultation

The Proponent has undertaken initial stakeholder consultation and copies of correspondence are provided at Appendix V.

Public notification and further community consultation will take place following a Gateway determination.

5.6 Part 6: Project Timeline

The proposed project timeframe for the completion of the Planning Proposal is dependent on the nature of any additional information that may be required by Council and DPE, including the need for agency and community consultation.

The application proposes to work in collaboration with Council, DPE and other relevant agencies on a proposed project timeline which will include the following key milestones:

- anticipated commencement date (date of the Gateway determination)
- anticipated timeframe for the completion of any additional technical information required to support the Planning Proposal
- the timeframe for government agency consultation (pre- and post-exhibition, as required by the Gateway determination)
- commencement and completion dates for public exhibition period
- the timeframe for consideration of submissions
- the date of submission to DPE to finalise the LEP
- anticipated date the Relevant Planning Authority will make the plan (if delegated).

6 Conclusion

The Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act, as well as DPE's *A Local Environmental Plan Making Guideline December 2021* and relevant Section 9.1 Directions. The Planning Proposal is supported by technical information and investigations to justify the proposed amendments to the HLEP 2013.

This Planning Proposal has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of Healing ONR PTY LTD (the Proponent) for 679-685 Old Northern Road, Dural in the Hornsby Shire Local Government Area (LGA).

The Planning Proposal seeks implement an additional permitted use (APU) and amend the current building height development standard that applies to the Site via an Additional Local Provision under Part 6 under the HLEP 2013. These amendments will facilitate the future redevelopment of the Site as a diversified health services facility encompassing specialist and allied health services along with 23-hour hospital services and basement level carparking.

Importantly, the Planning Proposal seeks to secure a specific future use on the Site, with an associated minimal increase in building height, rather than a rezoning and a general building height increase that would introduce a broad range of potential uses that could be developed up to 14 metres in height both on the Site and in the broader locality.

The proposal seeks to capitalise on the Site's strategic location within the Round Corner Town Centre and the demonstrable demand for a new HSF in this location. The Round Corner Town Centre is an existing urbanised precinct that is undergoing a process of expansion due to recent planning proposals and development approvals in both the Hornsby Shire and The Hills Shire LGAs. The Site is situated at the eastern edge of the Round Corner Town Centre and is bound on all sides by urban development.

The Site is zoned RU2 Rural Landscape however, due to its location, size and adjoining land uses, it is currently under-utilised and sterilised from any meaningful rural land uses occurring at the Site. The redevelopment of the Site will provide for a land use which is compatible with the locality and supports the expanding urbanised nature of the Round Corner Town Centre.

The Planning Proposal will strengthen the local and regional economy, through the provision of a health services facility that will contribute to the provision of health infrastructure, services and employment opportunities in the locality. The proposal therefore aligns with the relevant strategic planning framework including the Hornsby Shire Council's Local Strategic Planning Statement, the Hornsby Employment Land Study, the Hornsby Economic Development and Tourism Strategy and The Hills Shire strategic planning framework.

The Planning Proposal demonstrates consistency with the aims and objectives set out in the NSW State government's strategic plans including the *Greater Sydney Region Plan* and *North District Plan* by delivering a compatible land use that is in accordance with the place-based planning approach that is encouraged for local centres and addresses the gap in the market by responding to existing demographic needs and future health needs of Dural and the local surrounds.

Consistent with DPE's guidelines, there is a compelling strategic justification for the Planning Proposal as:

- There is a demonstrable demand for an HSF to support the existing and aging population of Hornsby Shire and The Hills LGAs, facilitating residents to age in place.
- There are no day surgeries or hospitals with a 5km radius of the Site, including none to the north of Dural, which presents an opportunity to tap into the patient outflow from these areas.
- There will be an undersupply in the primary catchment of same day care places by 122 spaces in 2025, increasing to 307 by 2035. Based on analysis of Medicare utilisation in the area and the population growth profile, there is sufficient demand to require six additional GP consultation rooms every year to cater for residents located within 15 minutes' drive of the Site.
- The demand for private health care in Dural is much higher as the demographic structure consists of an aging population. The population has a higher private health coverage of 67% which is far greater than the state average of 47%.
- The Site is strategically located within the urban footprint of the Round Corner Town Centre, at its eastern edge, providing an opportunity to contribute to the urban revitalisation of the area.
- Adjacent the Site are planned road upgrades to support the redevelopment of 488-494 Old Northern Road. The proposed HSF will benefit from the infrastructure upgrades.
- The provision of a new health services facility on the Site is also consistent with the principle in the North District Plan of prioritising direct, safe and accessible routes to local destinations and services within a 10-minute walk of centres (Planning Priority N12) and to provide fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres (Planning Priority N6 Action 19(c)).
- The proposed increased in height is consistent with the surrounding built form controls, including the adjacent Round Corner Town Centre mixed use expansion site (488-494 Old Northern Road, Dural) and higher density development which has height controls of 14 metres and 18 metres and is specifically recognised in the HDCP 2012 as providing a "gateway" to the established Round Corner Town Centre retail precinct through higher density building forms, including apartment and townhouses.
- The Site is within the Round Corner Town Centre locality which is undergoing significant transition and is now characterised by a range of urban uses and higher density-built forms, as recognised by the NSW LEC in its decision on Thompson Health Care's adjoining residential aged care development in which the Commissioner stated that *"I agree with both the experts that this area is already characterised as an urbanised precinct..."*
- It will deliver positive economic benefits for the Round Corner Town Centre including new key worker employment opportunities and stimulating growth. It will derive synergistic benefits with existing aged care and medical occupiers, whilst contributing to the trading potential of the centre through increased visitation and on-site employment.
- As per the *Draft Hornsby Shire Rural Lands Strategy*, Council proposes to take a collaborative approach to managing townships that share a municipal boundary with The Hills Shire. As the Site is located opposite the Round Corner expansion site and within the Round Corner Town Centre, it is appropriate that planning controls in this locality be harmonised to reflect the urban character of the locality.
- The Planning Proposal will not result in the loss of or fragmentation of productive agricultural land.
- The Site benefits from direct main road and public transport access.

- The Planning Proposal will not result in a precedent for similar development in the locality as the proposed controls retain the existing zoning of the Site and are specifically tailored to the development of an HSF on the Site for which there is a demonstrable demand and a clear strategic justification.
- The Planning Proposal is supported by NSW strategic planning framework including:
    - *Greater Sydney Region Plan – A Metropolis of Three Cities*
    - *North City District Plan*
    - *Hornsby Shire Council Local Strategic Planning Statement*
    - *Hornsby Shire's Community Strategic Plan 2018-2028*
    - *Hornsby Shire Council Employment Lands Study*
    - *Hornsby Draft Economic Development and Tourism Strategy*
    - *Hornsby Draft Shire Rural Lands Strategy*
    - *The Hills Shire Local Strategic Planning Statement*
    - *The Hills Shire Productivity and Centres Strategy*
    - *The Hills Shire Community Strategic Plan*
    - *The Hills Shire Integrated Transport and Land Use Strategy*

The Planning Proposal will also deliver significant public benefits to the local community and the wider LGA, including:

- The provision of an HSF that will cater for the population growth and ageing demographic structure of Dural, the Round Corner Town Centre and the broader Hornsby Shire and The Hills Shire LGAs
- The development of a centralised HSF that caters for an agglomeration of supporting medical uses
- Realisation of the economic, social and place making opportunities created by appropriately locating an HSF within the urban footprint of an existing town centre
- Positive economic benefits for the Round Corner Town Centre through synergistic benefits with existing residential aged care and medical occupiers and contributing to the trading potential of the town centre through increased visitation and on-site employment.

The Planning Proposal is accompanied by a letter that outlines the items that the Proponent may include in a letter of offer to enter into a VPA with Council (Appendix S). The items which the Proponent may include in a letter of offer will provide key public benefits associated with the future redevelopment of the Site, comprising of public domain works that will improve the pedestrian connectivity and accessibility within the broader Round Corner Town Centre.

In consideration of the above listed strategic justification and public benefits, it is considered that a compelling case is provided to Council to refer the Planning Proposal (as the Planning Proposal authority) to DPE for review and subsequent issue of a Gateway determination.

KEYLAN
43A The Corso
Manly NSW 2095

15 June 2022

Mr James Farrington
Director Planning and Compliance Division
Hornsby Shire Council

Attention: Fintan Langan
flangan@hornsby.nsw.gov.au

Dear Mr Farrington,

Dural Health Hub Planning Proposal PP/2/2022 - Response to Submissions

This letter has been prepared by *Keylan Ltd* (Keylan) on behalf of *Healing ONR PTY LTD* (Proponent) to address submissions received by Hornsby Shire Council (Council) in relation to the public notification of Planning Proposal (PP/2/2022).

As you are aware, the Proponent undertook extensive stakeholder consultation during the preparation of the Planning Proposal, as summarised in the table below:

Stakeholder	Summary/Comment
Adventist Healthcare	• Part of Adventist Healthcare's mission is to continue to provide high quality hospital, health and well-being services for the expanding communities of Greater Northern Sydney. • Notes that the Dural Health Hub will be well located in a region of Sydney which will continue to grow as ageing populations downsize and shift to aged-care facilities. • Supports the proposal.
Thompson Health Care (adjoining landowner)	• Notes that the Dural Health Hub will address a significant service gap in Dural and the local surrounds. • Notes that it does not have any concerns with the Planning Proposal. • Notes the Site adjoins their site at 705 - 717 Old Northern Road and is to collaboration regarding stormwater drainage as required.
Centuria Healthcare	• Notes its intention is to work alongside Healing ONR to deliver an exceptional quality outcome for the community. • Has undertaken a detailed review of the Dural Market Health Assessment (Appendix F) and support the report's findings and proposed location of the health services facility in this location.
Mind Connections Specialist Health Services (MCSHS)	• Supports the proposal. • Notes that patients from Hornsby and adjacent areas travel to Castle Hill, Norwest, Pennant Hills, and Hornsby for health care due to Dural's lack of health services. This creates longer waiting periods for urgent health needs in the Hills District.

Stakeholder	Summary/Comment
	• The proposed Dural Health Hub will address this service gap and contribute to business growth in the area.
Dural Chamber of Commerce	• The Dural Chamber of Commerce consulted several local businesses and members. The consensus is that the proposal would benefit Dural and the community. • It is noted that the submission reflects the vote of the majority of the Chamber's members to issue a letter of support. The Chamber of Commerce has approximately 50 members, many comprising local small businesses.
Maronite Church	• The Maronite Church supports the proposal, including the proposed public domain improvements, noting it improves connection to their Site and integrates with DA/1062/2020 • Also note that the proposal addresses a significant service gap in Dural and the surrounding area.
Dural Veterinary Clinic (adjoining landowner)	• In March 2022, the Proponent met with the landowner/operator of the Dural Veterinary Clinic and presented the vision for the Dural Health Hub, including an overview of the planning proposal and the proposed VPA works. • The landowner/operator raised queries relating to construction impacts, which are a matter that will be addressed in detail at DA stage and will be subject to further consultation. • The landowner/operator has verbally advised the Proponent that they had no objection to the proposal.
Private landowner at 675 – 677 Old Northern Road, Dural (adjoining landowner)	• Principally in support of the proposal, provided the development will not impact on their site in regards of noise, traffic, nature lighting, sewage, as well as soil stability and current building structure. • Note that the proposal will address a significant service gap in Dural and the local area.
Private landowners at 671 Old Northern Road, Dural	• Principally in support of the proposal, subject to an appropriate built form response, basement carparking and infrastructure upgrades. • In the landowner's experience (as a nurse) believes the proposal will service the gap in the market whilst supporting the Round Corner Town Centre.

We note that in addition to the above consultation, a total of five submissions were received in response to Council's public notification of the Planning Proposal. Council has advised that it is unable to provide copies of these submissions, however has provided us with a summary of the issues raised in submissions (without disclosing the submitters' details) via email on 24 May 2022.

Based on our review of these submissions, it appears that the submissions comprise 1 x submission from a State agency, 1 x submission from another Council, 2 x submissions from nearby landowners and only 1 x submission from a community member.

We have also been advised that Council officers briefed the Hornsby Shire Local Planning Panel (LPP) on the Planning Proposal, including issues raised in submissions, on 25 May 2022. However, we were not notified in advance of the date of this meeting, nor were we

given the opportunity to present to the LPP. In addition, we have not been able to review the officers' submission to the LPP or the minutes associated with the meeting.

Our client has strong concerns with the process to date given we have not been provided a formal opportunity to respond to issues raised in submissions or concerns raised by officers and the LPP.

Given these concerns, we have prepared a response to the issues raised in submissions and request that this be considered by Council officers in their assessment of the Planning Proposal and report to Council at its meeting of 13 July 2022 at which we understand Council will determine whether to support the Planning Proposal proceeding to Gateway Determination.

A detailed response to issues raised in submissions is provided at **Attachment A**. A separate response to traffic and transport issues is provided by the Traffic Transport Planning Partnership at **Attachment B.**

We note that the majority of issues raised have already been addressed through the information submitted with the Planning Proposal and we maintain that there is clear site-specific and strategic merit for the proposal to proceed to Gateway determination.

We reiterate that the proposal will not result in a precedent for similar development in the locality as the proposed controls are specifically tailored to the development of a health services facility (HSF) on the Site for which there is a demonstrable demand and a clear strategic justification.

The Site is located on the eastern edge of the Round Corner Town Centre and directly opposite the Round Corner Town Centre retail precinct, in an already increasingly urbanised precinct. Round Corner is classified as a Local Centre under the centres hierarchy in the Greater Sydney Region Plan. This Plan specifically describes Local Centres as *"collections of shops and health, civic or commercial services."*

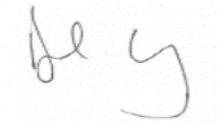
We also note that the Planning Proposal is supported by an Economic Impact Assessment (EIA) prepared by Atlas Urban Economics which concludes that the proposal will have positive economic benefits for the Round Corner Town Centre through synergistic benefits with existing aged care and medical occupiers and contributing to the trading potential of the centre through increased visitation and on-site employment.

We ask that the information contained in this letter and attachments be considered by Council officers in preparing its report to Council.

Our client would also welcome the opportunity to meet with Council officers to discuss feedback on the Planning Proposal and this Response to Submissions.

Please do not hesitate to contact Dan Keary on 8459 7511 or via email at dan@keylan.com.au should you wish to discuss any aspect of this project.

Yours sincerely



Dan Keary BSc MURP RPIA
Director

Attachments:

Attachment A: Response to the submissions
Attachment B: Response to the submission by Traffic Transport Planning Partnership

Attachment A

Response to Submissions

Ref.	Submission and feedback	Response
A	**Submission 1**	
A1	*Not supportive of the proposed two separate driveways. Prefers a consolidated left-in/left-out driveway located near the southern boundary of 679-681 Old Northern Road with a separation in accordance with Australia Standards*	• The Indicative Architectural Plans provided with the Planning Proposal are conceptual only and access arrangements will be amended during detailed design for a future Development Application (DA)
A2	*The proposed relocation of the existing south-bound bus stop to the frontage of the subject site without appropriate justification. A bus stop indentation should be considered and investigated given the existing southbound passing lane fronting the site is anticipated to be utilised by traffic once it is extended south to the Franlee Road intersection*	• This was a potential item proposed as part of the Proponent's future VPA offer • If it is not supported by Council, it can be removed from the items that may be included in a future VPA • Alternatively, the Proponent is open to further discussions with Council and other relevant stakeholders post Gateway determination to facilitate an appropriate public benefit outcome
A3	*Minimising the opportunity for any right-turn movements into/out of the site by upgrading the pedestrian refuge to a barrier kerb and constructing a concrete median within the chevron markings on Old Northern Road in vicinity of the site*	• Refer to response at Attachment B
A4	*The application of trip generation rates for planning proposal, using the RMS Trip Generation Surveys Medical Centres – Analysis Report, are not representative or appropriate for adoption at the site and a higher rate should be applied*	
A5	*While the proposal expects development traffic will arrive from the north based on the catchment area, any traffic generated from the south would travel northbound along Old Northern Road and make a U-tun in Stonlea Circuit resulting in any development traffic turning right out of Stonelea Circuit exacerbating existing traffic and safety issues in the area*	
A6	*The use of Sydney's Strategic Travel Forecast Model (STFM) data for estimated future traffic growth should not be referenced in the traffic*	

ATTACHMENT 2 - ITEM 6

Ref.	Submission and feedback	Response
	report because it was provided for a different past project under an Access Agreement	
A7	*Future year scenarios modelling does not account for a future scenario where surrounding approved developments and Old Northern Road/Franlee Road intersection upgrades have not been completed, limiting scope of the impact of the subject development traffic; and*	
A8	*SIDRA Intersection and modelling results provided in Table 5.4 – 5.6 and Appendix D used to model the five intersections on the surrounding road network.*	
A9	*Should a Gateway Determination be issued, the amendments to the Indicative Architectural Plans and Traffic and Transport Assessment should be made.*	• The Proponent would consider the recommended changes to the Indicative Architectural Plans and Traffic and Transport Assessment post Gateway determination
B	**Submission 2**	
B1	*The appropriateness of the subject site for the proposed land use, having regard for other sites that may already be zoned to permit a health services facility.*	• The appropriateness of the site has been assessed and supported by a Site Sieve Mapping Assessment, Visual Impact and Urban Design Assessment, Economic Assessment, Agricultural Viability Assessment, stakeholder consultation and Market Assessment • The supporting information has been provided to Council and Councillors and clearly outlines the fundamental site characteristics required to establish an HSF, which the Site meets • The Proposal for the development of an HSF at the Site is consistent with the North District Plan's priority to enhance walkability in and around local centres, specifically providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres • In addition, the Sieve Mapping Assessment undertaken by Architectus and provided with the Planning Proposal clearly establishes site suitability for the proposed HSF as follows: ○ There are four centres within the identified study area where sites exist that achieve the relevant selection criteria (zoning, location and access). These centres are North Kellyville, Glenhaven, Round Corner and Dural.

ATTACHMENT 2 - ITEM 6

Ref.	Submission and feedback	Response
		○ Sites were assessed based on the following criteria: - Direct and convenient access and egress off and onto a main arterial road - Proximity to a town centre (max. 200m) - Site area that can accommodate 1,500m² floorplates (day surgery) including uniform construction grid - Sufficient area to accommodate parking for an ambulance and their unrestricted movement - Sufficient area and height to accommodate a back of house loading dock for a Medium Rigid Vehicle and allowance for dedicated medical waste ○ No sites were identified that satisfy the applicable zoning and permissibility requirements as well as all the site development requirements for redevelopment in the form of the desired health services facility (HSF) ○ Of the sites that satisfy development criteria but not zoning, 679-685 Old Northern Road (the Site) is likely to be one of the lowest impact due to its location adjacent to the Round Corner Town Centre
B2	*The Hills LSPS identifies Round Corner as a town centre and the planned expansion site at No. 488-494 Old Northern Road, Dural will service future retail demand in the area, however no further expansion is planned for the Round Corner Town Centre.*	• The Planning Proposal notes that Round Corner is identified in The Hills Shire LSPS as a town centre, which is the third largest category in their hierarchy of centres behind metropolitan and strategic centres • Round Corner is classified as a Local Centre under the centres hierarchy in the Greater Sydney Region Plan. This Plan specifically describes Local Centres as *"collections of shops and health, civic or commercial services."*
B3	*A planned hospital is to be delivered at Rouse Hill, approximately 8.8 km west of the subject site, which is expected to service the health-related needs for much of the growth in new release areas and potentially a catchment within the Hornsby Shire. Investigations underway to support the delivery of the hospital and it is requested that the proponent should give consideration to locating health facilities land uses within close proximity to the proposed Rouse Hill Hospital*	• The Market Assessment prepared by Health Projects International and provided with the Planning Proposal demonstrates that the proposal responds to the existing demand for health services within the Hills Shire and Hornsby Shire LGAs. In summary: ○ the demand for private health care in Dural is much higher as the demographic structure consists of an aging population

ATTACHMENT 2 - ITEM 6

Ref.	Submission and feedback	Response
		○ there will be an undersupply in the primary catchment of same day care places by 122 places in 2025, increasing to 307 by 2035 ○ based on an analysis of Medicare utilisation in the area together with the population growth profile, there is sufficient demand to require six additional GP consultation rooms every year to cater for residents located within 15 minutes' drive of the Site • The Market Assessment also comprehensively addresses the relationship of the proposal to the planned Rouse Hill Hospital. In summary: ○ the planned Rouse Hill Hospital will not directly compete with the proposed HSF as it focuses on public healthcare and has a large focus on overnight services ○ the investment from the public sector highlights the chronic undersupply of acute hospital beds in the region but does not address the private acute bed gap. The increase in public service provision brings a new cohort of service providers, physicians, nurses and allied health staff that promote the development of health services and facilitate further investment in the region • Furthermore, the locality surrounding the Round Corner Town Centre is poorly connected to the Hornsby Ku-ring-gai Hospital and Health Precinct and planned Rouse Hill Hospital by public transport. If local residents currently need to access the Hornsby Ku-ring-gai Hospital and Health Precinct, two to three buses are required and over 1-1.5 hours of travel one way, potentially resulting in a 3 hour turnaround trip. Round Corner residents will also be unable to access the planned Rouse Hill Hospital due to the poor frequency of the bus services to Rouse Hill (AM Peak: 1 service, PM Peak: 3 services) • Coupled with the undersupply of day surgeries and hospitals and the identified demand for such facilities in the locality, this further highlights the need for additional health infrastructure in the

ATTACHMENT 2 - ITEM 6

Ref.	Submission and feedback	Response
		locality, consistent with the 30 minute city principle in the Greater Sydney Region Plan
B4	*The potential traffic implications of the planning proposal development on the capacity of Old Northern Road and the surrounding road network, including traffic travelling from Box Hill and North Kellyville Growth Centres on Kenthurst Road and vehicular movements accessing the site from the south on Stonelea Court, Kenthurst Road and Maple Street. The Hills LSPS identifies an arterial by-pass for Round Corner, however no commitment from TfNSW for the funding or delivery of this arterial by-pass. Further consultation with TfNSW is required before progression.*	• Refer to response at Attachment B
C	**Submission 3**	
C1	*The stormwater management options that propose to discharge stormwater over the adjoining property at No. 705-717 Old Northern Road, Dural. The submission notes that no agreement has been reached between the two property owners, however the property owner at the affected site would be open to discuss further options if the proposal was to progress to a Gateway Determination.*	• Noted. Consultation with this landowner has occurred and as outlined in the Planning Proposal, the landowner has advised that they are open to collaborating on a stormwater solution and do not have any concerns with the Planning Proposal
D	**Submission 4**	
D1	*Amenity impacts, including proposed building height, on properties within the vicinity, namely No. 691 Old Northern Road, Dural*	• Potential amenity impacts, including proposed building height, are comprehensively addressed in the Planning Proposal and there will be no adverse impacts on 691 Old Northern Road, as summarised below: ○ the future building would present as a two storey building when viewed from Old Northern Road consistent with the current 10.5m height limit and surrounding current and approved built form character of the Round Corner town centre ○ the Visual Impact Assessment prepared by Achitectus and provided with the Planning Proposal demonstrates that the future building would have minimal visual impact when viewed from the north and south along Old Northern Road and from Stonelea Circuit

ATTACHMENT 2 - ITEM 6

Ref.	Submission and feedback	Response
		○ substantial perimeter landscaping and the retention of established trees on the Site will further mitigate any potential visual impact of the future building ○ the Site is located south of 691-693 Old Northern Road which prevents overshadowing impacts. This is shown in the shadow diagrams submitted with the Planning Proposal which show no overshadowing of this property.
D2	*Incompatibility with surrounding character and land uses on the eastern side of Old Northern Road*	• The Site is located within the existing urban footprint of the Round Corner Town Centre which is undergoing significant transition and is now characterised by a range of urban uses and higher density-built forms. This includes land on the eastern side of Old Northern Road which comprises a mix of uses including commercial, medium density residential development, the DA approved Maronite Church and the recently completed Thompson Health Care residential aged care facility. • The urban character of the locality was specifically recognised Boston Blyth Fleming v Hornsby Shire Council [2018] NSWLEC 1270), in which the Commissioner stated that *"I agree with both the experts that this area is already characterised as an urbanised precinct..."* • As shown in the Indicative Architectural Plans, the future building on the Site can be designed to be compatible with this urbanised context as the bulk and scale of the building can be effectively broken down through a stepped building form that responds to the topography of the Site, upper level setbacks and landscaped setbacks and setting back the upper level of the building • The future building would be consistent with the current 10.5m height limit when viewed from the street and the building would step with the level changes from west to east across the Site • As shown in the Visual Impact Assessment, the proposal demonstrates compatibility with the current and approved proposed future character of the Round Corner Town Centre and Old Northern Road and would have no significant visual impacts in the locality

ATTACHMENT 2 - ITEM 6

Ref.	Submission and feedback	Response
D3	*Precedence for similar developments within the rural areas of Hornsby Shire*	• The proposal will not result in a precedent for similar development in the locality as the proposed controls are specifically tailored to the development of an HSF on the Site for which there is a demonstrable demand and a clear strategic justification • The appropriateness of the site has been assessed and supported by a Site Sieve Mapping Assessment, Visual Impact and Urban Design Assessment, Economic Assessment, Agricultural Viability Assessment, stakeholder consultation and Market Assessment • The supporting information has been provided to Council and Councillors and clearly outlines the fundamental site characteristics required to establish an HSF, which the Site meets • Furthermore, the Planning Proposal limits the proposed maximum building height to the development of an HSF on the Site rather than a general height increase that would apply to other forms of permissible development on the Site
D4	*Traffic implications related to the development on the site*	• Refer to response at Attachment B
D5	*Pedestrian access and safety within the area*	• A pedestrian refuge island on Old Northern Road south of Stonelea Circuit and a signalised pedestrian crossing at the Old Northern Road and Kenthurst Road intersection are currently available to provide safe crossing opportunities across Old Northern Road • Potential items for inclusion in a future VPA offer with Council generally comprise public domain and pedestrian accessibility works which will integrate with and complement recently approved public domain works associated with the Maronite Church at 669 Old Northern Road and the Round Corner Town Centre Expansion Site at 488-494 Old Northern Road immediately opposite the Site. • This will contribute to the creation of a walkable town centre north of the approved signalised pedestrian intersection at Old Northern Road and Franlee Road and improve pedestrian connectivity and accessibility within the broader Round Corner Town Centre
D6	*Inadequate public transport and associated services for customers and residents in the area*	• The Site is connected with the wider locality through a public transport network

ATTACHMENT 2 - ITEM 6

Ref.	Submission and feedback	Response
		• A bus stop is located 40 metres to the south of the Site on the same side of the Old Northern Road and another bus stop is located 70 metres to the north on the opposite side of the Old Northern Road • As detailed in the Traffic and Transport Assessment submitted with the Planning Proposal, the Site is connected with regular bus services to Parramatta and Castle Hill (bus services every 30 minutes during peak periods and every 30-60 minutes during off-peak periods) • However, it is poorly connected to the Hornsby Ku-ring-gai Hospital and Health Precinct and planned Rouse Hill Hospital by public transport • Coupled with the undersupply of day surgeries and hospitals and the identified demand for such facilities in the locality, this further highlights the need for additional health infrastructure in the locality consistent with the principle of a 30 minute city
D7	*Impacts on sensitive receivers from increased noise and lighting generation related to a health services facility*	• These are issues that can be adequately addressed in detail at DA stage
D8	*Lack of sewage infrastructure for the site*	• The Planning Proposal is supported by a sewage infrastructure letter and plan at Appendix W which outlines four options which can be implemented to satisfactorily service the Site
D9	*Environmental impacts due to the proposed removal of significant trees on site*	• An Arboricultural Impact Assessment (AIA) and a Flora and Fauna Assessment (FFA) were provided in support of the Planning Proposal • The AIA identifies 4 trees to be retained and a further 3 to be potentially retained subject to further investigation • The FFA concluded no tests of significance under Section 7.3 of the Biodiversity Conservation Act 2016 were required for threatened species, given the impact of the proposed works are considered negligible on foraging habitat utilised • The proposal provides further compensatory tree planting to offset tree removal
D10	*Overdevelopment of the site and increased hard stand surfaces*	• A Stormwater Management Plan was provided with the Planning Proposal, which outlined three solutions that could be implemented to address stormwater management at DA stage

ATTACHMENT 2 - ITEM 6

Ref.	Submission and feedback	Response
		• The proposal also incorporates substantial landscaped areas and below ground parking to reduce the extent of hard stand surfaces
E	**Submission 5**	
E1	*Building height increase in a generally residential area*	• As noted in the response to D2 of this submission, the indicative-built form is consistent with the emerging urbanised character of the surrounding locality
E2	*Bus stop location and the impacts that this may have on school children accessing the area, as well as multiple buses stopping out the front of the proposed site*	• Refer to response to A2
E3	*Power outages in the area and possible further stress placed on the power grid within the area*	• The Planning Proposal is supported by an Infrastructure and Services Assessment which concludes that the majority of utility connections are available within Old Northern Road fronting the Site or nearby. Electrical services may require lead in works or a new crossing under Old Northern Road • This matter will be further addressed at DA stage

ATTACHMENT 2 - ITEM 6

KEYLAN

Attachment B

Response to the submission by Traffic Transport Planning Partnership

ttpp transport planning

Our Ref: 20318

15 June 2022

Healing ONR Pty Ltd
679-685 Old Northern Road
Dural, NSW, 2158

Attention: Mr Steven Jacobs

Dear Steven,

RE: DURAL HEALTH HUB PLANNING PROPOSAL, 679 - 685 OLD NORTHERN ROAD, DURAL TRAFFIC RESPONSE TO SUBMISSIONS

As requested, please find herein The Transport Planning Partnership (TTPP)'s response to submissions issued by Hornsby Shire Council via email dated 24 May 2022.

Background

A Planning Proposal has been submitted for an additional permitted use (APU) to facilitate a health services facility at 679-685 Old Northern Road, Dural.

Submissions were received raising traffic related concerns regarding the development. It is assumed that one of submissions was from TfNSW, based on the technical feedback. The traffic related items have been listed and addressed in the following.

Response to Traffic Submissions

It is expected that Submission 1 is from TfNSW, due to the technical nature of the comments.

Submission 1

- *Not supportive of the proposed two separate driveways and would prefer a consolidated left-in/left-out driveway located near the southern boundary of 679-681 Old Northern Road with a separation in accordance with Australia Standards.*

Noted. This can be addressed as part of the future DA.

The Transport Planning Partnership
Suite 402, 22 Atchison Street
ST LEONARDS NSW 2065

- *The proposed relocation of the existing south-bound bus stop to the frontage of the subject site without appropriate justification. A bus stop indentation should be considered and investigated given the existing southbound passing lane fronting the site is anticipated to be utilised by traffic once it is extended south to the Franlee Road intersection.*

Noted. This can be further assessed should a Gateway Determination be received.

- *Minimising the opportunity for any right-turn movements into/out of the site by upgrading the pedestrian refuge to a barrier kerb and constructing a concrete median within the chevron markings on Old Northern Road in vicinity of the site.*

Noted. This can be further assessed should a Gateway Determination be received.

- *The application of trip generation rates for planning proposal, using the RMS Trip Generation Surveys Medical Centres – Analysis Report, are not representative or appropriate for adoption at the site and a higher rate should be applied.*

It is not clear why the rates from TTPP's traffic report are not representative or appropriate, and what rates TfNSW would prefer.

The medical centre analysis report, undertaken on behalf of TfNSW, includes a survey of several sites, including some located in outer parts of Sydney with low public transport accessibility, such as Dural, Dee Why, Riverstone and Sans Souci. On this basis, it is considered that the TfNSW analysis report is appropriate and considerate of the various types/accessibility of medical centres in Sydney. Additionally, these studies by TfNSW were commissioned to advise and provide input into the update of the TfNSW *Guide to Traffic Generating Development 2002*, which is considered to have outdated survey data.

It should also be noted that the trip generation assessment is conservative in some respects, noting that:

- the provision of 35 consulting rooms includes 19 specialist rooms and 16 general medical centre rooms. The high number of rooms is to enable doctors to have their own personal offices and work in shifts. That is, not all doctors would be working at the same time, and as such, would not be generating patient traffic at the same time.
- the Day Surgery trip rate is based on the parking provision and is a conservative method of assessment. Day surgeries tend to generate longer duration of stays and a lower turnover of parking and therefore, a lower turnover of traffic compared to a medical centre. The Day Surgery proposes 4 operating rooms, 20 recovery bays and 15 short stay beds. Patient arrivals and departures for the proposed 35 beds are unlikely to occur at the same time, as such the estimate of 40 vehicles per hour is considered significantly conservative.

As a sensitivity case, TTPP has reassessed the traffic generation of the medical centre based on the floor area of the entire site and not just the consulting rooms, i.e., inclusive of ancillary space such as pathology, imaging centre, laboratories. Based on the rates from the TfNSW study, the medical centre trip generation of 72 – 90 vtph as summarised in Table 1, which is consistent with the results of the trip generation based on the number of rooms.

Table 1: Trip Rate based on Floor Area vs Rooms

Uses	Yield	Traffic Rate based on TfNSW Study			Traffic Generation (vph)		
		AM Peak	PM Peak	SAT Peak	AM Peak	PM Peak	SAT Peak
Medical centre and consulting	1,796m² GFA	0.04	0.046	0.05	72	83	90
	35 rooms	2.1	2.4	2.6	74	84	91

The results also suggest that the ratio of the number of rooms to floor area is consistent with sites surveyed by TEF as part of the TfNSW study.

As we are undertaking traffic modelling to address one further concern, we have used their rates in the modelling.

- *While the proposal expects development traffic will arrive from the north based on the catchment area, any traffic generated from the south would travel northbound along Old Northern Road and make a U-tun in Stonelea Circuit resulting in any development traffic turning right out of Stonelea Circuit exacerbating existing traffic and safety issues in the area.*

It is agreed that the right turn from Stonelea Circuit into Old Northern Road has existing issues with traffic having to find gaps in both directions of traffic. However, due to the delays experienced at this movement, people are unlikely to choose it as a preferred route. If arriving from the south, people are more likely to choose their route earlier and arrive via New Line Road as suggested in the traffic study. Alternatively, south bound traffic can make a u-turn at the Old Northern Road and New Line Road roundabout, particularly as this roundabout operates well at the moment (see modelling below)

- *The use of Sydney's Strategic Travel Forecast Model (STFM) data for estimated future traffic growth should not be referenced in the traffic report because it was provided for a different past project under an Access Agreement.*

Noted. A future DA submission will update the traffic assessment report as requested.

- *Should a Gateway Determination be issued, the following amendments to the Indicative Architectural Plans and Traffic and Transport Assessment should be:*
  - *Indicative Concept Plans:*
    - *Sufficient details regarding relocation of existing road infrastructure (i.e., sign posts, traffic signal posts, street lights, power poles, construction of retaining walls, etc.) to accommodate the proposed footpath along the Old Northern Road frontage between Kenthurst Road and the subject site;*
    - *A consolidated left-in/left-out driveway with a separation in accordance with Australia Standards. Sufficient details and sight distance assessment is required with respect to any proposed driveway.*
    - *Appropriate justification for the proposed bus relocation and further details regarding the design of the bus stop area; and,*
    - *Sufficient details for any proposed concrete median and/or upgraded pedestrian refuge.*

Noted. This can be further assessed should a Gateway Determination be received.

- *Future year scenarios modelling does not account for a future scenario where surrounding approved developments and Old Northern Road/Franlee Road intersection upgrades have not been completed, limiting scope of the impact of the subject development traffic; and,*
- *SIDRA Intersection and modelling results provided in Table 5.4 – 5.6 and Appendix D used to model the five intersections on the surrounding road network.*
- *Traffic and Transport Assessment:*
- *Table 5.1 of the Traffic and Transport Assessment should be updated with revised traffic generation for the site using the recommended trip rates;*
- *STFM data used in Appendix C should be deleted regardless if growth rates on the surrounding road network have seen minimal change since the provision of the STFM data in 2019;*
- *An additional modelling scenario should be undertaken for future year scenarios without considering cumulative traffic generated from approved developments to assess the impact of 35% of the subject development traffic using existing priority-controlled Old Northern Road/Franlee Road intersection on a standalone basis; and,*
- *SIDRA modelling files (.sip) for the five intersections on surrounding road network modelling should be provided.*

We have previously answered the majority of these points but we do note the following:

- As discussed above, it is unlikely that people will prefer Stonelea Circuit as a preferred route, due to delays expected at this location. People would choose their travel routes earlier and are likely to arrive via New Line Road.
- We note that the development traffic should not be assessed in isolation for a Planning Proposal where other projects nearby are approved and are owned and being developed by the same proponent as this site. Accordingly, the proponent for the proposed Health Services Facility is also responsible for the delivery of the Franlee Road and Old Northern Road intersection upgrade.
- Notwithstanding, the SIDRA modelling has been revisited with the cumulative development traffic and the intersection upgrade of Franlee Road and Old Northern Road removed from the model. The traffic distribution of the site traffic has been retained as per the submitted TIA; however, we note that realistically, the traffic distribution would alter if the Franlee Road and Old Northern Road is not upgraded. There would be similar issues to that of Stonelea Circuit, where delays would be experienced while giving way to through traffic along Old Northern Road.

The results of the modelling are presented in Table 2, Table 3 and Table 4.

Table 2: SIDRA Modelling Results AM Peak Hour

Intersection	Scenario 0 (Surveyed Conditions)		Scenario 1 (Year 2026 Base)		Scenario 2 (2026 + Development)		Scenario 3 (Year 2036 Base)		Scenario 4 (2036 + Development)	
	Ave Delay	LoS	Ave Delay	LoS	Ave Delay	LoS	Ave Delay	LoS	Ave Delay	LoS
Old Northern Road/ Kenthurst Road	34	C	42	C	52	D	81	F	84	F
Old Northern Road/ Stonelea Court	89	F	93	F	105	F	164	F	205	F
Old Northern/ Franlee Road	45	D	50	D	74	F	83	F	436	F
Old Northern Road/ New Line Road	20	B	20	B	20	B	21	B	22	B
Old Northern Road/ Glenhaven Road	18	B	19	B	19	B	21	B	21	B

ttpp transport planning

Table 3: SIDRA Modelling Results PM Peak Hour

Intersection	Scenario 0 (Surveyed Conditions)		Scenario 1 (Year 2026 Base)		Scenario 2 (2026 + Development)		Scenario 3 (Year 2036 Base)		Scenario 4 (2036 + Development)	
	Ave Delay	LoS	Ave Delay	LoS	Ave Delay	LoS	Ave Delay	LoS	Ave Delay	LoS
Old Northern Road/ Kenthurst Road	34	C	32	C	35	C	44	D	51	D
Old Northern Road/ Stonelea Court	158	F	171	F	235	F	758	F	766	F
Old Northern/ Franlee Road	44	D	49	D	81	F	90	F	375	F
Old Northern Road/ New Line Road	22	B	23	B	23	B	24	B	25	B
Old Northern Road/ Glenhaven Road	17	B	17	B	18	B	23	B	24	B

Table 4: SIDRA Modelling results Saturday

Intersection	Scenario 0 (Surveyed Conditions)		Scenario 1 (Year 2026 Base)		Scenario 2 (2026 + Development)		Scenario 3 (Year 2036 Base)		Scenario 4 (2036 + Development)	
	Ave Delay	LoS	Ave Delay	LoS	Ave Delay	LoS	Ave Delay	LoS	Ave Delay	LoS
Old Northern Road/ Kenthurst Road	31	C	37	C	39	C	52	D	59	E
Old Northern Road/ Stonelea Court	90	F	110	F	165	F	519	F	648	F
Old Northern/ Franlee Road	36	C	49	D	78	F	71	F	217	F
Old Northern Road/ New Line Road	22	B	23	B	24	B	24	B	26	B
Old Northern Road/ Glenhaven Road	16	B	16	B	16	B	17	B	17	B

The updated modelling presents the following key results:

- Stonelea Circuit – Old Northern Road intersection is failing under existing conditions, due to the right turn movements, which experience delays. However, the through movements along Old Northern Road are operating well.
- Franlee Road – Old Northern Road intersection is near capacity under existing conditions, due to the turning movements into and out of Franlee Road. Old Northern Road through movements are operating well.
- The addition of background traffic growth along Old Northern Road is expected to increase delays at these intersections which are near or at capacity. This is due to vehicles on side roads giving way to a higher number of vehicles along the main road.
- The addition of development traffic will further add to these existing issues, with development traffic increasing through movement traffic along Old Northern Road and turning movements, in and out of Franlee Road.
- Based on the results of the modelling, the priority controlled intersections along Old Northern Road, such as Franlee Road need to be upgraded, to improve delays and safety of vehicle turning movements into Old Northern Road, particularly right turn movements. Alternatively, right turn movements could be banned all together.
- Its noted that the development traffic distribution has allowed for exiting traffic from the site to turn around at Franlee Road and travel northbound along Old Northern Road via right turn. With increasing traffic flows, it is unlikely that drivers would choose this as an option. It is expected that drivers would be better off undertaking a longer route, rather than experience the heavy delays associated with the right turn movement into Old Northern Road.
- However, the TTPP's modelling has retained this distribution for consistency with the Planning Proposal TIA.
- In the unlikely case that the Franlee Road and Old Northern Road intersection is not upgraded, it is recommended that a further analysis of the anticipated traffic distribution is undertaken post Gateway Determination. However, we note that the proponent of this Planning Proposal site is also responsible for the upgrade of the Franlee Road and Old Northern Road intersection.

The SIDRA movement summaries are provided in Attachment One.

The following submissions are not expected to be feedback from TfNSW.

Submission 2

- *The potential traffic implications of the planning proposal development on the capacity of Old Northern Road and the surrounding road network, including traffic travelling from Box Hill and North Kellyville Growth Centres on Kenthurst Road and vehicular movements accessing the site from the south on Stonelea Court, Kenthurst Road and Maple Street. The Hills LSPS identifies an arterial by-pass for Round Corner, however no commitment from TfNSW for the funding or delivery of this arterial by-pass. Further consultation with TfNSW is required before progression.*

The roads are already overcapacity based on our traffic study. Several developments have however been approved in the local area with similar traffic effects noting that improvements are planned for the adjoining road network.

Submission 4:

- *Traffic implications related to the development on the site;*

This is addressed in detail in the TIA submitted as part of the planning proposal and in the updated modelled presented above. It would be further addressed in the detailed design as part of the future DA.

- *Pedestrian access and safety within the area;*

Noted. To be addressed during detailed design as part of a future DA.

Submission 5:

- *Bus stop location and the impacts that this may have on school children accessing the area, as well as multiple buses stopping out the front of the proposed site; and*

The traffic generation assessment is based on car travel being the primary mode share. For those who travel by bus, the Planning Proposal has made provision for the bus stop and improved pedestrian links.

Further discussions would be undertaken with TfNSW in relation to the potential relocation of the bus stop. Any identified pedestrian access and impacts could also be addressed then.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

Ken Hollyoak
Director

Encl. Attachment One – SIDRA Outputs

ITEM 7

ATTACHMENT/S

REPORT NO. PC14/22

ITEM 7

1. PP/1/2022 - PLANNING PROPOSAL - 7 CITY VIEW RD, PENNANT HILLS_PP-2022-908

ATTACHMENT 1 - ITEM 7

GYDE

Planning Proposal

7 City View Road, Pennant Hills

submitted to Hornsby Council
on behalf of EG

Planning Proposal

This report was prepared by:

Executive Director:	David Ryan
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Project:	21071
Report Version:	Final

Disclaimer

This report has been prepared by Gyde Consulting with input from a number of other expert consultants (if relevant). To the best of our knowledge, the information contained herein is neither false nor misleading and the contents are based on information and facts that were correct at the time of writing. Gyde Consulting accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in information in this publication.

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APPENDICES

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B	Arboricultural Impact Assessment	Travers Bushfire and Ecology
C	Biodiversity Assessment Report	Travers Bushfire and Ecology
D	Economic Assessment	HillPDA Consulting
E	Pre-DA Report for ESD Services	EMF Griffiths
F	Heritage Impact Statement	City Plan Heritage
G	Services Infrastructure Report	Northrop
H	Landscape Concept	Arcadia
I	Traffic and Transport Impact Assessment	Stantec
J	Urban Design Report	Hatch Roberts Day
K	Draft Site Specific DCP	GYDE Consulting
L	Voluntary Planning Agreement Offer	EG / Mills Oakley
M	Social Infrastructure Report	Elton Consulting / WSP
N	Community Engagement Report	Elton Consulting / WSP
O	Proposed LEP Maps	Hatch Roberts Day

1. EXECUTIVE SUMMARY

This Planning Proposal (PP) is being submitted to Hornsby Shire Council on behalf of the proponent, EG Funds Management Pty Limited (EG).

This PP explains the intended effect of, and justification for, the proposed amendment to the Hornsby Local Environmental Plan 2013 (HLEP). The amendment is a site specific LEP for 7 City View Road, Pennant Hills (the site). The PP has been prepared in accordance with Section 3.33 of *the Environmental Planning and Assessment Act 1979* (EP&A Act) and the relevant Department of Planning Guideline '*Local Environmental Plan Making Guideline (Dec 2021)*'.

Proposed Site Renewal

The intended renewal of the site involves a mixed-use commercial and residential re-development that retains significant stands of existing vegetation, whilst incorporating a publicly accessible 'pocket park' and communal facilities. . The proposal capitalises on the slope of the site to provide a 7 storey, stepped building, which effortlessly blends in with its surroundings (refer to Figure 1). The building is proposed to include a mix of uses including residential, commercial, seniors living and community uses.

Figure 1: Indicative Concept (Source: Fender Katsalidis)

Figure 2: Indicative concept (Source: Fender Katsalidis).

LEP Amendments

To enable the redevelopment and associated public benefits to be delivered, the following amendments to the HLEP are required:

Table 1: Summary of LEP Amendments

Control	Existing	Proposed
Floor Space Ratio	1.5:1	2.7:1
Zone	B5 Business Development	No change proposed
Building Height	23.5 metres	No change proposed
Additional permitted use	N/A	'Residential flat buildings' and/or 'Seniors housing but only as part of a mixed-use re-development containing non-residential uses including office premises.

It is proposed to include residential flat buildings as an additional permitted use on the site but only as part of a mixed-use re-development containing non-residential uses including office premises, to overcome definitional limitations associated with the current definition of 'shop top housing' (a permitted use in the B5 Business Development zone) on a sloping site such as this. 'Shop top housing' is currently defined as *"one or more dwellings located above the ground floor of a building, where at least the ground floor is used for commercial premises or health services facilities"*. The slope of the site has informed the proposed renewal concept and resulted in the provision of dwellings, commercial premises and community facilities over multiple levels. Introducing residential flat buildings as a permissible use (as part of a mixed-use development) will ensure the site can be renewed regardless of the impact of the slope of the site on the location of commercial premises in relation to dwellings.

Seniors housing is also proposed as an additional permitted use in order to avoid any doubt about the application of Part 5 of the Housing SEPP, as a consequence of the biodiversity mapping that applies to a small area of the site.

The proposed LEP amendments could facilitate a redevelopment with the following:

Table 2: Key Concept Statistics

Key Concept Statistics (indicative only)	
Residential	77 apartments
Seniors Housing	28 Independent Living Units
Commercial / Retail	3,448 sqm
Community Uses	571 sqm
Open Space	700 sqm (pocket park) 635sqm (communal level 3 terrace) 380sqm (level 6 occupants)

Public Benefits

- Employment - the development has the potential to generate up to 280 jobs upon completion, which is an increase of 31 jobs when compared to the site's existing building (noting that the building has been vacant since 2018).
- Pocket Park – a new publicly accessible pocket park with a total area of 700sqmfor the enjoyment of local residents and community (refer to Figure 3). The pocket park will also formalise an existing pedestrian 'desire line' through the site.
- Community Space – a new communal space is proposed to be located within the development, for the benefit of on-site residents in addition to use by local community groups for functions and gatherings.
- Green Star Building – the new development has the potential to be a Green Star building, demonstrating and including the latest environmentally sustainable design and construction techniques.

- Streetscape Improvements - including the potential construction of acoustic treatment to rail and Pennant Hills Road for improved amenity, pedestrian amenity improvements at the nearby City View Road and Pennant Hills Road intersection, and other civic improvements.
- Affordable Housing - approximately 5% of the future residential accommodation is proposed as affordable housing, with a focus on key workers such as emergency service personnel and teachers, nurses and senior residents.
- Diversity – the proposal will increase the diversity of dwelling stock in the LGA, which is currently dominated by detached dwellings.

The PP is accompanied by a Letter of Offer to enter into a Voluntary Planning Agreement (VPA) which includes the public benefits being offered to Council. The tenure of the publicly accessible spaces such as the pocket park will be the subject of future VPA related discussions with Council, including their possible dedication.

Figure 3: Indicative Pocket Park (Source: Fender Katsalidis)

Strategic Merit

The PP demonstrates strategic merit by aligning with several key strategies applicable to the site and surrounding local area. The proposal enables greater contribution to the housing supply of Hornsby LGA, retention of employment land and delivery of community spaces and publicly accessible open space. In relation to direct consistency with strategic documents:

- **Greater Sydney Region Plan (GSRP)** – the proposed concept is consistent with the applicable elements of the GSRP. This includes through the site's proximity to 'city-shaping infrastructure' such as Northconnex and the North-West Rail Link, the vicinity of the site to employment hubs and Pennant Hills train station and the proposed public domain works which will improve walking and cycling

accessibility and provide improved streetscapes.

- **North District Plan (District Plan)** – the proposed concept is consistent with the planning priorities outlined in the District Plan. Pennant Hills is identified as a local centre in the District Plan, which act as the focal point of neighbourhoods. The proposed concept will reinforce the role of Pennant Hills as a local centre through the renewal of the site. Further, the District Plan identifies potential renewal opportunities along the Pennant Hills Road corridor, leveraging the investment made in NorthConnex. The Planning Proposal is entirely consistent in this regard.
- **Local Strategic Planning Statement (LSPS**) – the LSPS identifies that Pennant Hills town centre is in need of revitalisation and renewal. The proposal directly responds to this statement, as it seeks to renew a key site in the local area, potentially acting as a catalyst for the broader revitalisation within the Pennant Hills area, particularly around the town centre. The proposal is also consistent with numerous other priorities within the LSPS, including in relation to environmental, local character, high-quality design and promoting the '30-minute city'.
- **Local Housing Strategy (LHS)** – the proposed concept incorporates opportunities for diverse housing as well as increased housing supply and delivery. The introduction of residential flat buildings and seniors housing as uses to be provided alongside commercial, retail and publicly accessible open space will enable provision of housing to assist Hornsby LGA in meeting its housing targets to 2036. The site aligns with the typology of ideal housing locations identified in Objective 5 of the LHS, particularly given its proximity to Pennant Hills train station and the Pennant Hills town centre.
- **Employment Lands Study (ELS)** - the intent of the PP aligns with the recently adopted ELS, which states that B5 zoned land should be retained. The proposed concept seeks to maintain the current zoning, with the introduction of new land uses to allow for a mixed-use development that renews and enhances the site. The development provides a net increase in employment opportunities when compared to the site's existing buildings.

Site Specific Merit

The PP demonstrates site-specific merit, with the unique elements and location of the site informing the development of the proposed concept. In relation to the suitability of the site for the proposed concept:

- The site is not subject to significant environmental constraints or hazards, such as bushfire or flooding. This means the location of the proposed concept is not placing new homes or workplaces in high-risk, hazard-affected areas.
- The presence of Blue Gum High Forest is a valued part of the site and it has been carefully considered throughout the development of the proposed concept. A Biodiversity Assessment Report confirms the proposed development will not have a significant impact on any threatened species, populations or TECs.
- The proposed concept has also carefully considered neighbouring land uses, including the surrounding low-density residential, commercial and hotel uses. The proposed concept will not detrimentally impact the local area, given the proposed uses already largely occur in the local area. No adverse shadowing impacts to the surrounding low-density locality to the south of the site will occur and privacy impacts have been managed through the proposed built form.

- The site is well-serviced and there is sufficient infrastructure available to accommodate the proposed concept. Any augmentation required has been identified in the Services Infrastructure Report provided as part of this PP.

This PP demonstrates strategic and site-specific merit and addresses all relevant considerations under the *Local Environmental Plan Making Guidelines (Dec 2021)*. The proposed concept is consistent with State, Regional and Local planning policies and the relevant Section 9.1 Ministerial Directions.

2. SITE AND LOCALITY DETAILS

2.1. Local and District Context

The site is located at 7 City View Road, within the suburb of Pennant Hills, approximately 25km north-west from the Sydney Central Business District (CBD). The site is located within the Local Government Area (LGA) of Hornsby and within the jurisdiction of Hornsby Shire Council. A location plan of the site is shown in Figure 4.

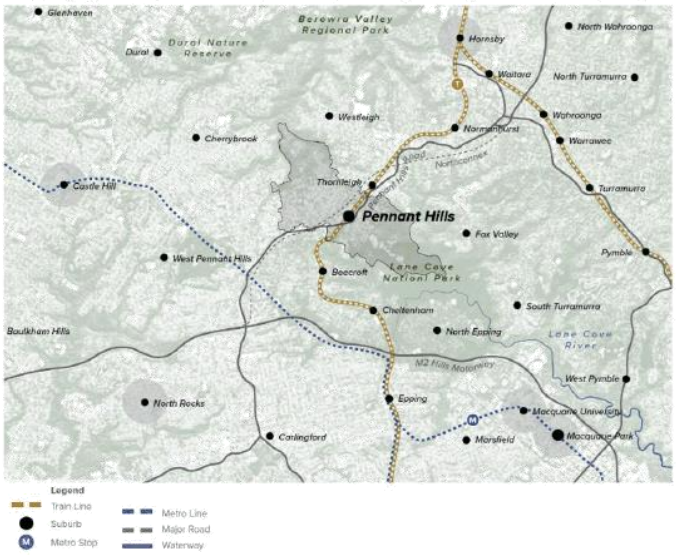

Figure 4: Regional context map (Source: Hatch Roberts Day).

Figure 5: Local context map (Source: Hatch Roberts Day).

2.2. Site Features and Existing Development

The site is legally described as Lot 3 in Deposited Plan 732565 and has an area of approximately 6,476sqm. A detailed site plan is shown in Figure 6.

The site is currently occupied by a 3-5 storey commercial office building including above ground car parking (refer to Figure 7). The building is currently vacant and is surrounded by mature trees and vegetation (refer to Figure 8-Figure 12). The lot has frontages to City View Road to the north-west and Wongala Crescent to the south-west. It also adjoins the T1 North Shore, Northern & Western train line to the south-east. Building heights are perceived differently due to the sloping topography of the site, which falls substantially from north-west to south-east away from Pennant Hills Road (refer to Figure 8).

Figure 6: Site Analysis of the subject property (Source: Fender Katsalidis).

Figure 7: Commercial office building on the site, viewed from City View Road (Source: Google).

Figure 8: View of the site from the top of Boundary Road/Wongala Crescent (Source: Google).

Figure 9: View of the site from City View Rd, near the intersection with Boundary Road (Source: Google).

Figure 10: Wongala Crescent, looking north (Source: Google)

Figure 11: Vegetation along Wongala Crescent (Source: Google)

Figure 12: View of the rear of the site and adjacent rail corridor (Source: Google).

2.3. Surrounding Land Use Context

The site is situated within, and forms an integral part of, the Pennant Hills Local Centre. A range of uses and densities of development are located in the vicinity of the site. The site is within close proximity to Pennant Hills Road, which comprises a variety of different building forms. The site is located within the City View Road Precinct, being a triangular shaped area, which is part of the Pennants Hills Centre, bounded by the Main Northern Railway corridor, Pennant Hills Road and Boundary Road, and has a distinctive physical and land use character. It is intensely developed with several larger scale buildings, including a seven-storey commercial office building occupied by Catholic Care - Diocese of Broken Bay, an eight-storey residential flat building, a five-storey hotel, a 7-9-storey (approx.) commercial building occupied by various commercial tenancies, and a Telstra substation (see Figure 13). To the north-east of the site (within a 5-10 minute walk) is located the Pennant Hills Rail Station, the adjacent bus interchange and a diverse range of retail and medical services, in addition to a community centre and library adjacent the station (refer to Figure 5).

Opposite the site, on the opposite side of the train line and to the south and west of the site are single detached residential dwellings, also within the suburb of Pennant Hills.

Figure 13: Surrounding context of the site. Source: Fender Katsalidis.

Figure 14: View of Pennant Hills Road, to the north of the site (Source: Google).

Figure 15: Pennant Hills train station (Source: Google).

Figure 16: Single detached dwellings opposite the site (at left), with the bushland at the site's western boundary evident at right (Source: Google).

Existing Planning Provisions

The Hornsby Local Environmental Plan 2013 is the relevant Environmental Planning Instrument (EPI) applicable to the site. The following controls are relevant to the subject site.

Land use zoning: B5 Business Development (refer to Figure 17). An extract of the land use table for the B5 zone is provided in Table 3 below. The land uses identified in the development concept are permissible with consent under the B5 Business Development zone, including shop-top housing, commercial and office premises (as innominate uses) and food and drink premises. The introduction of residential flat buildings and seniors housing as additional permitted uses as part of the mixed-use development will overcome any definitional limitations associated with the definition of 'shop top housing' (as discussed in Section 1).

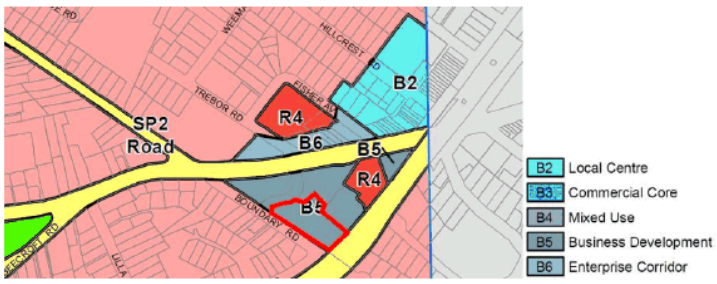

Figure 17: Land use zoning, site highlighted in red (Source: NSW Legislation).

Table 3: Permissible uses in B5 zone.

Permissible with consent (**emphasis added**)	Centre-based child care facilities; **Food and drink premises;** Garden centres; Group homes; Hardware and building supplies; Hotel or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Oyster aquaculture; Passenger transport facilities; Plant nurseries; Respite day care centres; Roads; **Shop top housing;** Specialised retail premises; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water reticulation systems; **Any other development not specified in item 2 or 4**

Floor Space Ratio: 1.5:1 (refer to Figure 18).

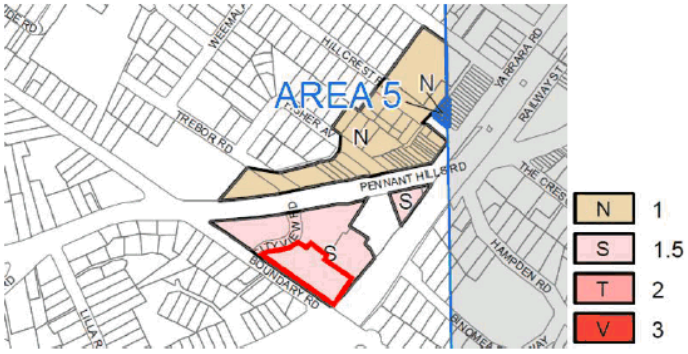

Figure 18: Floor Space Ratio, site highlighted in red (Source: NSW Legislation).

Height of Building: 23.5 metres (refer to Figure 19).

Figure 19: Height of building, site highlighted in red (Source: NSW Legislation)

Terrestrial Biodiversity: part of the site is zoned "biodiversity" (refer to Figure 20).

Figure 20: Terrestrial biodiversity, site highlighted in red (Source: NSW Legislation).

Heritage: the site is not a heritage item nor within a heritage conservation area (refer to Figure 21). However, the site is directly opposite the "Beecroft-Cheltenham Heritage Conservation Area" to the west. The HCA extends from the adjacent suburb Beecroft and terminates at Boundary Road. Part of this area comprises a historic subdivision which was used to fund the development of the railway line. It also contains a number of Victorian, Federation, Arts and Crafts, Inter-War and Post-War era buildings throughout the conservation area. The site is also adjacent to "bushland" to the south, which is a landscape heritage item that encompasses the rail corridor and certain vegetation within it.

Figure 21: Heritage, site highlighted in black (Source: NSW Legislation)

3. INDICATIVE RENEWAL CONCEPT

3.1. Urban Design Analysis

The Urban Design report at Appendix J provides an urban design analysis of the proposed concept. It identifies the vision for City View Place as being the creation of a context-responsive, green, mixed-use development, that will deliver a place for people that evolves the best attributes of Pennant Hills into the 21st century. Ultimately, the proposed concept seeks to revive an underutilised site, lacking activation and usable elements of public domain into a precinct delivering a range of community benefits, including new open space, seniors living, business space and a communal centre.

The Urban Design report undertook a detailed Place Assessment, which found that the proposal for City View Road delivers on the key urban design performance metrics identified within policy relevant to the site. Through measures such as providing new dwellings within walking distance of the nearby train station, including for seniors, delivering a new community facility and park, and retaining a large proportion of the trees on-site, the proposal demonstrates strong alignment with local and regional-level policies.

3.2. Key Design Moves

Six key 'design moves' have informed the proposal for the site, as outlined in the Urban Design Report at Appendix J. These are described below:

a. *Retain significant vegetation and promote green spaces*

   This includes retaining the majority of existing trees, introducing new tree plantings and increased landscaping and communal gardens.

b. *Enhance pedestrian permeability and activation*

   The incorporation of two, new through-site links and the continuation of the pedestrian footpath around the site boundary will deliver this design move.

c. *Respond sympathetically with the topography of the site*

   The stepped design of the built form reflects the topography of the site; the overall design promotes access to views and the creation of communal open spaces.

d. *Layering of uses in a vertical form to promote a truly integrated mixed-use development*

   The proposal provides a genuine mixed-use development concept by integrating uses such as seniors living, a multi-purpose community space, living and working spaces, a 'business incubator' space and a café.

e. *Provide a sensitive transition in scale, form and land use to both the commercial and residential precinct.*

   The scale of the proposal provides a sense of the missing middle typology, by providing an alternative situated between taller residential and commercial buildings and the low-rise residential dwellings in the surrounding area.

f. *Minimise overshadowing to nearby residential properties.*

The sympathetic development concept facilitates access to natural light for neighbouring properties.

A Place Assessment of the development concept using the Seven Essential Elements of Great Places was undertaken. This outlined that the proposal delivers on the key performance metrics within policy relevant to the site.

3.3. Building Envelope

The extensive tree canopy within part of the site and adjacent road reserves and rail corridorvegetation in the local area forms a key part of its character and identity. The proposed concept has recognised this through a sympathetic design that is set back from the valuable Blue Gum High Forest to the north-west of the site. Strong setbacks from City View Road and Boundary Road/Wongala Crescent have also informed the design and generally reflect the existing building setbacks.

Importantly, the proposal utilises the existing vegetation to maintain the leafy ambience of the locality.

3.4. Indicative Concept Plan

An indicative concept plan, prepared by Fender Katsalidis, is provided at Appendix A, which demonstrates the intended outcome of the proposed LEP amendments.

The indicative design of the proposal will provide a mixed-use development situated amongst the existing vegetation of the site, incorporating a pocket park and opportunities for work, play and living. The proposal capitalises on the slope of the site to provide a 7 storey, stepped building, which effortlessly blends in with its surroundings. The proposed building has been set back from City View Road to provide an enhanced pocket park for the community. Most levels combine two uses and include residential units across nine levels, commercial floor space across two floors, community space across one floor and seniors living across three floors (refer to Figure 22).

Based on the indicative section below, the re-development concept is generally consistent with the existing 23.5 metre building height control. However, it is noted that given the relatively steep topography, parts of the stepped building form occur slightly above, but also some distance below, the 23.5m height plane. Accordingly, this is considered a very minor departure to the height standard, causing no undue environmental impact and could ordinarily be addressed via a Clause 4.6 variation requets at the Development Application stage.

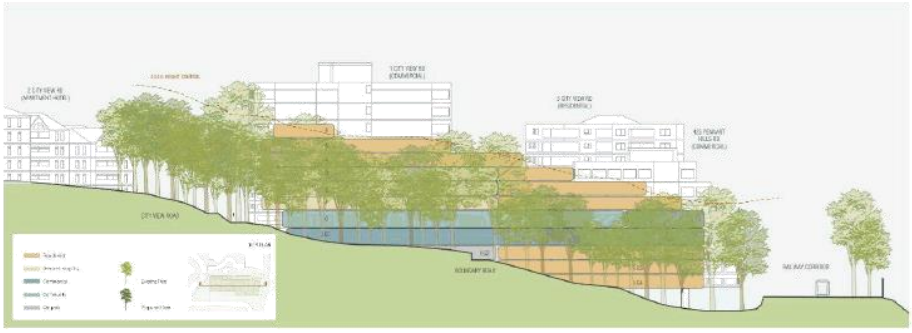

Figure 22: Indicative section (Source: Fender Katsalidis)

Figure 23: Renders of the proposed renewal concept, demonstrating the intended outcomes of the site (Source: Fender Katsalidis).

Figure 24: Aerial site render (Source: Fender Katsalidis).

3.4.1. Landscape and Open Space Outcomes

The landscape concept for the site has been driven by the question 'what makes a great outdoor space'? Seven elements of a great outdoor space are identified, these being:

- Atmosphere
- People
- Access
- Equality
- Environment
- Wildlife
- Comfort

These elements have informed a landscape concept that incorporates publicly accessible open space, through the provision of a 'pocket park' at the north-western end, bounded by the City View Road and Boundary Road frontages. This park integrates with the Blue Gum High Forest located in the western part of the site,

which will be regenerated and protected as part of the proposed concept. The various uses of the site encourage people to linger and spend time at the site at different times of the day, enhancing the safety and useability of the park by the public, as well as workers and residents of the building.

The proposal will also include substantial new plantings around the site including within the proposed pocket park, as part of the surrounding streetscape and integrated with the built form. The proposed built form will include a combination of natural materials (such as timber) and plantings on the terraces of the building (Figure 23) to further complement the woodland character of the site.

3.4.2. Access and Parking

The proposed concept has considered both pedestrian and vehicular access to the site and incorporated both in a way that encourages pedestrian usage of the site and enhances pedestrian/cyclist access to areas beyond the site (such as Pennant Hills Station). This includes a through-site link from Boundary Road/Wongala Crescent to City View Road, providing a quicker, safer route to footpaths connected to Pennant Hills Station.

Vehicular access will be provided from the existing spur road from City View Road, retaining the existing access. Car parking will be provided across a three-level basement car park from this access point. Access for services is proposed to be located on Boundary Road/Wongala Crescent, with a new service access proposed that will enable servicing of the site by 12.5m Heavy Rigid Vehicles, as noted in the Hornsby DCP. It is noted this access point is restricted to larger service vehicles only and, therefore, its use will be infrequent.

Table 4 provides a summary of the indicative development statistics which could be associated with the proposed concept plan (subject to variation with further detailed design development at DA stage).

Table 4: Summary of Development Statistics

Key Concept Statistics (indicative)	
Residential	77 apartments
Seniors Housing	28 Independent Living Units
Commercial / Retail	3,448sqm
Community Uses	571sqm
Pocket Park	700sqm

To ensure the key design principles (that have informed the re-development concept) are realised at the Development Application (DA) stage, a site-specific Development Control Plan (DCP) has been prepared and accompanies this PP at Appendix K. The draft document has established several key design principles to be

adhered to at the DA stage. Further, more detailed revision of the DCP can occur in conjunction with Council post-lodgement, with the intention to finalise the document during assessment of the PP.

4. PART 1 - OBJECTIVES AND INTENDED OUTCOMES

Objective

This Planning Proposal seeks to facilitate the renewal of the site for a genuine mixed-use outcome including residential as well as commercial (office) and community uses. It also proposes a number of public benefits including open space in the form of a `pocket park', a pedestrian thoroughfare, publicly available communal space, affordable housing and other civic amenity improvements.

It also seeks to implement a site-specific development control framework ensuring renewal of an exemplary standard and achievement of design excellence particularly with regards to architectural and landscape design in addition to environmental sustainability.

Intended Outcomes

- To provide housing choice which responds to the needs of the local community, potentially including compact dwellings and seniors housing in close proximity to services and infrastructure, and affordable housing to accommodate key workers.
- To maintain sustainable employment in the Pennant Hills Local Centre, by revitalising an existing, vacant commercial premises and retaining office premises in any site re-development.
- To provide significant public benefits, including a new publicly accessible pocket park and communal space for the benefit of the local community.
- To retain existing mature and significant vegetation where possible; and
- To facilitate a high-quality architectural design outcome, incorporating the principles of ecological sustainable development.

5. PART 2 - EXPLANATION OF PROVISIONS

The Planning Proposal proposes the following modifications to the Hornsby Local Environmental Plan 2013 (HLEP):

Table 5: Summary of LEP Amendments

Control	Existing	Proposed
Floor Space Ratio	1.5:1	2.7:1
Building Height	23.5 metres	Nil change proposed
Additional permitted use via an amendment to Schedule 1	N/A	'Residential flat buildings' and/or 'Seniors Housing' but only as part of a mixed-use redevelopment containing non-residential uses including office premises.

*Note: It is proposed to include RFBs as an additional permitted use on the site, to overcome definitional limitations associated with the current definition of "shop top housing" (a permitted use in the zone) on a sloping site such as this. This approach will manage issues around the provision of housing above the ground floor; the indicative design demonstrates the complexity of this in relation to the topography of the site. The proposed re-development concept (as facilitated by this PP) will deliver a similar typology to shop-top housing, however commercial office uses and communal spaces will be delivered on the lower-mid levels as opposed to confined to the ground floor. Seniors housing is proposed as an additional permitted use in order to avoid any doubt about the application of Part 5 of the Housing SEPP, as consequence of the biodiversity mapping that applies to a small area of the site.

It is proposed to introduce the additional permitted uses via an amendment to Schedule 1 of the HLEP. Example wording of the amendment has been provided below.

Table 6: Proposed Schedule 1 Amendment

Example Provision
Use of certain land at Pennant Hills *(1) This clause applies to land identified as 'Area x' on the Additional Permitted Uses Map being Lot 3 DP732565, 7 City View Road, Pennant Hills.* *(2) Development for the purposes of a residential flat building and/or seniors housing is permitted with consent but only as part of a mixed-use development containing non-residential uses including office premises.*

6. PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

6.1. Section A - Need for a Planning Proposal

6.1.1. Q1 - Is the planning proposal a result of an endorsed LSPS, strategic study or report?

The PP is considered to be consistent with and/or will enact specific recommendations from the following strategic documents (each of which is explored in further detail below):

- Hornsby Employment Land Study
- Hornsby Local Strategic Planning Statement
- Hornsby Local Housing Strategy

6.1.2. Q2 - Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Option 1 – No action

The first option is to undertake no action in relation to the site. This would not achieve the objectives and intended outcomes, given the site has been vacant for a number of years and requires renewal to provide value to the local area and the broader Pennant Hills town centre. The building is also significantly outdated and requires substantial upgrade works, which are unfeasible with current market conditions. As such, this option was discounted.

Option 2 – Renew the site under current controls

The second option is to renew the site under the current development controls. However, there is a misalignment between the permissible height of buildings and permissible floor space ratio (FSR) controls applying to the site, meaning that a poor development outcome would result. This would be compounded by the reliance on the existing definition of shop-top housing, which could produce poor mixed use design outcomes on the site, whereby commercial or health services facilities occupy the ground floor(s). The existing site slope and established residential amenity particularly along the Boundary Road frontage does not lend itself to activated ground plane commercial (retail & business) frontages in these locations. . As such, this option was discounted. The current range of permissible uses on the site has been demonstrated by market conditions over an extended period to be no longer conducive to promoting viable redevelopment.

Option 3 – Lodge DA with Clause 4.6 variation request

The third option is to lodge a Development Application (DA) with Council to renew the site, with an accompanying Clause 4.6 Variation Request to vary the applicable FSR control. This would attempt to balance the misalignment between the height of buildings and FSR controls. However, this would represent an extent of variation to a standard that would be better determined through a Part 3 process than a Part 4 process under the Act. Also, the DA would remain subject to the complications arising from the definition of shop top housing on the sloping site, potentially produce subpar outcomes for the renewal of the site.

Option 4 – Site Specific Planning Proposal

The fourth option is to lodge a site-specific Planning Proposal (PP) to enable the renewal of the site. The PP is the most transparent means of achieving the desired outcomes to facilitate the economic redevelopment of the land and provide public benefit. The PP enables the discrepancy between the height of buildings and FSR controls to be amended in a more strategic way through Part 3 rather than Part 4 of the Act; it also enables the introduction of other specific land uses that would permit the development of a well-designed mixed-use building that responds to its immediate and surrounding context. With shop top housing already permissible, the proposed introduction of residential flat buildings and seniors housing does not introduce residential development to the area – it simply refines the options available to renew the site given the limitations of the shop top housing definition. Therefore, Option 4 is considered to be the preferred option and a PP is required to facilitate the permissibility of the proposed development.

6.2. Section B - Relationship to Strategic Planning Framework

6.2.1. Q3 - Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The Greater Sydney Region Plan 2036

The Greater Sydney Commission released the Greater Sydney Region Plan in March 2018, which outlines a series of actions to coordinate the growth of Sydney. Of particular note, the Region Plan identifies the following locational criteria for urban renewal investigation opportunities:

Table 7: Consistency with the Greater Sydney Region Plan

Location Criteria	Comment
Alignment with investment in regional and district infrastructure which acknowledges the catalytic impacts of infrastructure such as Sydney Metro Northwest and Sydney Metro City & Southwest, NorthConnex, WestConnex, CBD and South East Light Rail, Parramatta Light Rail, Northern Beaches Hospital. Other possible future investments such as Western Harbour Tunnel and Beaches Link and Sydney Metro West and opportunities created by enhancements to existing infrastructure such as upgrades to schools, open space including sporting facilities and transport.	There is significant "city shaping" infrastructure within a short walking distance of the site, being the Pennant Hills Rail Station and bus interchange. Further, recently constructed infrastructure close to the site is expected to improve the site's accessibility and connectivity with the Greater Sydney Metropolitan Area. This includes the opening of Northconnex, with the tunnel's alignment located directly to the north of the site. Also, the North-West Rail Link is located several kilometres from the site , with the nearest metro stations being Cherrybrook, which will offer direct and frequent metro services to Chatswood, Macquarie Park and Norwest.
Accessibility to jobs, noting close to half of Greater Sydney's jobs are generated in strategic centres.	The site is in the vicinity of several Strategic Centres and major employment hubs, including Hornsby,

	Epping and Macquarie Park, which can be accessed from the site within under 30 minutes.
Accessibility to regional transport, noting that high frequency transport services can create efficient connections to local transport services and expand the catchment area of people who can access regional transport.	The site is within a short walkable distance (under 10 minutes) to the Pennant Hills rail station and bus interchange. The rail station provides frequent train services to major centres within the Sydney metropolitan area offering direct and frequent services to the Chatswood CBD.
Catchment areas within walking distance (up to 10 minutes) of centres with rail, light rail or regional bus transport.	The site is 500 metres (or 7 minutes) from the Pennant Hills train station, which is situated on the main northern line, providing direct heavy rail access to key centres including Hornsby, Epping, Macquarie Park in addition to the Sydney CBD.
Efficient interchanges with a comprehensive walking and cycling network.	The proposal includes improved streetscapes and public domain areas which will provide opportunities for improved walking and through-site pedestrian access. In addition, cycle access would be accommodated in any detailed design, along with end of trip facilities.
Areas of high social housing concentration where there is good access to services, transport and jobs.	Not applicable. The Pennant Hills Centre does not comprise high levels of social housing.
Distance from special land uses such as ports and airports.	Not applicable. The site is not near any ports or airports.

The North District Plan 2036

The North District Plan has been prepared to give effect to the Greater Sydney Region Plan. The plan has identified Pennant Hills as a local centre (refer to Figure 25). Local centres are the focal point of neighbourhoods and where they are a focus for public transport, they are an important part of a 30-minute city.

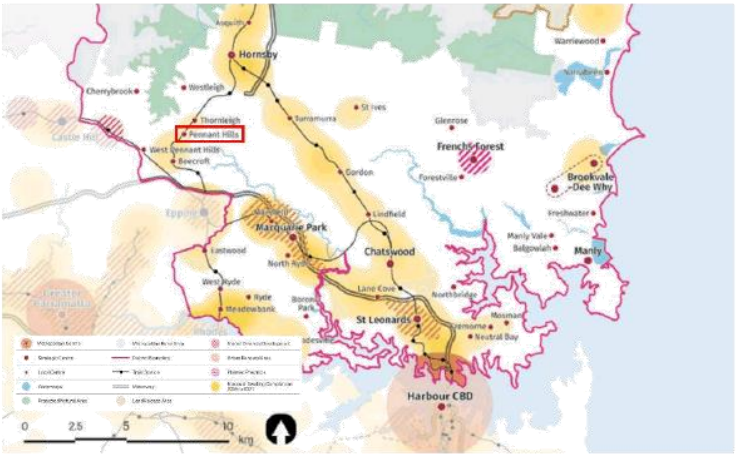

Figure 25: North District Plan, Pennant Hills outlined in red (Source: North District Plan).

Consistency with the plan's planning priorities, objectives and actions is demonstrated in Table 8 below.

Table 8: Consistency with North District Plan

Planning Priorities	Greater Sydney Region Plan objectives	Actions	Comments	Consistent
Planning Priority N1. Planning for a city supported by infrastructure	Infrastructure aligns with forecast growth-growth infrastructure compact. Infrastructure adapts to meet future needs. Objective 4 Infrastructure use is optimised.	Align forecast growth with infrastructure. Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.	The envisaged site renewal or re-development incorporates the principles of a Transit Oriented Development. It proposes a high-density mixed-use development, close to the Pennant Hills train station, providing direct services to the major centres and employment hubs.	Yes
Planning Priority N3. Providing services and social infrastructure to meet people's changing needs.	Services and infrastructure meet communities' changing needs.	Deliver social infrastructure that reflects the needs of the community now and in the future. Optimise the use of available public land for social infrastructure.	The indicative concept provides new social infrastructure such as new public domain areas and improved streetscapes. The PP also proposes a mixed-use development, incorporating non-residential floorspace. This will provide employment in the Pennant Hills centre.	Yes
Planning Priority N4. Fostering healthy, creative, culturally rich and socially connected communities	Communities are healthy, resilient and socially connected. Greater Sydney's communities are culturally rich with diverse neighbourhoods	Deliver healthy, safe, and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities. Facilitate opportunities for creative and artistic expression and participation, wherever feasible, with a minimum regulatory burden. Strengthen social connections within and	The subject site is within walking distance of train and bus services. The proposed development will also provide additional community infrastructure such as a pocket park and community space, for the utilisation of both Council and the local community. This will improve the overall amenity of the area and will	Yes

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		between communities through better understanding of the nature of social networks and supporting infrastructure in local places.	provide opportunities for people to walk and cycle, which promotes social cohesion and community connectivity. Overall, the proposal supports strong, healthy and well-connected communities.	
Planning Priority N5. Providing housing supply, choice and affordability, with access to jobs, services and public transport	Greater housing supply. Housing is more diverse and affordable.	Prepare local or district housing strategies. Prepare Affordable Rental Housing Target Schemes following development of implementation arrangements. Further potential urban renewal opportunities to align growth with infrastructure investment include: • leveraging the investment in NorthConnex on Pennant Hills Road	The site is located in a unique position, in close proximity to existing infrastructure, including the Pennant Hills train station and the Northconnex motorway. The PP is directly consistent with this action and priority, given it will leverage on the increased transport capacity around the site, facilitated by the opening of the NorthConnex tunnel, which significantly improves the site's accessibility and connectivity with the greater area. The PP facilitates an appropriate mix and number of dwellings which will contribute to increasing the supply of housing in the locality.	Yes
Planning Priority N6. Creating and renewing great places and local centres, and respecting the District's heritage	Great places that bring people together.	Use place-based planning to support the role of centres as a focus for connected neighbourhoods. Use flexible and innovative approaches to revitalise high streets in decline.	The PP encourages urban renewal of a key strategic site within the Pennant Hills local centre, which creates an opportunity for place-based planning.	Yes

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			The site is located directly opposite the "Beecroft-Cheltenham Heritage Conservation Area" and adjacent to "bushland" which is a landscape heritage item. The proposed concept plan includes an appropriate transition in height, away from the heritage items and suitable setbacks, to ensure there is no adverse impacts to site's heritage context and surrounding heritage items.	
Planning Priority N12. Delivering integrated land use and transport planning and a 30-minute city	A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities.	Integrate land use and transport plans to deliver the 30-minute city.	The site is located within 30-minutes of existing and future employment opportunities, within the Pennant Hills centre, and other major centres in the vicinity including Hornsby, Macquarie Park and Ryde.	Yes
Planning Priority N10. Growing investment, business opportunities and jobs in strategic centres	Investment and business activity in centres.	Provide access to jobs, goods and services in centres. Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional retail floor space.	The provision of non-residential floorspace will provide an opportunity to incorporate retail/commercial space within the proposed development, providing both business and job opportunities within the Pennant Hills centre.	Yes
Priority N21: Reducing carbon emissions and managing energy, water and waste efficiently	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.	Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts; and	As outlined in the ESD report prepared by EMF Griffiths (Appendix E), the proposed development will include the latest ESD principles. These principles	Yes

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		Support precinct-based initiatives to increase renewable energy, and energy and water efficiency.	have also been included in the proposed site-specific DCP (Appendix K), to ensure these principles are implemented at the Development Application stage.	

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Strategic Merit Considerations

DPE has released assessment criteria for assessing PPs, to justify and determine if a PP has strategic and site-specific merit. Table 9 below demonstrates the site has clear strategic and site-specific merit.

Table 9: DPE's Assessment Criteria

Does the proposal have strategic merit? Does it:	
give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy; or	As demonstrated in Table 8, the proposed concept is entirely consistent with the relevant priorities in the North District Plan. There are no other corridor/precinct strategies applicable to the site.
demonstrates consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan; or	Section 6.1.1 outlines consistency with both Council's LSPS and LHS. There are no local council strategies, that we are aware of, that have been endorsed by DPE, relevant to the PP.
respond to a change in circumstances that has not been recognised by the existing planning framework	**Infrastructure** There is significant infrastructure investment occurring within the vicinity of the subject site, including the recently constructed Northconnex and the North-West Rail Link, which are significant city-shaping infrastructure referenced in the North District Plan. This PP has the potential to maximise the usage of this new infrastructure, in addition to existing infrastructure such as the Pennant Hills train station, which is within walking distance of the site. **Local Environmental Plans** The Hornsby Local Environmental Plan 2013 was prepared in order to cater for the growth as outlined in a previous Metropolitan Strategy, 'A Plan for Growing Sydney'. The LEP (which was gazetted in 2013) is therefore approximately 8 years old. **Demographics** The Hornsby Local Housing Strategy (LHS) was prepared circa 2020, providing a series of updated demographic analysis and projections specific to the LGA.

	The LHS indicates that the population of Hornsby is anticipated to grow by approximately 32,000 people from 2016-2036, with an implied dwelling requirement of 14,879 dwellings (approx. 743 dwellings per year)[1]. The 2019 DPE Population Projections indicate that, in the short-term (from 2021-2026), the population of Hornsby will increase by 5,800 people. An implied dwelling projection for this period is not provided[2]. From Q1 2016 to Q4 2020, Hornsby averaged 200 dwelling completions per year[3]. This is not sufficient to accommodate the expected increase in population, with an additional 540 dwellings per year (approx.) required to meet the 743 dwellings needed to provide sufficient dwellings for the anticipated population. Council's LHS also identifies an ageing population in the LGA, with an expected increase of 9,000 additional persons aged 70+ from 2016-2036[4]. It notes the issues arising with the location of seniors housing in rural areas, particularly through SCCs. The proposal is located in an established urban area and will provide housing opportunities for seniors in a highly accessible location. As the planning controls applicable are more than 5 years old, a review of planning controls is therefore required in order to ensure the LGA can accommodate the forecast growth. This PP is capable of assisting the LGA in accommodating this growth by providing in the order of approximately 77 apartments, 28 independent living units for seniors and approximately 280 jobs. The proposal is located in an established urban area and provides space for various demographics to gather and interact. There is also a significant amount of investment in "city shaping" infrastructure in the vicinity of the site. As previously discussed, the site is in proximity to Northconnex and the North-West Rail Link, which significantly improve the site's accessibility and connectivity with the greater Sydney Metropolitan Area.
Does the proposal have site-specific merit, having regard to the following:	
the natural environment on the site to which the proposal relates and other affected land (including known significant environmental values,	The PP is located within an existing urban environment and is not subject to significant environmental constraints or hazards. The site is not bushfire prone land, nor is it flood-affected. A Biodiversity Assessment Report has been prepared by Travers

[1] Page 8, Hornsby LHS

[2] https://www.planning.nsw.gov.au/-/media/Files/DPE/Factsheets-and-faqs/Research-and-demography/Population-projections/2019-Hornsby.pdf

[3] https://www.planning.nsw.gov.au/Research-and-Demography/Metropolitan-Housing-Monitors/Metropolitan-Housing-Monitor

[4] Page 45, Hornsby LHS

resources or hazards)	Bushfire and Ecology (Appendix C), which confirms that the proposed development will not have a significant impact on any threatened species or populations or TECs.
existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates	The envisaged use of the site, being a mix of residential and commercial (office) uses is considered highly compatible with the surrounding land-use context. It will not unreasonably impact any surrounding development (existing or proposed). The Heritage Impact Statement identifies that the proposal would not generate any adverse impacts on nearby heritage items or the adjoining Beecroft-Cheltenham Heritage Conservation Area. The Urban Design Report also states that overshadowing of nearby residential properties is minimised and the built form facilitates access to natural light.
services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.	There is sufficient infrastructure available to accommodate the proposed development. The proposal will have minimal impacts on the surrounding road networks, will utilise existing public transport infrastructure and enhance the local walking and cycling infrastructure by providing a connection between the site and surrounding streets. Refer to Section 6.3.2.

6.2.2. Q4 - Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

As discussed in detail below, the proposed concept is consistent with the:

- Hornsby Local Strategic Planning Statement (LSPS)
- Hornsby Local Housing Strategy (LHS)
- Hornsby Employment Land Study (ELS).

Local Strategic Planning Statement

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

Of particular relevance to Pennant Hills Town Centre, the LSPS states the following:

Pennant Hills Town Centre is in need of revitalisation and renewal. A review of the Pennant Hills Road Corridor between Pennant Hills and Thornleigh will be undertaken with a strong placed-based approach aimed at improving the amenity and user experience for local residents within the corridor.

The proposal directly responds to this statement, as it encourages the renewal of a key site within an established multi-storey office and residential precinct, close to rail and bus transport along the nearby Pennant Hills Road corridor. The proposed concept may act as a catalyst for the revitalisation of the Pennant Hills town centre. The proposed concept also improves the quality and amenity of the public domain, by providing a new 700sqm publicly accessible pocket park, a new communal space, substantial landscaping and the retention and embellishment of existing mature vegetation.

Table 10 below outlines consistency with key priorities of Council's LSPS.

Table 10: Consistency with LSPS

Key Priorities	
Expanding our tree canopy cover and protecting mature trees to enhance the environmental qualities and character of the bushland shire	Consistent. The Landscape Plan (Appendix H) outlines the retention of the existing Blue Gum High Forest, regeneration of the Forest and supplementing this area with additional plantings. Significant landscaping is also proposed along the terraces of the proposed development.
Protecting the character of our low density neighbourhoods	Consistent. The concept plan has included several design techniques to ensure the amenity of the adjacent low-density residential area to the south and west is protected. This includes providing a transition in height, suitable setbacks from all boundaries and the retention of mature vegetation within the setback areas.
Responding to climate change with an active strategy to reduce carbon emissions and manage energy, waste and water efficiently	Consistent. The proposed concept plan has been designed in accordance with the latest Ecological Sustainable Design principles. An ESD report has been prepared by EMF Griffiths (Appendix E), which outlines the key principles which will be implemented at the Development Application stage to minimise the development's carbon footprint. These principles, which adopted a Green Star design for the development, have been incorporated into the proposed site-specific Development Control Plan at Appendix K.
Improving the quality of architectural design of new development	Consistent. The proposed concept plan has been informed by both the Architectural Package prepared by Fender Katsalidis (Appendix A) and the Urban Design Report prepared by Hatch Roberts Day (Appendix J). The design of the redevelopment will include a combination of neutral/natural materials, sensitive massing and the retention of mature vegetation which will ensure the development exhibits a high degree of architectural quality and design excellence. Further, the site specific DCP will ensure these high-quality design principles will be adhered to in any site re-development.
Enhancing, protecting, conserving and	Consistent. The Heritage Impact Statement (Appendix F) states that no adverse impacts would occur to any nearby heritage items or the adjacent Beecroft-

promoting our natural, built and cultural heritage	Cheltenham Heritage Conservation Area.
Revitalising the Hornsby Town Centre	Not applicable.
Protecting and enhancing the environmental value and economic productivity of the Metropolitan Rural Lands in the Shire	Not applicable – the site is not within the Metropolitan Rural Lands.
Supporting sustainable economic growth based on the Shire's built and natural assets, infrastructure and locational advantages	Consistent. The proposed concept takes advantage of the site's locational attributes of being within the Pennant Hills town centre and in close proximity to transport infrastructure such as the Pennant Hills train station and its adjacent bus interchange and the recently constructed Northconnex.
Building our resilience to natural hazards, including bushfire risk, flooding and storms	Not applicable – the site is not within a known bushfire or flood prone location and increases the resilience of the community by avoiding locating housing and workplaces in areas of known hazard risk.
Promoting the '30-minute City' by improving the walkability, connectivity and accessibility of our centres and neighbourhoods	Consistent. The proposed concept promotes the '30-minute city' by encouraging a mixed-use development (incorporating both residential and non-residential land uses) in close proximity to the Pennant Hills train station. This will encourage future residents to access jobs and services within the Pennant Hills Centre and/or via the suburban heavy rail network. The inclusion of non-residential uses will also provide job opportunities to local residents. Hornsby centre will be accessible by public transport within 30-minutes, while other strategic and employment centres, such as Macquarie Park, Norwest and Parramatta, will also be within 30-minutes' drive of the site, offering further opportunities to residents.

Priority LP3 "supporting the development of community and cultural facilities that will adequately service our current and future community" is addressed by the proposal, as it incorporates community space within the development.

In line with SP10 "ensuring inclusive play experiences are available across the Shire providing playgrounds that are diverse in their design, exciting, challenging and safe for all", the proposed "pocket park" may present the opportunity to create an inclusive and engaging play space for children.

The proposal also focuses economic and residential development in the existing Pennant Hills centre, aligning with PP4.

The LSPS identifies that Council will undertake the Pennant Hills Centre/Road Corridor Review and the Pennant Hills Place Plan as part of its ongoing strategic work. This PP is localised to the site and does not pre-empt any outcomes from those future reviews/plans.

Hornsby Employment Land Study

Hornsby Council has released its Employment Land Study (ELS), which outlines the key economic and employment issues and trends affecting the LGA in the context of the North District Plan. It also provides directions to support sustainable growth. The ELS was endorsed by Council on 12 May 2021.

In the ELS, Pennant Hills is identified as a "Local centre" (refer to Figure 26). The subject site occurs within, and forms an integral part of, the Local centre of Pennant Hills. The centre is primarily zoned either B5 Business Development, B6 Enterprise Corridor, B2 Local Centre or R4 High Density Residential.

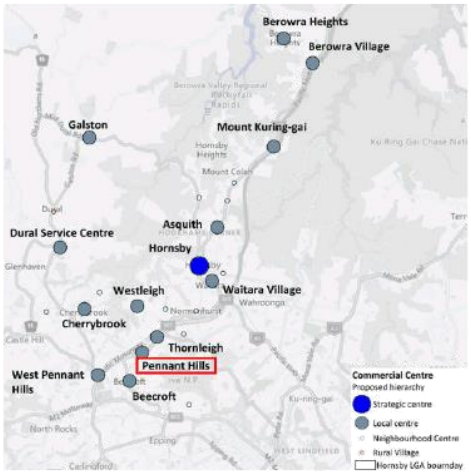


Figure 26: Centres Map, Pennant Hills highlighted in red (Source: Hornsby Employment Land Study)

During the consultation of the ELS, the community noted that "Pennant Hills needs revitalising – currently looks tired and has low space utilisation. Needs increase[d] amenity and a community focal point (p.94)." It was also noted that NorthConnex (which is now complete and open to traffic) may unlock opportunities for Pennant Hills to become a higher order centre.

As a result, the ELS recommends the revitalisation of the Pennant Hills to Thornleigh Corridor, as outlined below:

Strategy 1.2: Revitalise Pennant Hills to Thornleigh Corridor

The Pennant Hills and Thornleigh centres are in relatively close proximity, however both centres lack a clear identity and contain a mismatch of uses and zoning. Pennant Hills generally services properties to the north of Pennant Hills Road / Cumberland Highway and the rail line and Thornleigh services the catchment to the south. The centres do however have competing trade catchments. The current provision of supermarket space at Thornleigh is stronger, with those at Pennant Hills having a smaller catchment.

The capacity assessment indicates that the existing planning controls are not sufficient to accommodate future demand. There is also a disparity in the planning controls (building height and FSR) that may be preventing viable development outcomes.

- *Action 1.2.1: Prepare a Pennant Hills to Thornleigh Corridor combined masterplan to establish a clear identity for the centres and revisit the planning controls and zoning to incentivise a higher density of commercial and residential development.*
- *Action 1.2.2: Consider enabling a full line supermarket to establish in Pennant Hills, which would support the revitalisation of the centre. This should be located in the B2 zone, over B5 or B6 zones. It should reinforce the centre hierarchy (see Action 6.2.1).*
- *Action 1.2.3: Encourage Pennant Hills to transition into a higher order centre to complement Hornsby Town Centre with a greater provision of business and office space.*
- *Action 1.2.4: Encourage an increased diversity of retail uses at Thornleigh by establishing a specific brand (i.e. boutique retail) and encouraging the delivery of more non-food retail floorspace.*

The ELS notes that the existing B5 zone should be retained given it provides an essential urban support zone that facilitates employment uses. The PP maintains the current B5 zoning. The proposed reduction in commercial floorspace should be considered in the context of the current commercial building's ongoing underutilisation evident in it remaining vacant for an extended period of time. Additionally, the proposed concept is estimated to generate an additional 31 jobs when compared to the site's existing building (if this were to be fully occupied).

The PP seeks to address the disparity in building height and FSR controls that are currently preventing viable development on the site and revisit the Floor Space Ratio control to incentivise a higher density of commercial and residential development (Action 1.2.1), whilst remaining largely consistent with the established LEP height standard (23.5 metres) and maintaining generous building setbacks along key frontages.

The ELS also notes that a masterplan for the Pennant Hills to Thornleigh Corridor should be prepared to revisit planning controls and incentivise higher order development. It is acknowledged that the PP is proposed prior to the preparation of a wider masterplan; however, the PP is still considered consistent with this action, given no change to the underlying zoning or building height is proposed. Therefore, it does not pre-empt or influence any outcomes that might arise from the masterplan.

Whilst the PP is not a direct result of the ELS, it is nonetheless generally consistent with it and a number of

specific recommended actions for the Pennant Hills Local centre, and supports their implementation in relation to this site.

Local Housing Strategy

The Local Housing Strategy (LHS) outlines Council's 20-year vision and priorities for housing in response to the Greater Sydney Region Plan and the North District Plan.

The LHS states that Hornsby LGA's population is predicted to reach 179,582 people by 2036. This represents an increase of nearly 32,000 people between 2016-36. To house this population there will be a corresponding need for an additional 14,879 new homes by 2036, representing a required annual increase of 744 dwellings over the period.

The LHS confirms that, due to the development activity which has occurred since the 2011 Housing Strategy, Council can meet its housing targets set by the State Government to 2026 under its current planning scheme (2016-26). However, beyond this point additional supply may be required for the LGA to continue to reach its housing target.

Objective 5 of the LHS seeks to "*Promote sustainable locations for housing growth close to transport, which support the role of centres, have adequate infrastructure and maximise opportunities through collaboration*" (p.86). Parts of Pennant Hills are identified in the LHS as one of Council's planned precincts, which are focused near train stations and commercial centres. The LHS also indicates that new and future road and rail infrastructure will unlock further placemaking opportunities at Pennant Hills. The LHS outlines that, given the construction of Northconnex is expected to reduce traffic along Pennant Hills Road, there may be opportunities to revitalise Pennants Hills for urban renewal opportunities.

The proposed PP is consistent with the LHS, as the proposed controls will allow the site to be renewed for mixed use purposes, including approximately 77 residential apartments and 28 independent living units. It is well-located in relation to Pennant Hills train station and also includes substantial public benefits, including a new pocket park and a community space, which will improve the amenity for the surrounding existing residential community.

Employment Zone Reforms

The Department of Planning and Environment (DPE) is currently undertaking a suite of reforms which includes the delivery of a simplified employment zones framework. DPE exhibited a proposal to replace the existing Business and Industrial zones with five new employment zones and three supporting zones under the Standard Instrument - Principal Local Environmental Plan (2006). The reforms have now been gazetted and partially commenced in December 2021.

The purpose of the reforms is to:

- Maximise productivity while minimising land use conflicts and ensuring they are fit for purpose;
- Address current barriers within the planning system that limit the ability of businesses to establish, expand or adapt; and,

- Better support councils in the delivery of the strategic vision contained in their Local Strategic Planning Statements and background studies.

The reform documentation outlines that both the B5 and B6 zones (the currently predominant zones in the Pennant Hills centre) are largely applied uniformly. The documentation states that "the purpose of B6 is unclear, lacking in strategic clarity. Land use activities commonly found in areas zoned B6 are generally classified as urban support or mixed use."

The following new zones will be implemented from 2021-22:

- E1 Local Centre
- E2 Commercial Centre
- E3 Productivity Support
- E4 General Industrial
- E5 Heavy Industrial
- MU1 Mixed Use
- W4 Working Foreshore
- SP4 Local Enterprise

It is not yet known what the site will be rezoned under these reforms. The site is within the Pennant Hills Local centre and is currently zoned B5 Business Development. Therefore, the centre (including the site) could be rezoned to E3 Productivity Support. The E3 zone allows for a mix of services, low impact industry, creative industry, manufacturing, warehousing, office and limited supporting retail. Residential uses are not proposed to be permitted in this zone; however, Council may be able to include this use as an Additional Permitted Use as the reforms progress (as is proposed by this PP). Council could seek to apply the MU1 zoning to the subject site and its broader 'triangle' of neighbouring sites, reflecting the existing mix of uses including commercial, residential and hotel accommodation. The conversion of zone cannot be known until Council determines its preference.

Regardless of the future conversion zone, this PP does not seek to change the intent of these reforms. It will not alter the existing B5 zone, but rather introduce site-specific provisions that provide employment opportunities in the form of commercial and retail uses alongside residential dwelling supply, in a high-quality design outcome. The concept plan also indicates a net increase of 31 jobs when compared to the existing building on-site (were it to be fully occupied), ensuring the employment-based zoning of the site is not diminished.

6.2.3. Q5 - Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Not applicable, there are no other State or regional studies/strategies applicable to the subject site.

6.2.4. Q6 – Is the planning proposal consistent with applicable SEPPs?

Table 11 outlines consistency with the relevant State Environmental Planning Policies.

Table 11: Consistency with State Environmental Planning Policies (SEPPs)

SEPP/SREP Title	Consistency	Comment
State Environmental Planning Policy (Biodiversity and Conservation) 2021	N/A	The Biodiversity Assessment Report prepared by Travers Bushfire and Ecology (Appendix C), outlines that given the sporadic nature of recent Koala records, the study area does not comprise Core Koala Habitat. In addition, the presence of major roads, a railway and moderately dense development in the surrounding area, with no direct connectivity to conserved bushland would significantly reduce the site's capacity to be a host for this species.
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	N/A	Not applicable.
State Environmental Planning Policy (Housing) 2021	Yes	The proposal incorporates one type of housing (for seniors) which may rely on the SEPP for development. However, the site is identified on the Biodiversity Values Map and Threshold Tool, meaning that at least a small part of the site may be excluded from the application of the SEPP. To avoid any doubt, seniors housing is proposed to be identified as an Additional Permitted Use for the site, negating any reliance on the Housing SEPP for permissibility. The proposal is consistent with this SEPP, as approximately 5% of the future residential accommodation will be dedicated as affordable housing, with a focus on key workers such as emergency service personnel and teachers, nurses and senior residents.

SEPP/SREP Title	Consistency	Comment
State Environmental Planning Policy (Industry and Employment) 2021	N/A	Not applicable.
State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	Yes	The Indicative Architectural Package (Appendix A) has taken into consideration the principles of the SEPP. The indicative concept is also consistent with the requirements of the Apartment Design Guide (ADG). Specifically, the concept scheme apartments are capable of achieving 70% solar access and 60% natural ventilation. Any future Development Application to be submitted to Council for this site will demonstrate detailed compliance with the requirements of the SEPP.
State Environmental Planning Policy (Planning Systems) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts—Central River City) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts—Regional) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	N/A	Not applicable.
State Environmental Planning Policy	N/A	Not applicable.

SEPP/SREP Title	Consistency	Comment
(Primary Production) 2021		
State Environmental Planning Policy (Resilience and Hazards) 2021	Yes	The site's existing zone permits shop top housing. The site is therefore suitable for mixed use and residential development. Based on the historical and current use of the site as a commercial office building, it is unlikely that it is subject to contamination. More detailed analysis, if required, will be provided at Development Application stage.
State Environmental Planning Policy (Resources and Energy) 2021	N/A	Not applicable.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Yes	Division 15, Subdivision 2 of the SEPP provides controls for "development immediately adjacent to rail corridors", "excavation in, above or adjacent to rail corridors", "impact of rail noise or vibration on non-rail development", "development within or adjacent to interim rail corridor" and "development near proposed metro stations". Consideration will need to be given to these matters as part of any future Development Application.

There are no deemed State Environmental Planning Policies (former Regional Environmental Plans (REPs)) applicable to the PP.

Draft State Environmental Planning Policies

Draft State Environmental Planning Policy (Design and Place)

The objective of this draft SEPP is to establish a framework which encourages innovative design that maximises public benefit. It is envisioned to be an integrated instrument that will influence the application of other SEPPs.

The draft SEPP is currently under consideration following public exhibition; however, it is not a mandatory matter for consideration pursuant to the Act. The draft SEPP is not imminent nor certain; however, as it has been placed on exhibition, it has been considered in, and has informed, this PP. This development's consistency with the intent of the draft SEPP is established by consideration of the proposed Guiding Principles.

Table 12: SEPP Design and Place - Design Principles (draft clause 12(2)).

PRINCIPLE	COMMENT
Deliver beauty and amenity to create a sense of belonging for people.	The proposed development has been informed by a series of architectural and urban design studies, which have assisted in developing a high-quality scheme, integrated with the surrounding community and environment. The development, in addition to the proposed public domain improvements, will provide an overall improvement to the presentation of the site and streetscape.
Deliver inviting public spaces and enhanced public life to create engaged communities	The proposed development includes a new 700sqm pocket park, which will be activated with non-residential uses. This will enhance the public domain and provide a new outdoor recreation space for new and existing residents.
Promote productive and connected places to enable communities to thrive	The proposed renewal concept will facilitate productivity via the inclusion of a commercial (office) space set within an established treed environment, which will be enhanced with additional landscaping and a publicly accessible pocket park for the enjoyment of on-site and surrounding residents and workers. Improved connections between the site and surrounding pathway network also form part of the proposal.
Deliver sustainable and greener places to ensure the wellbeing of people and the environment	Supplementary tree plantings are proposed in addition to extensive landscaping of all open space, external common and setback areas. These requirements are to be incorporated into the site-specific DCP. The proposed development includes a number of ESD principles to ensure the development has a reduced carbon footprint. These principles have been incorporated into the accompanying site-specific DCP.
Deliver resilient, diverse places for enduring communities	

Draft State Environmental Planning Policy (Environment SEPP)

The Explanation of Intended Effect for the draft Environment SEPP was released in October 2017. It aims to promote the protection and improvement of key environmental assets for their intrinsic value and the social and economic benefits they provide.

The draft SEPP is not imminent nor certain, however, given the EIE has been placed on exhibition it is considered in this PP. It proposes to set out provisions under four parts being: Catchments, Waterways, Bushland, and Protected areas. The parts relevant to this application are discussed below.

The draft SEPP proposes to create a consolidated set of principles and controls to guide development in catchments, and general heads of consideration for consideration by the consent authority. The heads of

consideration will seek to protect and maintain:

- Water quality and flows within watercourses;
- Native plants, animals, habitats and ecosystems; and
- Recreational, scenic and environmental amenity.

A Biodiversity Assessment Report has been prepared and accompanies this application. The report outlines that the proposed development will have no impact to the natural environment. The subject site occurs in a highly urbanised part of Pennant Hills, within the town centre and an established dense office and residential precinct. It is not near nor adjacent any bushland areas. A more detailed assessment of this SEPP will be undertaken at Development Application stage, when more information is publicly available

6.2.5. Q7 – Is the planning proposal consistent with the applicable Ministerial Directions (section 9.1 Directions)?

It is considered that the PP is consistent with the relevant Directions issued under Section 9.1 of the Act by the Minister to councils, as demonstrated in Table 13:

Table 13: Consistency with S9.1 Ministerial Directions

Direction Title	Consistency	Comment
Focus area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	Refer to Table 7 which demonstrates consistency with the Greater Sydney Regional Plan.
1.2 Development of Aboriginal Land Council land	N/A	Not applicable.
1.3 Approval and Referral Requirements	N/A	Not applicable.
1.4 Site Specific Provisions	Yes	The PP will be consistent with this Ministerial Direction. A site-specific provision is proposed to ensure a specific mix of uses is provided on the site and to respond to the site topography. It does not seek to strictly preclude other uses from the site through the use of a site-specific provision.
Focus area 1: Planning Systems – Place-based		
1.5 Parramatta Road Corridor Urban Transformation Strategy	N/A	Not applicable.
1.6 Implementation of North West Priority Growth Area	N/A	Not applicable.

Land Use and Infrastructure Implementation Plan		
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not applicable.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not applicable.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	Not applicable.
1.10 Implementation of the Western Sydney Aerotropolis Plan	N/A	Not applicable.
1.11 Implementation of Bayside West Precincts 2036 Plan	N/A	Not applicable.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	N/A	Not applicable.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	N/A	Not applicable.
1.14 Implementation of Greater Macarthur 2040	N/A	Not applicable.
1.15 Implementation of the Pyrmont Peninsula Place Strategy	N/A	Not applicable.
1.16 North West Rail Link Corridor Strategy	N/A	Not applicable.
1.17 Implementation of the Bays West Place Strategy	N/A	Not applicable.
Focus area 2: Design and Place		
-	-	-

Focus area 3: Biodiversity and Conservation		
3.1 Conservation Zones	N/A	Not applicable.
3.2 Heritage Conservation	Yes	The site is not a heritage item nor is it within a heritage conservation area. Nonetheless, the site is adjacent to the Beecroft-Cheltenham Heritage Conservation Area, which is of local significance. As outlined in the Urban Design Report (Appendix J), an appropriate built form could be accommodated on site, incorporating appropriate setbacks and transition in height, to ensure there is no impact to the heritage significance of the surrounding area. The architectural concept adopts the principles of the urban design report; therefore, it provides an appropriate response and transition to the Heritage Conservation Area. The Heritage Impact Statement (Appendix F) notes the proposal would not adversely impact the nearby Heritage Conservation Area or any heritage items.
3.3 Sydney Drinking Water Catchments	N/A	Not applicable.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	Not applicable.
3.5 Recreation Vehicle Areas	N/A	Not applicable.
Focus area 4: Resilience and Hazards		
4.1 Flooding	N/A	The site is not located within a known flood prone area. Accordingly, Direction 4.3 is not applicable.
4.2 Coastal Management	N/A	Not applicable.
4.3 Planning for Bushfire Protection	Yes	The site is not identified as Bushfire Prone Land.
4.4 Remediation of Contaminated Land	Yes	The site's existing zone permits shop top housing and it has been used most recently for commercial office purposes. The site is therefore suitable for mixed use and residential development. Further

		detail, such as a contamination report, will be provided at the Development Application stage.
4.5 Acid Sulfate Soils	N/A	The site is not located on any known acid sulfate soils. Accordingly, Direction 4.1 is not applicable.
4.6 Mine Subsidence and Unstable Land	N/A	Not applicable.
Focus area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Yes	The PP will enable retail / commercial and residential development close to (within 10 minutes' walk of) existing rail and bus infrastructure, jobs and services, encouraging walking, cycling and use of public transport.
5.2 Reserving Land for Public Purposes	N/A	Not applicable.
5.3 Development Near Regulated Airports and Defence Airfields	N/A	Not applicable.
5.4 Shooting Ranges	N/A	Not applicable.
Focus area 6: Housing		
6.1 Residential Zones	Yes	The PP encourages a variety and choice of housing types to provide for existing and future housing needs, whilst making efficient use of existing infrastructure and services. The PP demonstrates appropriate built form whilst minimising the impact of residential development on the environment.
6.2 Caravan Parks and Manufactured Home Estates	N/A	Not applicable.
Focus area 7: Industry and Employment		
7.1 Business and Industrial Zones	Yes	The PP does not propose to amend the zoning of the site. The zone already permits shop-top housing and the APU seeks only to enable a type of housing in a similar form but that would not otherwise be permitted because of the sloping nature of the site

		and its implications in relation to the shop-top housing definition. The PP promotes employment growth and supports the viability of the local centre, by providing a mixed-use development in a highly accessible location. The proposal (including the APU) seeks to facilitate a genuine mixed-use outcome, whereby almost two-levels of non-residential floorspace are intended to be used primarily for commercial (office) premises. Refer to the Economic Assessment (Appendix D) for a detailed assessment against this direction.
7.2 Reduction in non-hosted short-term rental accommodation period	N/A	Not applicable.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not applicable.
Focus area 8: Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	N/A	Not applicable.
Focus area 9: Primary Production		
9.1 Rural Zones	N/A	Not applicable.
9.2 Rural Lands	N/A	Not applicable.
9.3 Oyster Aquaculture	N/A	Not applicable.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	Not applicable.

6.3. Section C - Environmental, Social and Economic Impact

6.3.1. Q8 - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

Arboricultural Assessment

A Preliminary Arboricultural Impact Assessment has been prepared by Travers Bushfire and Ecology and provided at Appendix B.

The report was prepared to assess the condition and significance of a number of trees on the property and the potential impact of any future renewal (as proposed) on the identified trees. The assessments carried out in the report were based on the Australian Standard *AS4970-200 - Protection of Trees on Development Sites.*

The assessment and its findings can be summarised as follows:

- The development concept has sought to retain the vast majority of existing trees, particularly within the southern and western building setback areas. Whilst a number of these trees are located within the 3m development impact footprint, the proponent seeks to retain these trees wherever possible, and a specific provision will be included in the site-specific Development Control Plan to achieve tree retention and protection in these areas.
- The report recommends removal of 17 of approximately 110 trees across the site (~15%) that occur within the development footprint or 3m thereof, whose SULE rating was a 4 (dead, dying, dangerous, etc).
- The landscaping plan prepared by Arcadia shows a number of tree plantings proposed around the perimeter of the site to compensate any losses within the development footprint and to improve site amenity.

Table 14: Trees to be retained (Source: Travers Ecology)

Table 2 - Summary of the 24 trees for retention (# of trees)						
		Listed in Biodiversity Cons. Act	Env Pest (Exempt from TPO)	Low Landscape Signif.	Medium Landscape Signif.	High Landscape Signif.
Condition	SULE 1					
	SULE 2			1	21	
	SULE 3			1		
	SULE 4					

Table 15: Trees to be removed (Source: Travers Ecology)

Table 3 - Summary of the 17 trees for removal (# of trees)						
		Listed in Biodiversity Cons. Act	Env Pest (Exempt from TPO)	Low Landscape Signif.	Medium Landscape Signif.	High Landscape Signif.
Condition	SULE 1					
	SULE 2				10	
	SULE 3					
	SULE 4			4	3	

- A further 30 trees close to the building footprint may be retained subject to further investigation at the DA stage. These trees are typically located in close proximity to the proposed development footprint that may

have an SRZ or TPZ partially compromised. In addition, exotic species are included that may not necessarily require removal if in moderate-good condition. Further investigations would occur at Development Application stage. As noted previously, the retention of the majority of these trees would be sought.

Of the 71 trees assessed on-site and based upon the proposed development this report has determined the following:

- Twenty-four (24) trees are able to be retained
- Thirty (30) are recommended for further investigation as noted above.
- Seventeen (17) are recommended for removal

There are approximately 30-40 trees further on site that have not been assessed given their distance from the existing/re-development footprint. They largely occur near the corner of Boundary Rd and City View Rd, as well as a few individuals along the railway corridor boundary, bringing the total number of trees estimated on site to 110.

The report concludes that, subject to the specific tree protection measure being implemented, the proposed development will not have a significant impact on long-term health of the retained trees.

Ecology

A Biodiversity Assessment Report was also prepared by Travers Bushfire and Ecology and provided at Appendix C.

Ecological surveys have been undertaken in accordance with relevant legislation including the *Environmental Planning and Assessment Act 1979*, the *Biodiversity Conservation Act 2016*, the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* and the *Fisheries Management Act 1994*. Figure 27 provides a summary of the surveys undertaken.

Figure 27: Flora and Fauna Survey (Source: Travers Ecology)

Of the flora and fauna surveyed, no threatened fauna species, no threatened flora species, no endangered populations and one (1) TEC, Blue Gum High Forest, were recorded within the study area.

Whilst offsetting under the Biodiversity Offsets Scheme (BOS) is required for the proposal as the study area is located on lands mapped as Biodiversity Values Land, the assessment of significance has concluded that the proposed development will not have a significant impact on any threatened species, populations or TECs. Therefore, a Species Impact Statement is not required for the proposal.

In respect of matters required to be considered under the *Environment Protection and Biodiversity Conservation Act 1999*, no threatened fauna species, no protected migratory bird species, no threatened flora species, and one (1) TEC, Blue Gum High Forest, were recorded within the study area.

The proposal was not considered to have a significant impact on matters of national environmental significance. As such, a referral to Department of Agriculture, Water and the Environment should not be required.

The report includes a series of mitigation measures to ensure the development does not have any long-term implications on the surrounding environment. These measures have been incorporated into the site-specific DCP.

6.3.2. Q9 - Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

Heritage

A Heritage Impact Statement (HIS) (Appendix F) was prepared to consider any potential impacts on local heritage that may arise as a result of the development. The site is not listed as a heritage item, nor is it located within a Heritage Conservation Area (HCA). However, the site is adjacent to the Beecroft-Cheltenham HCA. As such, the provisions of Clause 5.10 of the Hornsby Local Environmental Plan 2013 (HLEP 2013) apply to the site.

The HIS concludes that the amendments proposed by this PP to the HLEP 2013 will be acceptable from a heritage perspective. The proposal would not result in any adverse heritage impacts and would utilise design elements, such as generous building setbacks, a 'stepped' building form, site landscaping, and existing mature tree retention to mitigate the visual impact upon the immediate setting. The indicative natural and neutral colours and material palette also assists in managing the relationship between the proposal and its surroundings.

The HIS notes that the proposed amendments to the HLEP 2013 and the proposed works will have no direct impact on the heritage significance of the neighbouring HCA. Similarly, the identified values of the nearby heritage items will not be affected by the proposal.

Therefore, the proposal is considered to be an appropriate built form and design from a heritage perspective and will not generate any adverse impacts on the neighbouring heritage items or HCA.

Traffic

A Transport Impact Assessment (TIA) (Appendix I) was prepared to assess the anticipated transport implications arising from the proposal. The site has frontage to two roads (City View Road and Wongala Crescent), with City View Road providing access to the State-managed Pennant Hills Road to the north of the site. Pennant Hills Road has an indicative traffic volume of 2,300 vehicles per hour, per direction, in March 2017. The recent opening of NorthConnex is anticipated to remove a significant proportion of traffic from Pennant Hills, particularly heavy vehicles, with an estimated 5,000 heavy vehicles per day expected to be removed. The typical six-month adjustment period following the opening of a new toll road was immediately followed by the COVID-19 pandemic and, as such, reliable data on road traffic patterns following the opening of Northconnex is not available. More detailed traffic modelling and information will be provided at the Development Application stage.

The surrounding public transport network includes train services at Pennant Hills railway station and six bus routes near the site. Pennant Hills station provides access to major stations including Castle Hill (where the Sydney Metro North West can be accessed), Parramatta station and Hornsby station. In addition, walking infrastructure is well-established on the surrounding roads and includes a pedestrian bridge over Pennant Hills Road, accessed via Hampden Road. However, there is limited cycling infrastructure near the site. The TIA notes the proposal will provide internal footpaths and bicycle routes to connect with the adjacent street network.

Parking requirements for the proposal generate a nominal requirement for 206 parking spaces. Two parking supply reductions were considered appropriate, these being:

- No dedicated residential visitor parking, with visitors to make use of the parking supply for the

community space.

- 15% reduction in the DCP requirement for the community component to reflect ancillary use and local walk-up catchment.
- Based on this, it is anticipated that a total parking supply of 187 parking spaces would be sufficient for the proposal, where a reduced provision of 16 community use parking spaces would also satisfy residential visitor demand.

It is estimated that the proposed three-level basement car park would accommodate approximately 187 parking spaces. While the exact parking provision would be established during any subsequent development application, the TIA notes the plans demonstrate sufficient space allocation to accommodate parking demands. A minimum of 5 motorcycle parking spaces will be required as per the DCP and the proposed site layout is capable of accommodating this parking requirement within the basement levels. The proposed development is required to provide 31 bicycle parking spaces; the proposed site layout is capable of accommodating this, through a combination of at-grade and basement facilities, as well as end-of-trip facilities including showers and lockers. The site is also capable of accommodating service vehicles to ensure appropriate waste management, with a hardstand area provisioned in the masterplan. This area could be designed appropriately to accommodate service vehicles during any subsequent development application.

The proposal is expected to generate up to 102 and 88 vehicle movements in the AM and PM peak hours, respectively. This represents a decrease in traffic when compared to the existing traffic generation of 116 and 88 vehicles movements in the AM and PM peak hours, respectively, which could be expected if the site was currently occupied. Further, the proposal could result in a minor reduction of around 14 and 8 trips in the AM and PM peak hours, respectively, compared to the occupation of the existing building.

There is sufficient capacity within the immediate road network and intersection (Pennant Hills and City View) to accommodate the traffic generated by any future re-development on the site.

Therefore, the proposal will have minimal impacts on the surrounding road network, will utilise existing public transport infrastructure and enhance the local walking and cycling infrastructure by providing a connection between the site and surrounding streets.

Solar Access

The building volume of the indicative concept scheme has been designed to avoid any adverse overshadowing of rooftops and primary living areas of dwellings to the south. The Architectural Plans (Appendix A) demonstrate the extent to which additional overshadowing would occur. While some additional overshadowing of properties to the south-west occurs at 9am, this has largely receded by 10am, with no impacts from 11am onwards. There is also no overshadowing of principal private open space nor rooftops or windows along their northern elevation. Properties to the south-east of the site experience additional overshadowing at 3pm. The overshadowing is relatively rapid-moving and is minimised for residences neighbouring the site (see Figure 28 and Figure 29).

The Apartment Design Guide design criteria is for 70% of apartments to receive 2 hours' solar access between 9am and 3pm on the winter solstice. Preliminary analysis of the concept building design indicates this

requirement can be achieved. This can be achieved in upper level, south-facing apartments through the integration of skylights.

Section 4 of the Hornsby DCP includes additional sunlight and ventilation controls, including:

- On 22 June, public open space areas, plaza areas and footpaths should receive 2 hours of sunlight between 9am and 3pm to at least 50% of the area

The proposed pocket park and the north/north-east facing community terrace will likely receive adequate daylight access through most of the year.

- Principal communal open space should receive a minimum 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter).

The communal terrace for residents, located on Level 3, is likely to exceed the minimum requirements noted above.

- At least 60 percent of dwellings should have dual aspect and natural cross ventilation.

The indicative design includes 39 apartments with dual aspect (approximately 36%). Preliminary analysis of the indicative building design shows the building can achieve the required 60% of apartments with cross-ventilation, through a mixture of natural cross-ventilation through typical levels and stack effect ventilation through upper levels.

Therefore, the proposal has adequately considered and mitigated any overshadowing impacts on neighbouring dwellings and is capable of achieving the ADG solar access requirement.

This indicates the concept is capable of complying with the above controls, in relation to both the ADG and Hornsby DCP.

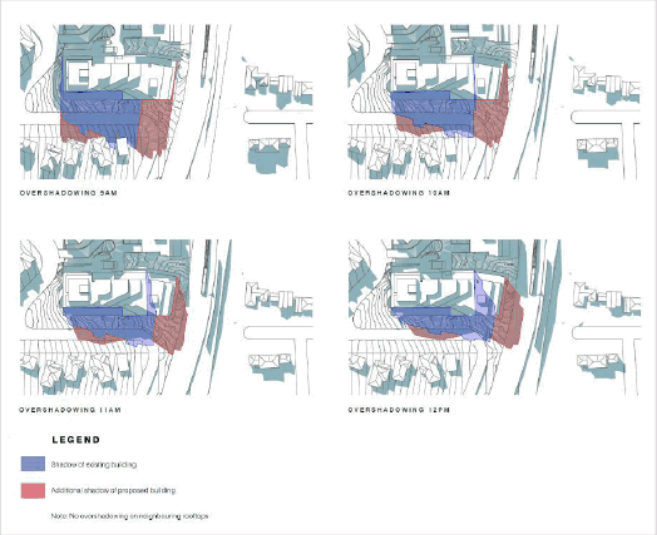


Figure 28: Excerpt of shadow diagrams.

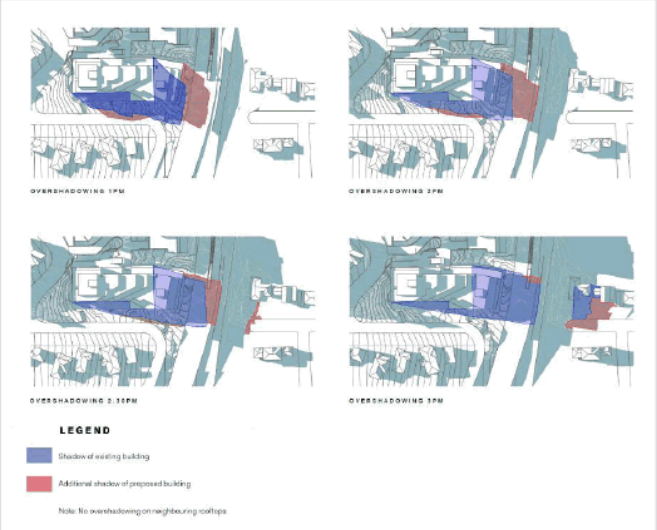


Figure 29: Excerpt of shadow diagrams

Privacy

The Architectural Plans (Appendix A) note the alignment of the built form directs views to the east and, with the use of privacy screens, prevents overlooking to those dwellings opposite the site on Wongala Crescent. Key design principles that inform the proposal included a focus on orientating views away from neighbouring dwellings and towards the Sydney CBD. The slope of the site and the proposed landscaping will also assist in ensuring adequate privacy for residents and workers within the building, as well as nearby dwellings.

The SEPP65 Apartment Design Guide provides guidelines in relation to managing visual privacy, including adequate separation between buildings. The existing road separation, bushland and vegetation, the sloping topography and future landscaping of the site will provide adequate privacy screening to neighbouring residential and commercial land uses, including the low-density residential uses to the south-west of the site, as required by the Apartment Design Guide and Council's DCP. Detailed setbacks, apartment orientation and privacy design features will be provided at the Development Application stage.

The SEPP65 Apartment Design Guide also provides guidelines in relation to acoustic privacy for residential flat buildings. Suggested approaches for managing acoustic privacy include adequate building separation, orienting windows and doors away from noise sources, the co-location of noisy areas in buildings adjacent to each other, the use of non-habitable rooms to buffer noise from external sources, limiting the number of party walls and locating noise sources (such as garage doors, plants rooms etc.) at least 3m away from bedrooms. The proposal will address these key criteria during the Development Application stage, when more detailed design information will be available. It is not anticipated that the proposal will give rise to any substantial noise impacts and is expected to demonstrate compliance with these guidelines at the Development Application stage.

View Impact

The proposal is aligned to take advantage of views to the south-east of the site and orientates views away from neighbouring dwellings to the south, directing them instead towards views of the CBD and district views to the west. The proposal may impact on existing views enjoyed by the neighbouring commercial and residential properties. The existing building prevents any significant views being obtained by the low-density residential dwellings to the south-west, with the existing views of bushland and trees to be retained as part of the proposal.

Views from the existing commercial buildings and serviced apartments may also be affected by the increased scale of the proposal; however, this is typically considered lower-impact due to the use of the buildings (i.e. not residential). The predominant views of the site from these buildings, which appears as a mix of built form and natural vegetation, will be maintained by the proposal. Additionally, there is no change proposed to the existing height of buildings control. Further analysis of any potential impacts on views can be undertaken at the Development Application stage.

Environment

Part of the site comprises Blue Gum High Forest. This vegetation community is classified as Critically

Endangered under both State and Commonwealth legislation and is distinctive of the Sydney region, not being found anywhere else in Australia. The Biodiversity Assessment Report notes that state assessment of significance undertaken concludes that the proposed development will not have a significant impact on any threatened species, populations or TECs.

The Landscape Plan (Appendix H) demonstrates the careful consideration that has been made of the existing ecological and environmental context of the site and will seek to enhance this, particularly through the regeneration of the existing Blue Gum High Forest at the north-west of the site. This area will be complemented by a timber play area and an extension to the existing footpath to the proposed pedestrian crossing at Wongala Crescent. A swale to manage overland flow and a 'Discovery Trail' incorporating Aboriginal Bush Tucker planting and signage extend around the periphery of the site, providing ongoing engagement and management of the site environs. The proposed landscaping identifies, protects and regenerates the Blue Gum High Forest on-site and provides engaging play and learning features for site users and visitors. These principles are incorporated into the proposed DCP for the site.

An ESD report has been prepared for the proposal which identifies the ESD principles, goals and strategies for the site. This demonstrates how the proposal will create a sustainable and ecologically sensitive development. Each of these principles and its associated goal are identified below:

- **Providing community benefits** – a community that is diverse, safe and healthy, has access to services, jobs and learning, that fosters active local participation and is a pleasant place to live, work and visit while integrating with and enhancing the value of existing neighbourhoods.
- **Providing economic benefit** – economic benefit is maximised by facilitating the release of urban land, incorporating lifecycle costs including operational savings, long term employment opportunities, and creating partnering opportunities and long-term value.
- **Protecting ecological values and incorporating sustainability initiatives** – protect, manage, and enhance natural systems, habitats and biodiversity, and promote the innovative and efficient use and management of materials, water and energy to minimise impacts on the climate.
- **Promoting planning and design excellence** – develop a modern, resilient and adaptable urban form that promotes connectivity, safety and accessibility whilst recognising existing local values and aspirations.

Incorporating these principles and goals and enacting them through the identified strategies ensures the development responsibly responds to the local environment, and gives consideration to environmental, social and economic sustainability aspects for the building's occupants, users and the wider community. For the specific design methods to be employed to achieve these principles, refer to the ESD report at Appendix E.

Overall, the proposed environmental management approach provides broad social benefits, including an efficient, modern building that revitalises the local area, provides employment opportunities and respects and enhances the valuable local biodiversity.

6.3.3. Q10 - Has the planning proposal adequately addressed any social and economic effects?

Impact on Employment Land

An Economic Assessment has been prepared by Hill PDA and is provided at Appendix D.

It is considered that the PP would have no adverse impact on Hornsby's employment land stocks for the following reasons:

1. The PP would maintain the current B5 zoning. Hence, the PP would not directly reduce the amount of employment land stocks in the LGA.
2. The type of land uses proposed (retail, commercial and residential) are currently permissible and present in or adjoining the B5 sub-precinct. This implies that the PP would not impact the functionality of the current or future functionality of the employment precinct.
3. The PP would increase employment densities on the site. This would contribute to the wider employment precinct reaching its employment targets while also reducing the deficit in capacity identified in the ELS.
4. There is currently more than 10,000sqm of vacant office space in Pennant Hills. Given that the subject site is an inferior location to the other comparable areas analysed, there is considerable risk and probability of long-term vacancies for any office space on the subject site. Additionally, with uncertainty around the ongoing COVID-19 pandemic and emerging trends like work from home practices, there is additional risk of long-term vacancies.

Economic Benefits

In Hill PDA's Economic Assessment at Appendix D, the following economic benefits are identified as being associated with the proposal:

Increased Residential Provision

The Hornsby Housing Strategy 2020 notes that Hornsby is on track to reach its 2016-2021 dwelling targets (+4,350 dwellings). However, as noted in the LSPS, Hornsby experienced relatively slow growth in additional dwelling stock between 2011 and 2016. This slow growth may have created a historic undersupply in the LGA.

Our high-level analysis indicates an undersupply in the LGA of around 782 dwellings. An undersupply undermines housing affordability and diversity in the locality. Increasing supply would contribute to the LGA addressing this historic undersupply which, in turn, could help place downward pressure on housing prices.

The Housing Strategy also acknowledges that additional supply is required for Hornsby to reach its dwelling targets between 2021-36 (+10,530 dwellings). We estimated that without a further increase in supply, Hornsby LGA will fall short of its housing targets over the period to 2025 (6,696 dwellings), by around 1,323 dwellings.

An undersupply in residential dwellings can place upward pressure on dwelling prices and subsequently affordability. Analysis of recent residential sale values in Hornsby shows that as of March 2021, the median sale price for non-strata dwellings was around $1.67 million in Hornsby. This was $236,000 or 16% higher than Greater Sydney ($1.44 million). While the median sale price for strata dwellings in Hornsby reached around $774,000. This was $158,000 or 20% lower than the median strata dwelling recorded in Greater Sydney ($932,000).

If left unabated the housing affordability gap will continue to widen. Increased residential supply can place downward pressure on housing prices and rents as acknowledged in the former A Plan for Growing Sydney. Advancement of the Planning Proposal would increase dwelling supply and capacity within the LGA, helping to alleviate the housing affordability gap and rental stress.

The Planning Proposal would have the following beneficial outcomes for the LGA:

- Provide a more affordable dwelling option for residents and key workers within the LGA. This is evident in strata dwellings having a median value $898,000 or 116% lower than the median price of non-strata dwellings.
- Increase diversity of dwelling stock within the LGA which is currently dominated by detached dwellings.
- The Planning Proposal would be providing a dwelling type and mix that would cater to the changing characteristics of the local community.
- Provide dwellings near public transport nodes and existing services. This would contribute to Hornsby attaining the 30-minute concept and transport sustainability, allow older residents to age in place and contribute to the urban renewal/revitalisation of Pennant Hills corridor.

Impacts on Hornsby's employment land stocks

It is considered that the Planning Proposal would have no adverse impact on Hornsby's employment land stocks for the following reasons:

1. The Planning Proposal would maintain the current B5 zoning. Hence, the Planning Proposal would not directly reduce the amount of employment land stocks in the LGA.
2. The type of land uses proposed (retail, commercial and residential) are currently permissible and present in or adjoining the B5 sub-precinct. This implies that the Planning Proposal would not impact the functionality of the current or future functionality of the employment precinct.

The Planning Proposal would increase employment densities on the site. This would contribute to the wider employment precinct reaching its employment targets while also reducing the deficit in capacity identified in the ELS.

Impact on commercial office space

- During the construction phase, the economic benefits are estimated to be:
  - 303 direct and indirect jobs years created.
  - $134 million in total economic output directly and indirectly created.
  - $26 million directly contributed to the Hornsby economy (gross value added or GVA) and a total of $48 million directly and indirectly contributed.
- On completion, the economic benefits resulting from development under the PP are estimated to be:
  - A total of 280 jobs, 31 more jobs than that estimated which could be currently generated onsite (assuming the current vacant space was occupied).
  - $21 million in wage generation per annum.

- $29 million in GVA per annum to the local economy.
- $14.9 million in financial revenue for whole of government in the form of GST payments from residential sales, stamp duty revenue, developer contributions (Section 7.11) and payroll tax on construction workers.
- Local retailers would directly capture approximately $1.7 million per annum from residents on-site. This would directly support the viability and vibrancy of the nearby Pennant Hills Village.
- The PP would increase employment density on the land, supporting strong forecast growth in health sector jobs, and enhancing employment retention in the LGA.
- Constituting a more orderly and efficient use of the land which is more aligned with State planning objectives in a location which would benefit from the revitalisation of Pennant Hills Village.

Public Benefits

A Letter of Offer to enter into a Voluntary Planning Agreement (VPA) has been prepared and accompanies this PP (Appendix L).

The public benefits have been valued at approximately $10.5m, which includes the 700sqm pocket park, community space and potential noise attenuation measures and pedestrian amenity improvements at nearby intersections. Total value also includes subsidised rental space for start-up businesses and an assumption that three apartments would be provided for affordable housing.

6.4. Section D – Infrastructure (Local, State and Commonwealth)

6.4.1. Q11 - Is there adequate public infrastructure for the planning proposal?

Yes, existing public infrastructure is capable of accommodating the demand generated by this PP.

The site is near the intersection of Pennant Hills Road and City View Road and is within a short (5-10 minute walk) of the Pennant Hills heavy rail station and bus interchange. The site also benefits from good accessibility directly from Pennant Hills Road (being a major arterial road corridor between Parramatta and Hornsby districts). It is also a short distance from other major road corridors, such as the M2 Motorway which links the Sydney Orbital Network through Beecroft Road, as seen in Figure 30. The site is also in close proximity to the recently constructed Northconnex motorway.

Figure 30: Road Network (Source: Transport for NSW)

The site is located approximately 500m from the Pennant Hills Railway Station. The site is also well serviced by bus routes providing connectivity to Greater Sydney, which includes routes 625, 626, 631, 632 and 633 along Pennant Hills Road, with a major bus stop provided at Pennant Hills Railway Station ('Hillsbus'). In addition, routes 637, 638, 639 and the M60 offer northern connectivity to Cherrybrook. The train and bus networks are shown in Figure 31 and Figure 32.

Figure 31: Sydney Train Network (Source: Sydney Trains)

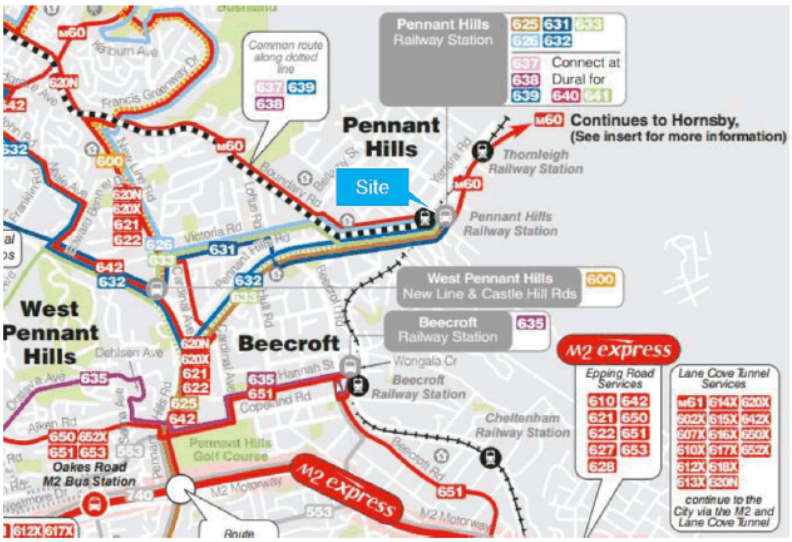


Figure 32: Hillbus Network Map (Source: Transport for NSW)

Key local infrastructure includes:

- Several parks are located in the vicinity, including Wollundry Park (located opposite the rail station some 600m from the site) and Pennant Hills Park, which is an expansive multi-hectare passive and active recreation reserve approximately 1.5km to the east of the site. It contains numerous sports fields and courts.
- Pennant Hills Public School is located approximately 10minutes' walk from the site, whilst Pennant Hills High School is located approximately 1.5km from the site. There are also a number of non-Government schools nearby including St Agatha's Catholic Primary School (300m away) and Mount St Benedict College (1.2km away).
- Existing utility services will adequately service any future development proposal as a result of this PP and will be upgraded or augmented where required.
- Waste management and recycling services are available through Hornsby Shire Council.
- The area is generally well-serviced with Police, Ambulance, Fire and other emergency services, including several medical centres and a day surgery facility nearby. The nearest public hospital is Hornsby Ku-ring-gai Hospital, located approximately 8km away.

Infrastructure Servicing

The Infrastructure Servicing report prepared by Northrop and provided at Appendix G indicates there are adequate services proximal to the site. These should be able to service the proposed development. The Report indicates that all or most of the site's stormwater drainage can be directed to the existing drainage easement, with several connection points available as pits along the length of the easement. The Report provides the following considerations should the proposed development proceed:

- The building footprint needs to be kept clear of the **drainage easement**. If it is proposed to encroach into the easement, the affected stormwater pipes would need to be relocated, with Council's consent.
- **Enquiries to Authorities** to confirm the availability of services.
- **Water supply** may need to be supplemented by on-site tanks and pumps.
- The development needs to remain clear of the **sewer zone of influence** on the eastern side of the development. Accurate survey of sewer assets is required to inform design.
- A **chamber substation** upgrade may be required to support the proposed development in full as a result of the demolition works. Provision of such a substation requires further investigation of the current capacity of the local HV network to support the proposed utility works. Further investigation of possible options for resupplying other customers currently served by substation S.6251 will also be required.
- The existing facility may not have the required number of **telecommunication** connections. Telecommunications augmentation may be required consisting of optical fibre cabling from the preferred telecommunications carrier.

Social Infrastructure

Elton Consulting/WSP undertook an assessment of the proposed concept and its alignment with strategic directions for social infrastructure in the local area. It found that the social infrastructure delivered through the PP supports strategic directions for housing and social infrastructure in the area. The concept envisages well-located diverse and affordable housing, including through the provision of a range of apartment sizes, seniors housing and affordable and key worker housing. It provides communal and open space that is accessible and adaptable to meet changing needs, as well as an incubator 'start-up' space for local businesses that is close to public transport.

The PP has capacity to provide significant benefit to the broader community, through:

- The large communal space that has the potential to provide for the occasional needs of surrounding community users (i.e. as a cultural and art space), thereby assisting to satisfy LGA demand and to reinforce Pennant Hills as a multipurpose district hub.
- The provision of affordable rental housing and/or key worker housing to help meet needs of low- to moderate-income households or essential workers in the area (i.e. emergency service personnel, nurses and teachers).
- The provision of a publicly accessible 'pocket park' will assist in meeting demand for localised recreation for both on-site and surrounding residents.

In addition to the benefit provided to the broader community, the small increase in population generated by the proposal is unlikely to have a major impact on infrastructure items such as aged and child care, education, health and emergency services.

As such, there is adequate infrastructure available to accommodate the proposal.

6.5. Section E – State and Commonwealth Interests

6.5.1. Q12 - What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

State and Commonwealth public authorities have not yet been contacted at this early stage in the PP process. We anticipate that this will be undertaken post-Gateway.

7. PART 4 - MAPS

Draft LEP maps showing the proposed changes to the site have been prepared and are provided at Appendix O of this report. Excerpts are provided at Figure 33 and Figure 34. Figure 33 demonstrates the required amendments to 2.7:1 FSR. Figure 34 demonstrates the necessary inclusion of the site in the Additional Permitted Uses map.

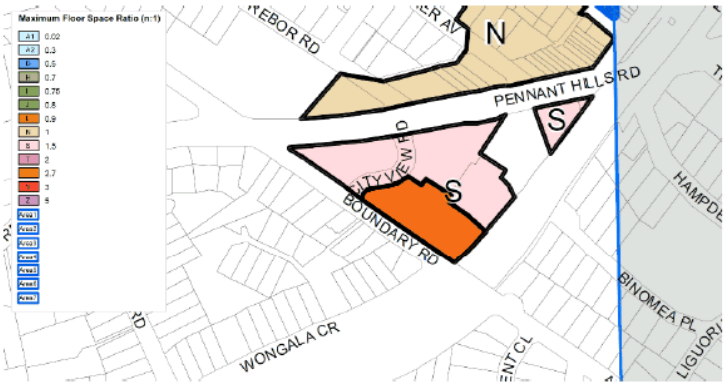


Figure 33: Excerpt from proposed LEP FSR map. Source: Hatch Roberts Day.

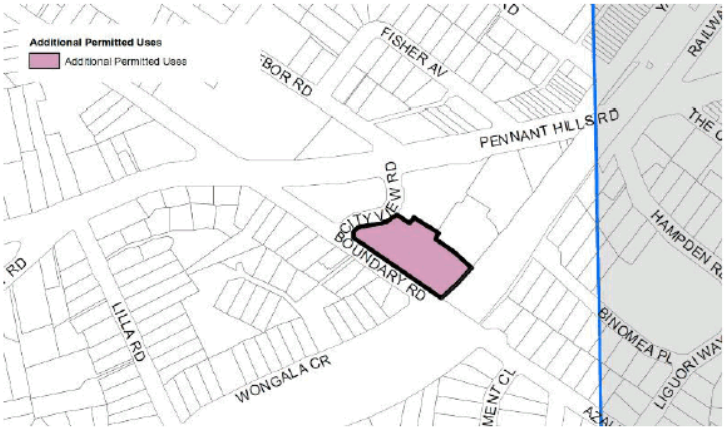


Figure 34: Excerpt from proposed LEP APU map. Source: Hatch Roberts Day.

8. PART 5 –CONSULTATION

Preliminary Community Consultation

Elton Consulting was engaged to assist EG with community engagement in order to:

- Assist in facilitating the planning approval process and comply with regulatory requirements
- Gather feedback from stakeholders to inform the concept design
- Reduce the risk of misinformation and demonstrate that potential impacts have been considered in planning and design
- Communicate EG's commitment to transparency in the engagement, planning and development processes
- Inform stakeholders about what to expect during future planning approvals phases
- Provide ongoing stakeholder consultation during the planning process

Engagement focused on the site's immediate neighbours and a local community organisation:

- Residents of Wongala Crescent / Boundary Road
- Pennant Hills District Civic Trust
- Commercial and residential buildings adjacent to the site

A variety of engagement activities were undertaken to determine sentiment and receive feedback from the community. All collateral used in the engagements carried contact information (phone numbers and email addresses) for engagement team members, to allow stakeholders to ask queries or lodge feedback at a later date. A contact log was kept for engagement activities undertaken, including feedback received and more detail is available if required.

Whilst the preliminary engagement outcomes were reasonably supportive, EG has committed to ongoing community and stakeholder engagement through the planning process for 7 City View Rd, and proposes to:

- Offer quarterly meetings with the Pennant Hills District Civic Trust to keep it informed of progress and answer queries about progress for planning and development
- Distribute a twice-yearly newsletter to update stakeholders about the progress of the project. Recipients would include:
- Residents, businesses and commercial property occupiers surrounding the site
- Users of local community spaces
- Regularly upload updated content to the EG website

All communications would contain contact details to allow stakeholders to pose questions and send feedback, with EG responding in timely fashion (where appropriate).

Planning Proposal

It is anticipated that the PP will be placed on exhibition for a minimum of 28 days. The community will be notified of the commencement of the exhibition period via a notice in a local newspaper and via a notice on

Hornsby Shire Council's website. The written notice will:

- Give a brief description of the objectives or intended outcomes of the PP;
- Indicate the land affected by the PP;
- State where and when the PP can be inspected;
- Give the name and address of the RPA for the receipt of any submissions; and
- Indicate the last date for submissions.

During the exhibition period, the following material will be made available for inspection:

- The PP, in the form approved for community consultation by the Director General of Planning and Environment;
- The Gateway determination; and
- Any studies relied upon by the PP.

9. PART 6 - PROJECT TIMELINE

The timeframe for the completion of the PP will depend on the complexity of the matters, the nature of any additional information that may be required and the need for agency and community consultation. The following details are indicative only and may be amended at Gateway to provide the necessary level of confidence that the PP will be finalised within a reasonable time.

Table 16: Project Timeline

Step	Indicative Timeframe
Lodgement of Planning Proposal	March 2022
Anticipated commencement date	Date of Gateway determination – July 2022
Anticipated timeframe to finalise the infrastructure studies/plan	Not applicable. Technical analysis has already been commissioned to support the PP.
Anticipated timeframe for completion of any additional technical studies, not completed prior to Gateway	August 2022
Timeframe for public agency consultation	Anticipated timeframe is to run concurrently with the public exhibition period – September 2022
Anticipated dates of public exhibition and, if required, a public hearing	To be determined by Council – September 2022 Public hearing not applicable at this stage
Timeframe for submissions to be considered	To be determined by Council – October 2022
Timeframe for the consideration of a proposal after the exhibition	To be determined by Council – November 2022
Date the plan will be made (where council is the LPMA) or date of submission to the Department to finalise the LEP	Not known – December 2022
Date of notification	Not known. – December 2022

10. CONCLUSION

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guideline prepared by the NSW Department of Planning and Environment '*Local Environmental Plan Making Guideline (Dec 2021)*'.

It sets out the justification for the proposed amendments to the HELP in relation to the subject site at 7 City View Road, Pennant Hills. To ensure the renewal of the site for mixed-use purposes and the associated public benefits are delivered, the following amendments to the HLEP are required:

Table 17: Summary of LEP Amendments

Control	Existing	Proposed
Floor Space Ratio	1.5:1	2.7:1
Zone	B5 Business Development	No change proposed
Building Height	23.5 metres	Nil proposed
Additional permitted use	N/A	'Residential flat buildings' and/or 'Seniors Housing' but only as part of a mixed-use redevelopment containing non-residential uses including office premises.

It is proposed to include RFBs as an additional permitted use on the site, to overcome definitional limitations associated with the current definition of "shop top housing" (a permitted use in the zone) on a sloping site such as this. This approach will manage issues around the provision of housing above the ground floor; the indicative design demonstrates the complexity of this in relation to the topography of the site. The proposed re-development concept (as facilitated by this PP) will deliver a similar typology to shop-top housing, however commercial office uses and communal spaces will be delivered on the lower-mid levels as opposed to being confined to the ground floor. Seniors housing is proposed as an additional permitted use in order to avoid any doubt about the application of Part 5 of the Housing SEPP, as consequence of the biodiversity mapping that applies to a small area of the site.

It is proposed to introduce the additional permitted uses via an amendment to Schedule 1 of the HLEP. The proposal has been demonstrated as being the best means of achieving the objectives and intended outcomes. The PP is considered suitable and appropriate as it:

- Is consistent with key strategic planning documents;
- Is consistent with the relevant Ministerial Directions under Section 9.1 of the Act; and
- Does not pose any adverse environmental or social impacts to the surrounding community.

Public Benefits

The proposal will result in numerous public benefits being delivered to the local area, including in relation to:

- **Employment** - the development has the potential to generate up to 280 jobs upon completion, which is an increase of 31 jobs when compared to the site's existing building (noting that the building has been vacant since 2018).
- **Pocket Park** – a new publicly accessible pocket park with a total area of 700sqm for the enjoyment of local residents and community. The pocket park will also formalise an existing pedestrian 'desire line' through the site.
- **Community Space** – a new communal space is proposed to be located within the development, for the benefit of on-site residents in addition to use by local community groups for functions and gatherings.
- **Green Star Building** – the new development has the potential to be a Green Star building, demonstrating and including the latest environmentally sustainable design and construction techniques.
- **Streetscape Improvements** - including the potential construction of acoustic treatment to rail and Pennant Hills Road for improved amenity, pedestrian amenity improvements at the nearby City View Road and Pennant Hills Road intersection, and other civic improvements.
- **Affordable Housing** - approximately 5% of the future residential accommodation is proposed as affordable housing, with a focus on key workers such as emergency service personnel and teachers, nurses and senior residents.
- **Diversity** – the proposal will increase the diversity of dwelling stock in the LGA, which is currently dominated by detached dwellings.

The PP is accompanied by a Letter of Offer to enter into a Voluntary Planning Agreement (VPA) which includes the public benefits being offered to Council. The tenure of the publicly accessible spaces such as the pocket park will be the subject of future VPA-related discussions with Council, including their possible dedication.

The Planning Proposal would also have the following beneficial economic outcomes for the LGA:

- Provide a more affordable dwelling option for residents and key workers within the LGA. This is evident in strata dwellings having a median value $898,000 or 116% lower than the median price of non-strata dwellings.
- Provide a dwelling type and mix that would cater to the changing characteristics of the local community.
- Provide dwellings near public transport nodes and existing services. This would contribute to Hornsby attaining the 30-minute concept and transport sustainability, allow older residents to age in place and contribute to the urban renewal/revitalisation of Pennant Hills corridor.

It is considered that the Planning Proposal would have no adverse impact on Hornsby's employment land stocks for the following reasons:

- The Planning Proposal would maintain the current B5 zoning. Hence, the Planning Proposal would not directly reduce the amount of employment land stocks in the LGA.

- The type of land uses proposed (retail, commercial and residential) are currently permissible and present in or adjoining the B5 sub-precinct. This implies that the Planning Proposal would not impact the functionality of the current or future functionality of the employment precinct.

The Planning Proposal would increase employment densities on the site. This would contribute to the wider employment precinct reaching its employment targets while also reducing the deficit in capacity identified in the ELS.

Strategic Merit

The PP demonstrates strategic merit by aligning with several key strategies applicable to the site and surrounding local area. The proposal enables greater contribution to the housing supply of Hornsby LGA, retention of employment land and delivery of community spaces and publicly accessible open space. As demonstrated in Section 6 above, the PP is consistent with the following strategies:

- Greater Sydney Region Plan
- North District Plan
- Local Strategic Planning Statement
- Local Housing Strategy
- Employment Lands Study

Site Specific Merit

The PP demonstrates site-specific merit, with the unique elements and location of the site informing the development of the proposed concept. In relation to the suitability of the site for the proposed concept:

- The site is not subject to significant environmental constraints or hazards, such as bushfire or flooding. This means the location of the proposed concept is not placing new homes or workplaces in high-risk, hazard-affected areas.
- The presence of Blue Gum High Forest is a valued part of the site and it has been carefully considered throughout the development of the proposed concept. A Biodiversity Assessment Report confirms the proposed development will not have a significant impact on any threatened species, populations or TECs.
- The proposed concept has also carefully considered neighbouring land uses, including the surrounding low-density residential, commercial and hotel uses. The proposed concept will not detrimentally impact the local area, given the proposed uses already largely occur in the local area. No adverse shadowing impacts to the surrounding low-density locality to the south of the site will occur and privacy impacts have been managed through the proposed built form.
- The site is well-serviced and there is sufficient infrastructure available to accommodate the proposed concept. Any augmentation required has been identified in the Services Infrastructure Report provided as part of this PP.

This PP demonstrates strategic and site-specific merit and addresses all relevant considerations under the *Local Environmental Plan Making Guidelines (Dec 2021)*. The proposed concept is consistent with State, Regional and Local planning policies and the relevant Section 9.1 Ministerial Directions. In summary, there is a sound planning basis, strategic planning merit and site-specific merit to support the amendments to the HELP in relation to this site, as promoted by this Planning Proposal.

ATTACHMENT 1 - ITEM 7

ITEM 8

ATTACHMENT/S

REPORT NO. PC15/22

ITEM 8

1. DRAFT HORNSBY TOWN CENTRE REVIEW RECOMMENDATIONS REPORT

2. DRAFT LANDSCAPE AND PUBLIC DOMAIN REPORT

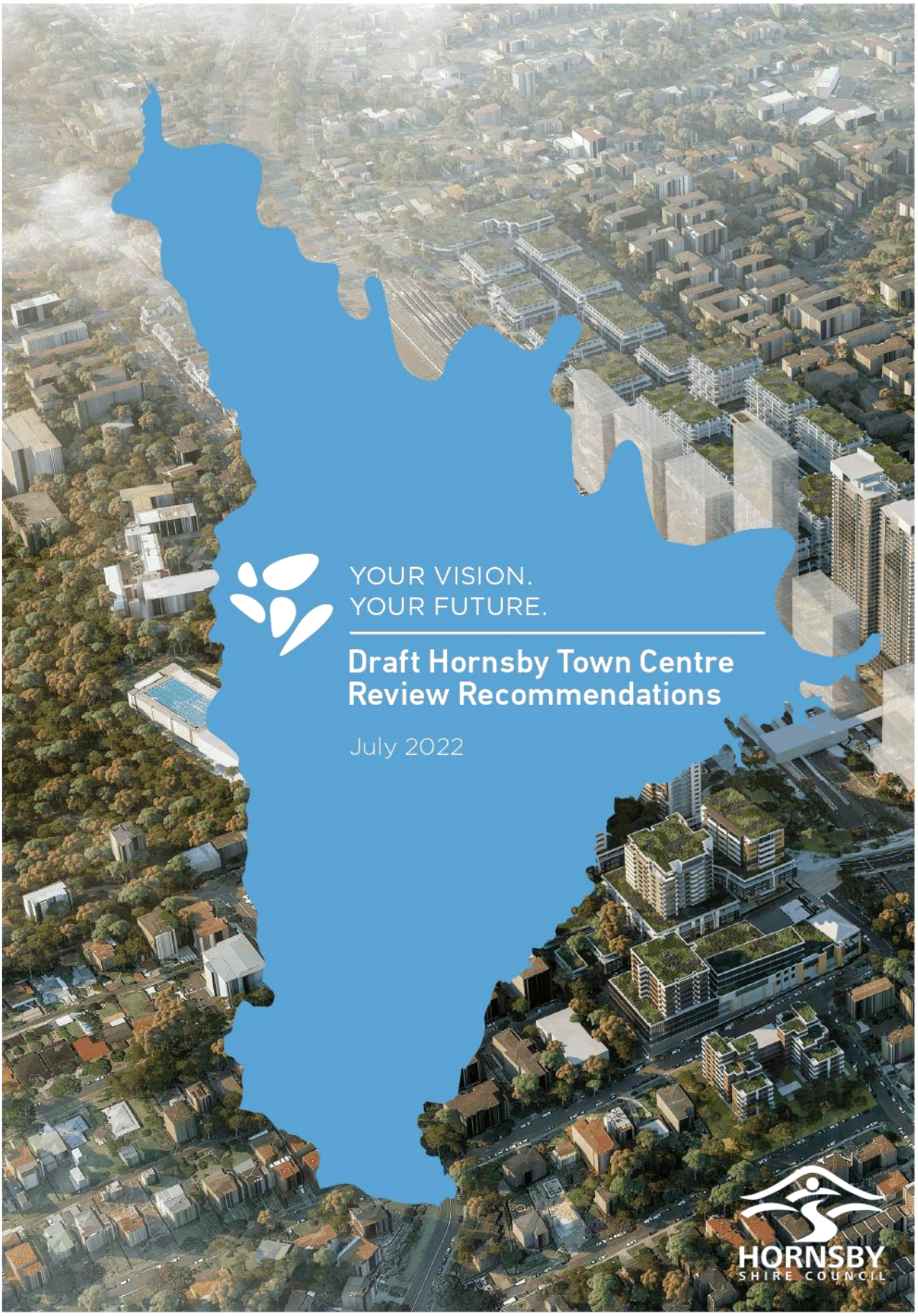
3. DRAFT TRANSPORT PLAN

4. DRAFT NET ZERO CARBON PRECINCT STRATEGY FOR BUILDING DESIGN

5. DRAFT ECONOMIC DEVELOPMENT AND EMPLOYMENT LAND USES REPORT

6. DRAFT STAKEHOLDER ENGAGEMENT OUTCOMES REPORT

ATTACHMENT 1 - ITEM 8



Acknowledgement of Country

Council recognises the Traditional Owners of the lands of Hornsby Shire, the Darug and GuriNgai peoples, and pays respect to their Ancestors and Elders past and present and to their Heritage. We acknowledge and uphold their intrinsic connections and continuing relationships to Country.

Connections to Country

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 here at Hornsby and expose its importance within the cultural landscape as a junction for these once heavily occupied travel routes. An extremely important resource for all Mobs traversing across Country for business, ceremony or family obligations and responsibilities.

From the ocean shores of Brooklyn, abundant in edible sea life and favourably utilised for its tasty treasures, to the rainforest covered gullies with constant supplies of native edible vegetation, grazing marsupials and rock shelters contribute to the uniqueness of this region.

The Darug and GuriNgai Peoples have protected and respected this area since time began. Sacred sites were etched into the sandstone by our Creator Ancestors about cultural knowledge, lore and law of Country, community, astronomy and weather patterns, to name only a few. These are scattered strategically throughout this landscape and are still utilised today for ceremonies, celebrations and Family gatherings and to pass cultural knowledge onto the next generations.

For the Darug and GuriNgai Peoples, this region is still alive and thriving from a cultural perspective. Despite the ever-growing demands for development and community infrastructures, the Hornsby Shire has lush and vibrant bushland areas, fresh and saltwater estuaries and breath-taking visual aspects across Country allowing us the ability to continue cultural practices, share cultural beliefs and expand on our relationship and connection with our Country.

The Darug and GuriNgai Peoples will continue to care for and respect Country. We invite and encourage you to expand on your own connection to this unique and amazingly beautiful Country. In the early morning hours when the sun is rising and you breathe in the fresh, clean air of a new day, pay homage to Mother Earth and the Aboriginal Mobs that have protected, respected, utilised and honoured these lands for its lifetime, always being mindful of never depleting resources or damaging natural features created by Mother Earth and our Creator Ancestors.

Tracey Howie, local bloodline descendant

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This report has been prepared with input from a multidisciplinary consultant team led by Cox Architecture. The consultants involved include:

- **Cox** – Urban Design and Planning
- **Tract** – Landscape Architecture
- **Urban Apostles** – Social and Community Planning
- **Brickfields Consulting** – Social and Community Planning
- **Hectare Abraham architects** – Heritage Planning
- **JLL** – Economic Planning
- **WSP** – Project Management, Transport Planning and Modelling and Sustainability.

Executive Summary

Hornsby Town Centre Review

Hornsby has been identified as a Strategic Centre within the North District Plan – the 20-year plan prepared by the Greater Sydney Commission.

The Hornsby Town Centre Review aims to identify a series of recommendations and interventions that can facilitate the revitalisation of Hornsby as a growing strategic centre.

Hornsby Town Centre is the major commercial centre of Hornsby Shire and encompasses a retail and commercial core surrounded by light industrial, community, civic and residential development of varying density, all anchored by Hornsby rail station.

The study area encompasses both sides along the rail corridor. In the east, this includes Westfield Hornsby, Hornsby Mall and businesses located along George Street up to Bridge Road, which forms the northern boundary. In the west, it is bound to the south by Hornsby RSL Club and includes businesses on Peats Ferry Road, in William and Dural Streets, north to Bridge Road.

Hornsby Town Centre's current residential population of 463 is expected to increase to approximately 11,000 people living in 4,500 new dwellings and living in 4,500 new dwellings with access to opportunities for 5,000 new jobs by 2036.

Changing demographics and an increased resident, worker and student population within the Town Centre will have significant requirements for housing diversity and affordability, cultural and community infrastructure, retail and recreation opportunities and economic development within the Town Centre.

Purpose of the Review

The purpose of this report is to provide draft recommendations drawing on the outcomes of the Hornsby Town Centre review to date. These draft recommendations are based on an intensive stakeholder and community engagement process and several technical reports and studies undertaken previously and during the Town Centre Review.

With the anticipated growth of the Town Centre, the Review identifies a series of draft recommendations to accommodate change in a way that draws from the positive attributes of the Centre (such as existing high levels of public transport, health and education services and retail and recreational opportunities) and enhances the quality of life for all.

The draft recommendations seek to deliver diversity and density in line with the higher levels of accessibility and amenity afforded by the future Town Centre. Recommendations seek to improve the public domain, accessibility, safety, environmental sustainability and visual appeal through quality built form and public domain outcomes.

This report is supported by additional draft technical studies that provide clear observations and findings and inform strategies for the future of the Town Centre. Further details on planning control changes and development contributions would need to be prepared and exhibited if Council adopts this report.

The draft recommendations are made in the context of Hornsby as a cohesive, connected and complementary Town Centre, with opportunities for all.

Figure 1: Hornsby Town Centre study area

Planning Context

Meet our housing obligations

Concentrate housing in our major centre to protect our established suburbs

Revitalise our major centre in conjunction with Hornsby Park

State Government Obligations

The NSW Government, in conjunction with the Greater Sydney 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

It is the responsibility of Council to prepare a Housing Strategy in consultation with the community to demonstrate how we will meet these targets. The North District Plan also includes the following priority and actions relevant to the Hornsby Town Centre.

Planning Priority N10

Growing investment, business opportunities and jobs in strategic centres

Action 43

Strengthen Hornsby through approaches that:

- **a.** Encourage revitalisation of the commercial core
- **b.** Better integrate Westfield Hornsby into the centre and make the area more attractive
- **c.** 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
- **d.** Unlock development potential of strata-constrained areas east of the centre
- **e.** Support health-related land uses and infrastructure around Hornsby-Ku-ring-gai Hospital
- **f.** Improve walking and cycling connections between Hornsby Station and the Hospital
- **g.** Reduce the impact of traffic movements on pedestrians
- **h.** Promote walking, cycling and public transport to and within the centre
- **i.** Prioritise public domain upgrades, place-making initiatives and a new civic space.

Hornsby Local Strategic Planning Statement (LSPS)

The Hornsby LSPS details the local response to the priorities and actions in the North District Plan. One of the key actions is to concentrate future housing provision in our Strategic Centre (Hornsby Town Centre) to protect the predominant character of our lower density suburbs.

Hornsby Local Housing Strategy

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

Figure 2: Flowchart

The Vision

Council's adopted Vision Statement

"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."

Key Pillars and Principles

The Vision Statement and principles for the development of Hornsby Town Centre were prepared by Councillors and exhibited as part of the early stages of the Town Centre Review and adopted as part of Council's Local Strategic Planning Statement. These principles have directly informed issues, opportunities and concepts for a future Town Centre. Each of the principles, outlined on the opposite page, has been categorised into four key pillars:

- Community and experience
- Public domain and landscape
- Urban design and built form
- Movement and place

Figure 3: Aerial view of Hornsby Town Centre and Waitara

ATTACHMENT 1 - ITEM 8

Community and Experience

- A centre that builds on the mall and expands the type and variety of public spaces that are both accessible and attractive
- A centre that supports a diversity of employment including start-ups, day to day services, businesses and offices, and employment catalysts such as a university or Government hub
- A cultural centre through provision of a range of community facilities connected to open spaces
- An active night time economy creating a vibrant and attractive place
- A destination in its own right and a centre that has considered the safety, wellbeing and inclusion of all of its community from concept, to delivery and operation

Public Domain and Landscape

- A centre that reflects the Shire through the use of tree canopy, landscape, water, sandstone, storytelling and linkages to Hornsby Park
- A centre that exhibits best practice and innovative environmental sustainability measures and practices
- Creation of public and private domain that supports an increased tree canopy
- Identify, reinforce and protect important elements that contribute to the character of the centre
- Provide accessible public and private spaces that are easily navigated

Urban Design and Built Form

- A centre that promotes and exhibits design excellence
- Development that results in human scale and fine grain
- Development over the rail line at a scale that supports the aspirations of the centre
- A range of housing of high amenity at a variety of densities and scale to deliver greater housing diversity and housing choice, including affordable housing options
- Identify limits to the centre and designate areas of activation
- Ensure built form and spaces have a human scale and that scale transitions are managed to maintain this scale
- Development that will work towards net zero emissions by 2050 and embrace environmental sustainability

Movement and Place

- A centre that is viewed as a whole and integrates the east and west sides seamlessly
- To support modal shift away from private vehicles
- Transport infrastructure that supports the vision in terms of well-located bus, train, commuter parking, cycling and pedestrian modes and linkages

Sustainability

> A centre that exhibits best practice environmental sustainability.

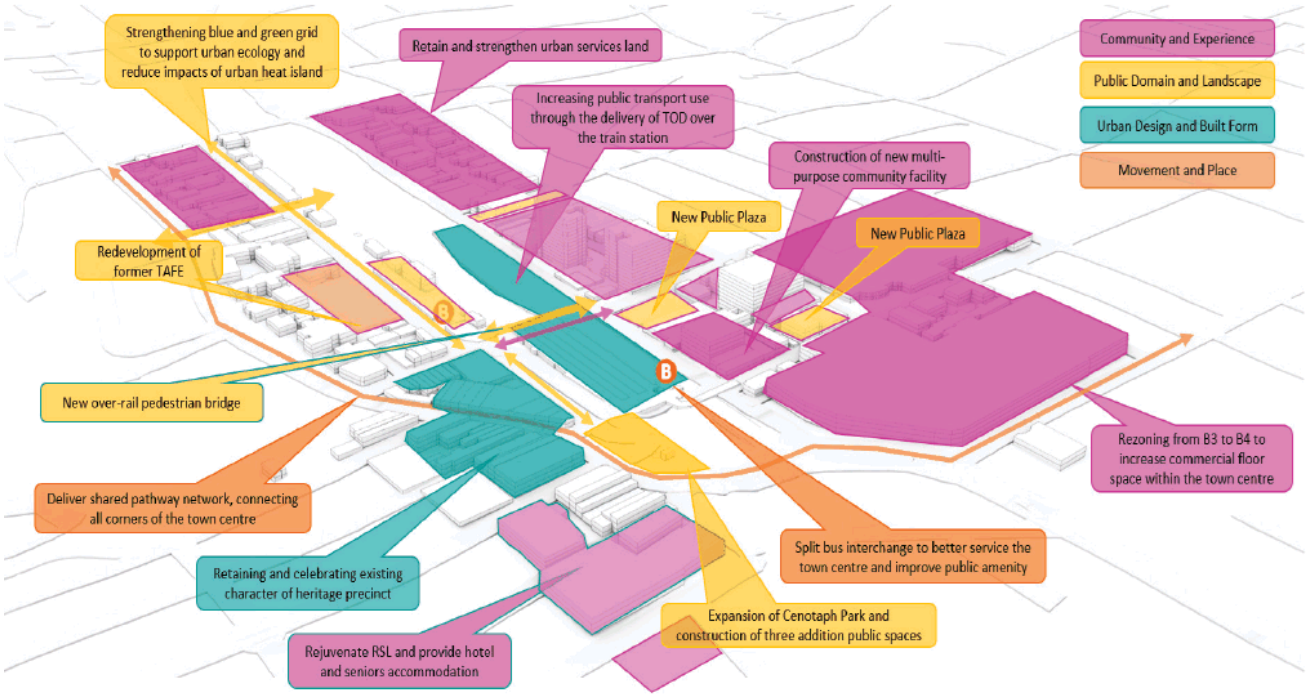
Sustainability is a key principle guiding the Hornsby Town Centre Review. The planning, design and implementation of the Future Hornsby Town Centre concepts will be focused on sustainability and the creation of a healthier and more liveable Town Centre.

A Net Zero Carbon Precinct Strategy for Building Design for the Town Centre has been completed and forms part of the exhibition documentation for community input.

The Sustainability Statement was informed by community and stakeholder consultation, and various strategies which identity sustainability objectives and initiatives as a priority for Hornsby, including:

- Sustainable Hornsby 2040 Strategy
- Climate Wise Hornsby Plan, 2021
- Biodiversity Conservation Strategy, 2021
- Water Sensitive Hornsby, 2021 Urban Forest Strategy, 2021

Please refer to the Net Zero Carbon Precinct Strategy for Building Design for further information.



Sustainability Principle	Sustainability Requirement
Town Centre Key Pillar – Community and Experience	
Strengthen Hornsby's 'green' identity	■ Implement the Hornsby Town Centre Net Zero Strategy, committing to achieving the strategy's targets and recommendations. ■ Increase green corridors throughout the Town Centre through an integrated open space network including the delivery of four new public plazas and parks, and the greening of streetscapes and pedestrian and cycling connections. Integrate water into the proposed open space and streetscape network and maximise opportunities for public engagement through a series of water plazas: '(blue grid)' . Delivery will be assisted through the Street Tree Masterplan, WSUD plans and biodiversity corridors.
Create a dynamic place to live and work	■ Increase commercial space throughout the Town Centre. ■ Retain light manufacturing, bulky goods retail and services land within the Town Centre.
Create an inclusive and healthy community	■ Develop a multi-purpose community hub with a redeveloped library facility. ■ Achieve staged affordable housing dwelling supply and offer greater housing diversity and choice. ■ Provide commercial spaces which will attract and retain diverse employment types. ■ Ensure future working and residential populations have access to high-quality open space. ■ Support the uptake of public transport and active transport alternatives.
Town Centre Key Pillar – Public Domain and Landscape	
Strengthen links to surrounding natural environment	■ Develop an integrated blue green grid to improve air and water quality and link existing ecologies, open spaces, Hornsby Park and bushland areas beyond. ■ Plant native vegetation and increase urban canopy to strengthen green connections and local ecologies, reduce heat island effect, enable comfortable walking and liveable public space. ■ Use environmentally sustainable materials that are low carbon and support the circular economy.
Town Centre Key Pillar – Urban Design and Built Form	
Deliver a climate resilient built form	■ Endorse the Hornsby Town Centre Net Zero Strategy. ■ Deliver a more sustainable built form across Hornsby Town Centre's existing and future buildings by reducing water and energy use, embodied energy and urban heat island impacts.
Town Centre Key Pillar – Movement and Place	
Deliver an accessible and safe Town Centre	■ Develop a multi-purpose community hub within the Central Heart Precinct. ■ Transform underutilised land in civic precinct into an intergenerational plaza and play space. ■ Apply Crime Prevention Through Environmental Design requirements in the design of public spaces to maximise safety.
Enable sustainable design	■ Ensure materials and finishes reflect and strengthen the Town Centre's surrounding bushland, through designing for views, orientation of buildings and public spaces, materials and finishes. ■ Ensure new development appropriately responds to the Town Centre's desired character. ■ Ensure sustainability is considered at all phases of a development's lifecycle – design, construction and maintenance. ■ Develop infrastructure to facilitate the uptake of public transport and support modal shift.

The Evidence

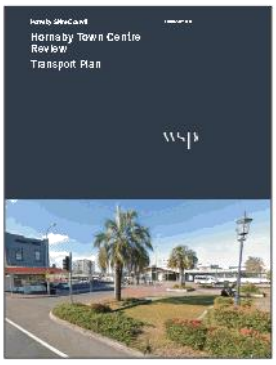
The recommendations are based on a comprehensive evidence base and are informed by an intensive stakeholder and community engagement process, background literature and technical studies.

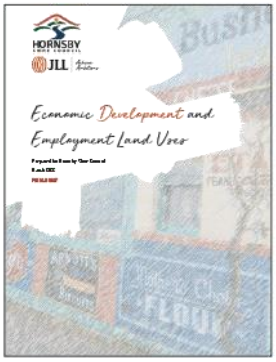
The multi-disciplinary team has undertaken comprehensive analyses to shape and facilitate the future growth of Hornsby Town Centre. This has enabled an integrated and interconnected approach where the separate disciplines have collaboratively informed the master plan vision outcomes.

The following technical studies have shaped the recommendations and can be read in conjunction with this draft report.

- Transport Plan
- Net Zero Carbon Precinct Strategy for Building Design
- Landscape and Public Domain
- Economic Development and Employment Land Uses
- Stakeholder Engagement Plan and Outcomes

This project also used specialised input from heritage consultants, social infrastructure consultants and housing specialists.





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The Status

Where are we up to?

Collaborative Planning Engagement Process

The draft recommendations outlined in this document have been developed in close collaboration with the Hornsby community, state agencies, stakeholders, Town Centre landowners and Council.

Through drop-in sessions, mall pop-ups, letters and website engagement, the goal has been to understand current and future ambitions of the community and landowners and opportunities for alignment with the desired outcomes of the Hornsby Town Centre Review.

Building on this engagement, a co-design workshop was held to test the vision and aspirations for the Town Centre and identify a preferred framework for its establishment and delivery.

Key messages from the collaborative planning engagement process include:

- 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.

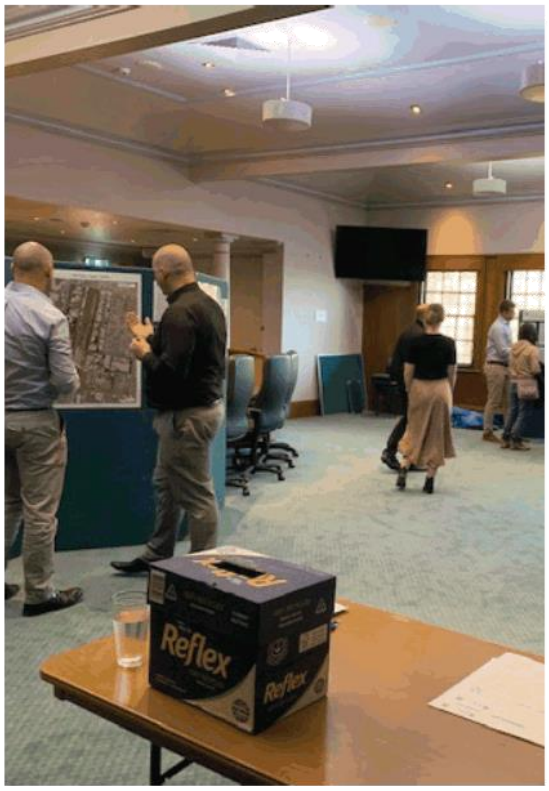

Figure 5: Landowner Engagement Drop-in

Figure 6: Community Engagement Pop-up

Figure 7: Council and Stakeholder Co-Design Workshop

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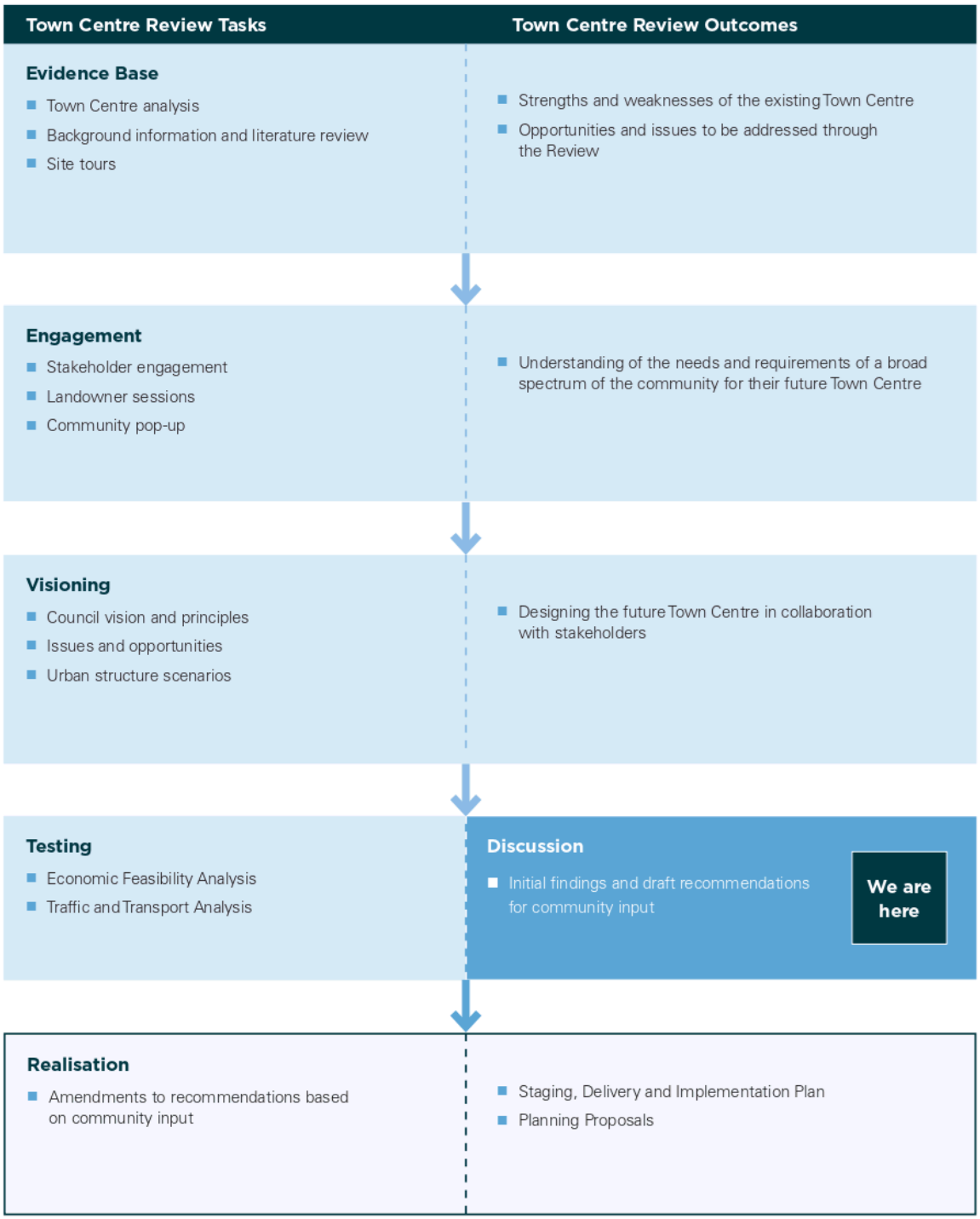
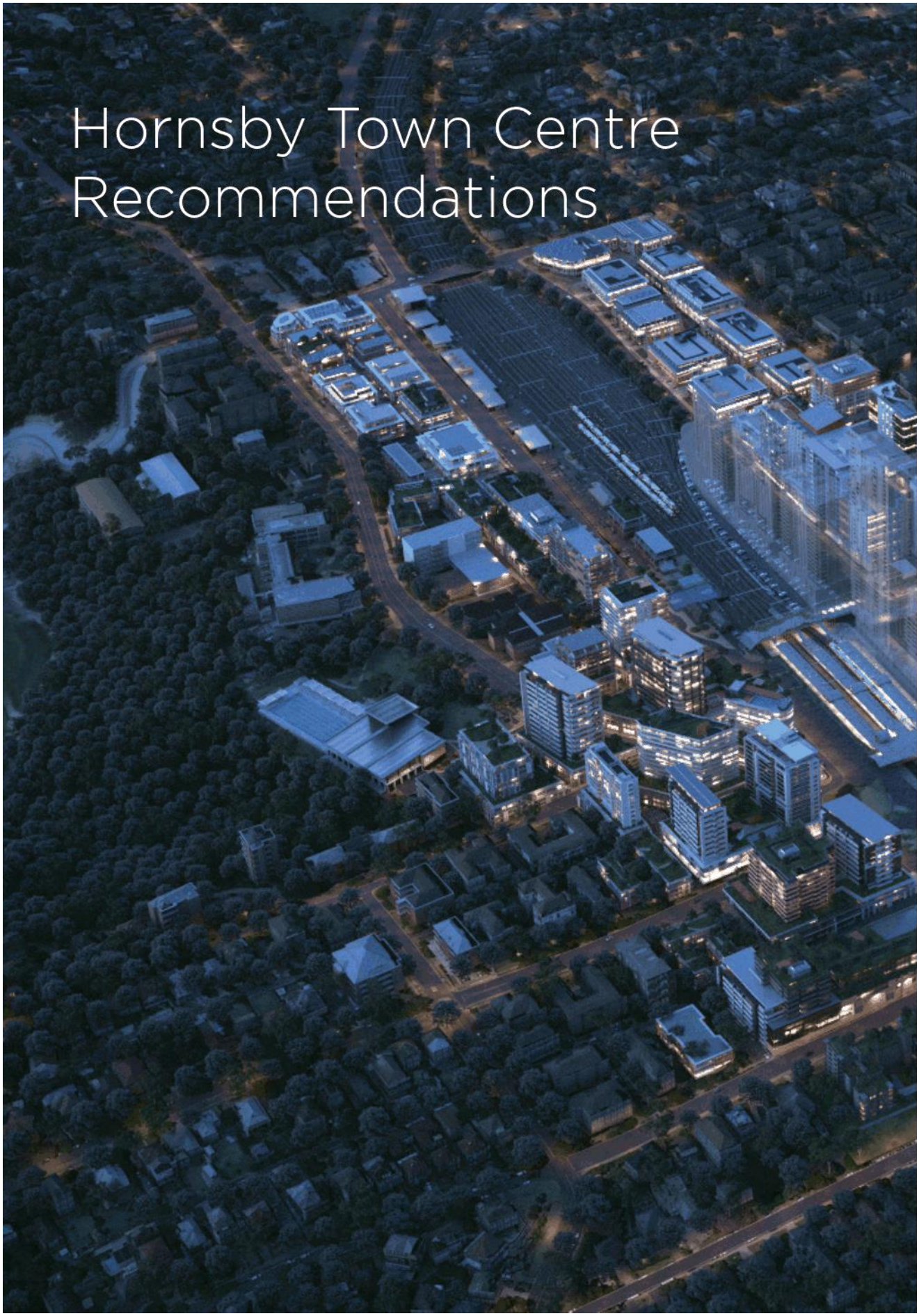

Town Centre Review Tasks
Town Centre Review Outcomes
Evidence Base
Town Centre analysis
Background information and literature review
Site tours
Strengths and weaknesses of the existing Town Centre
Opportunities and issues to be addressed through the Review
Engagement
Stakeholder engagement
Landowner sessions
Community pop-up
Understanding of the needs and requirements of a broad spectrum of the community for their future Town Centre
Visioning
Council vision and principles
Issues and opportunities
Urban structure scenarios
Designing the future Town Centre in collaboration with stakeholders
Testing
Economic Feasibility Analysis
Traffic and Transport Analysis
Discussion
Initial findings and draft recommendations for community input
We are here
Realisation
Amendments to recommendations based on community input
Staging, Delivery and Implementation Plan
Planning Proposals



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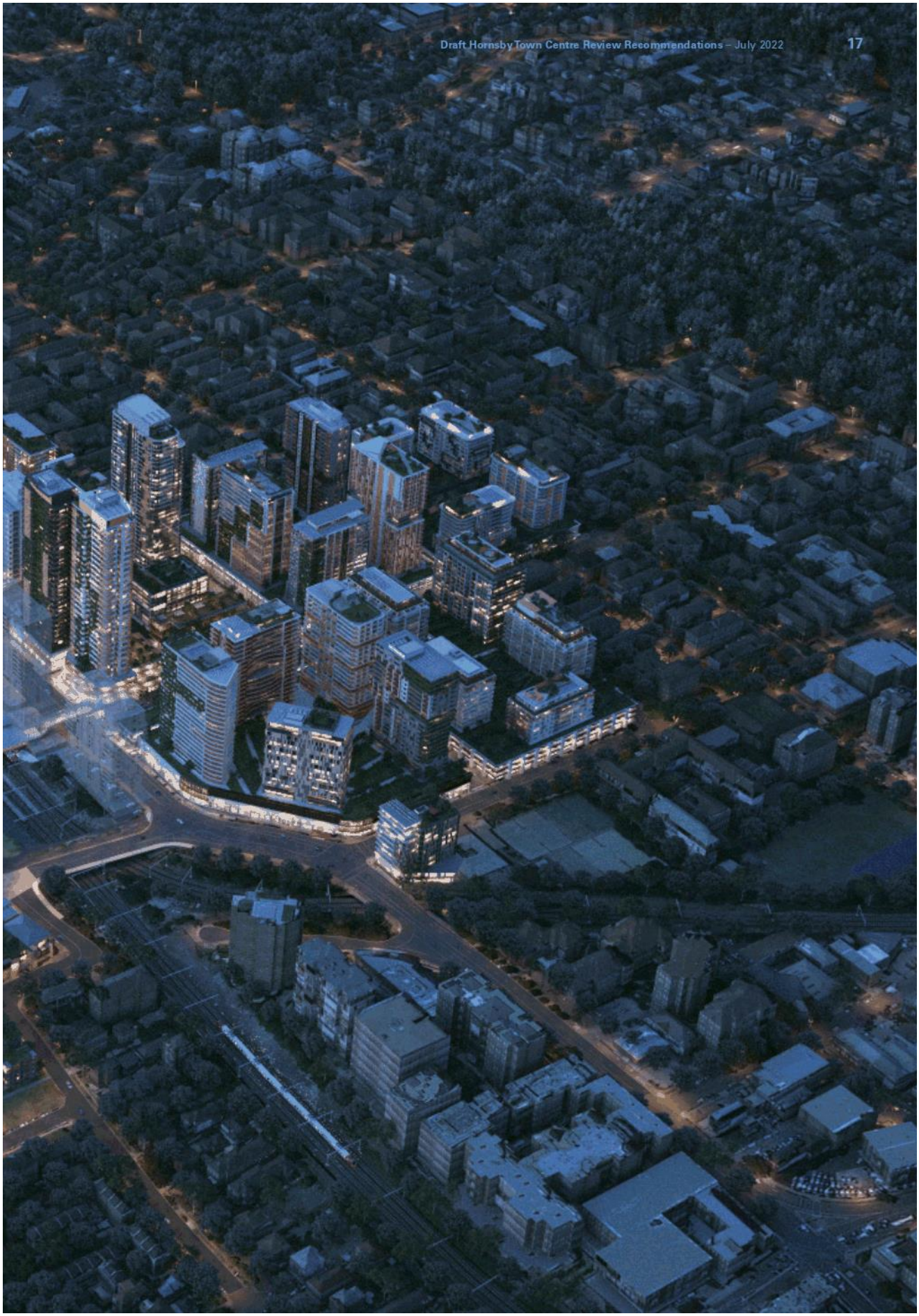

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Precincts

Informed by existing and proposed character, public domain, streets, land use and parcels, five precincts have been identified across the Town Centre.

1. Central Heart Precinct
2. Western Heritage Precinct
3. Northern Employment Precinct
4. Retail Core Precinct
5. Rail Corridor Precinct

For further information on the Precincts and specific recommendations, please refer to Page 76 of this Report.

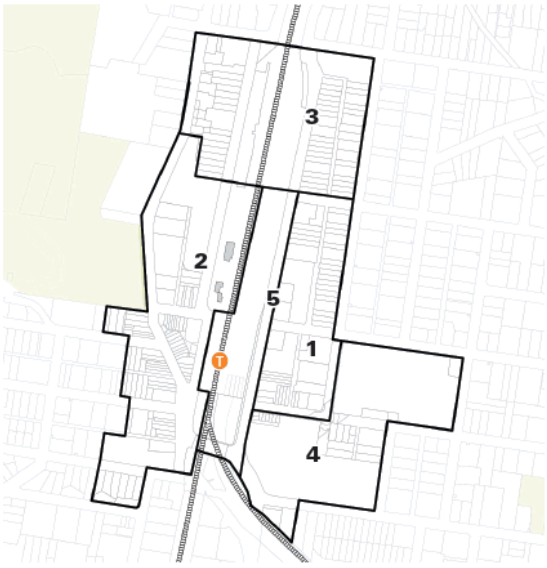

Figure 8: Town Centre Precinct Boundaries

Structure Plan

The recommended Structure Plan for Hornsby Town Centre is proposed to deliver a connected, productive, vibrant place, cherishing all the features that make Hornsby a unique and desirable place to all ages to live, work, play and learn.

Key features of the proposed Structure Plan include:

- Broadening the extent of the mixed use zoning to provide more diversity and activity of uses and users within the Town Centre
- Providing greater housing choice and affordable housing
- Providing for increased densities and greater job opportunities
- An enhanced public domain network within the Town Centre comprised of new, expanded and upgraded open spaces
- A new multi-purpose library and community facility
- New pedestrian and vehicular links to Hornsby Park
- A new pedestrian connection across the rail corridor linking Burdett Street and Coronation Street and providing additional access to the station platforms at the northern end
- Reconfiguration of the transport interchange so that Station Street becomes a place for people and buses are accessed on George Street and Jersey Street.

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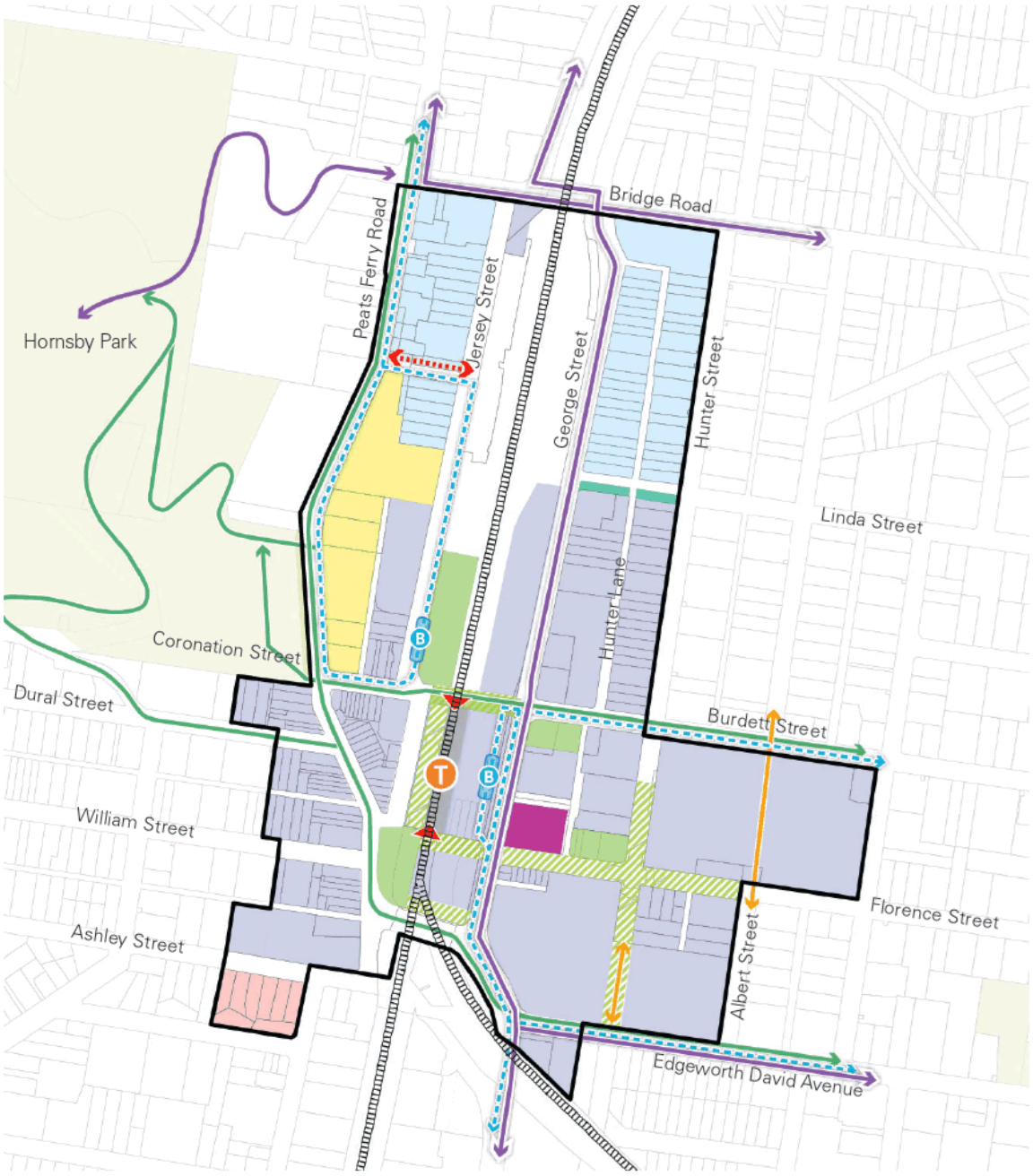

Figure 9: Hornsby Town Centre structure plan

Community and Experience

Hornsby Town Centre will have population growth and demographic shifts in the next 10-15 years that will drive a change in type and quantum of facilities required for community, retail, entertainment and business uses. Hornsby will strive to be an inclusive and healthy community, with access to social infrastructure and services that enable the community to thrive.

There is an opportunity to collaborate with local stakeholders to deliver appropriate facilities for the community, including Council, Westfield, Hornsby RSL and education and health providers.

The recommendations propose the delivery of new community infrastructure and cultural facilities to meet and exceed the needs of the existing and future Hornsby community. The community will have greater opportunities in terms of culture, retail, entertainment and food and beverage experiences.

Community infrastructure will be designed with embedded flexibility that can change and respond to future needs. Facilities will need to cater to pre-school and school age children, young professionals, families and downsizers.

Critical to the future success of Hornsby Town Centre is the planning, programming and management of spaces for community and experience. These facilities and initiatives will serve as a platform for community building, cultural development and placemaking.

Figure 10: Queensland Performing Arts Centre, *COX – an example of a public space that serves as an extension of a cultural facility*

Recommendations

A series of community and experience recommendations have been developed to respond to Hornsby's unique opportunities. These initiatives aim to help achieve the vision and principles for the Town Centre and are outlined in more detail on the following pages.

1. Provide a new multi-purpose community facility
2. Deliver spaces that foster community business and innovation
3. Plan for retail and cafe uses that activate the public domain
4. Ensure variety of programming of events and uses throughout the day, week and year and supports the night-time economy
5. Create a connected sequence of destinations and a variety of experiences as one moves through the Town Centre

Figure 11: Bow Market, *Merritt Chase – example of event programming*

Figure 12: Spice Alley, *Sydney – example of a successful night time economy*

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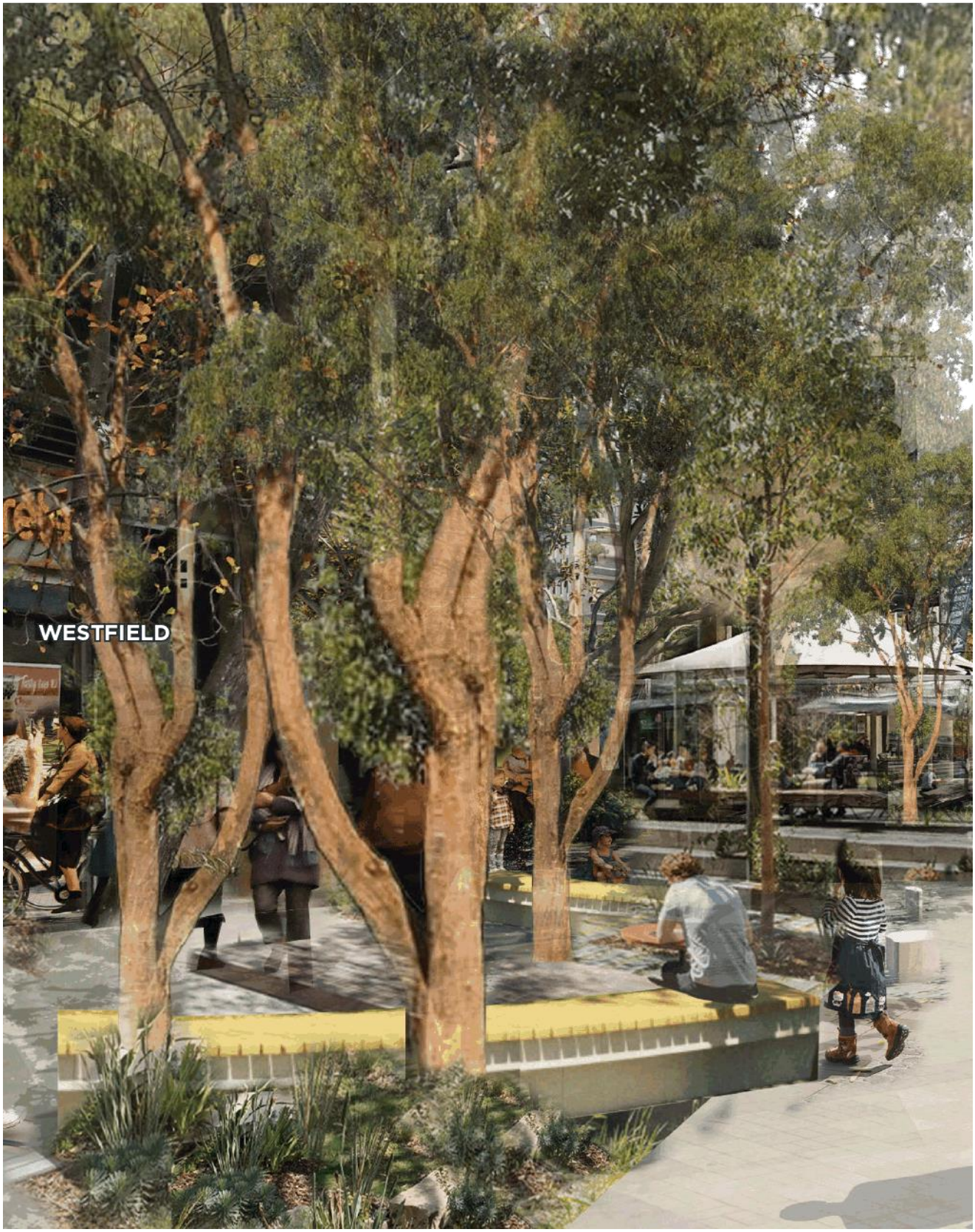
Hornsby Mall



HORNSBY STATION
MULTIPURPOSE COMMUNITY FACILITY
HORNSBY MALL
HORNSBY SQUARE

1 Provide a new multi-purpose community facility

A key aspect of the Hornsby Town Centre Review is to facilitate the provision of a multi-purpose community facility in the Central Heart Precinct. This would be located adjoining Florence Street Mall, between George Street and Hunter Lane.

The facility will be fully integrated into the public domain, anchoring a surrounding hub of activity and identity. It will accommodate a new library, community centre, cultural and creative facilities and flexible spaces for year-round community programming. The concentration and co-location of these community service offerings will reinforce the character of the Town Centre.

There would be residential development above the facility as well as food and beverage opportunities.

Feasibility analysis and options testing have been undertaken to identify the preferred location and configuration. The proposal would support opportunities for phased delivery, early implementation, development partnerships, and potential continued operation of the existing library during construction.

2 Deliver mixed use spaces that also foster community business and innovation

Council owned, commercial and mixed use buildings throughout the Town Centre will include a variety of bookable meeting rooms and co-working spaces. These ensure that community education and training programmes or meetings for sole traders, start ups, small businesses and community interest groups could be held within the Town Centre.

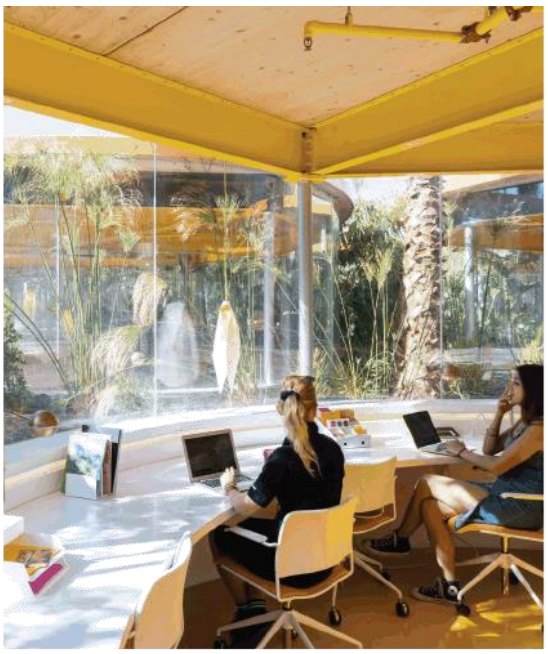


Figure 13: Second Home Hollywood, *DesignWanted*

Figure 14: Green Square Library, *Studio Hollenstein*

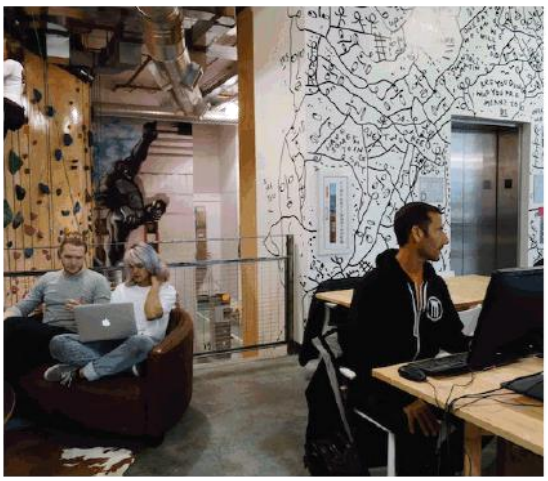


Figure 15: Boulders Queensbridge, *Brooklyn Boulders – examples above of mixed use spaces that foster community business and innovation*

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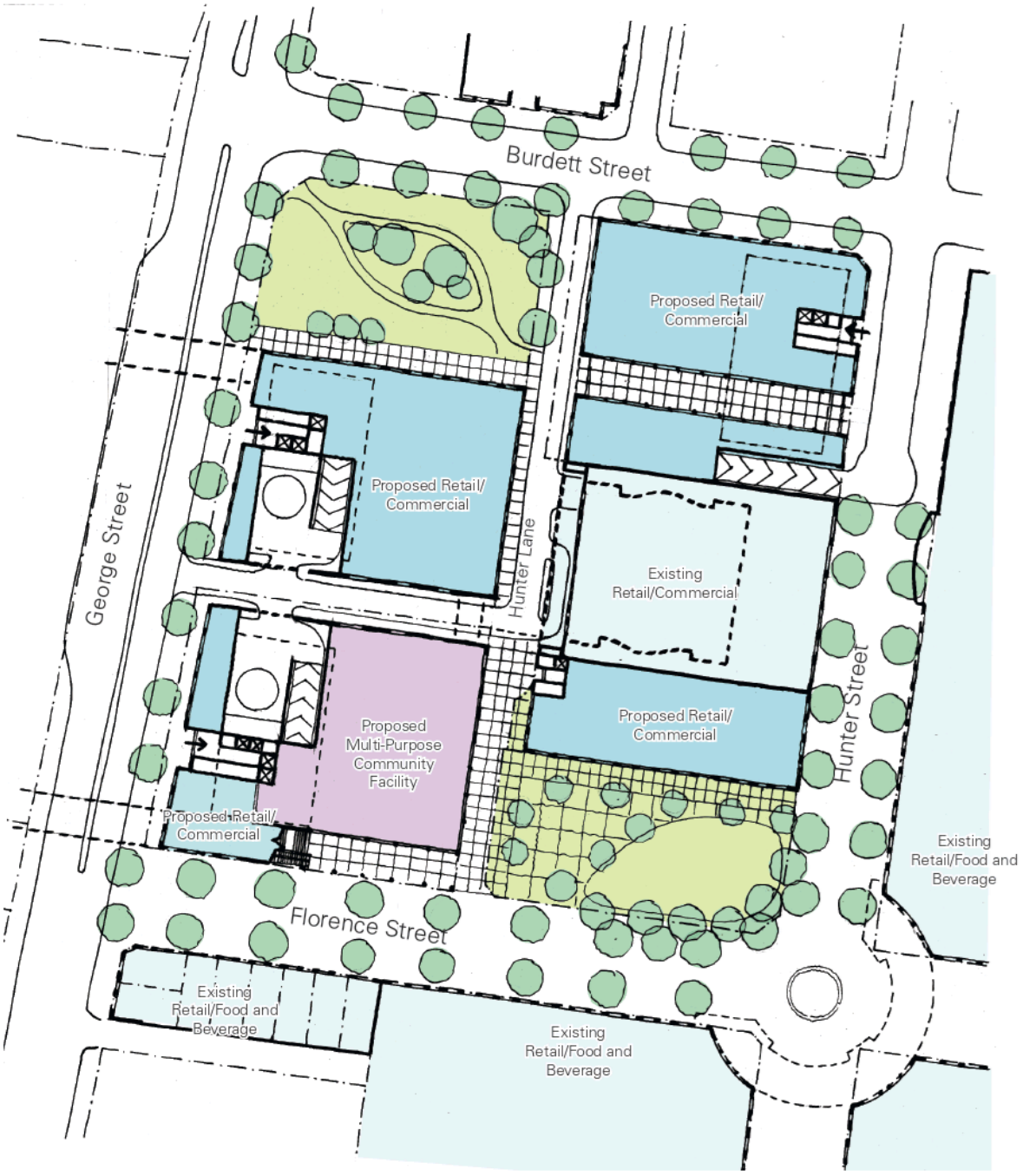

Figure 16: Proposed configuration of multi-purpose community facility and surrounding uses (Ground Floor Plan and Uses)

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3 Plan for retail and cafe uses that activate the public domain

The treatment of the interface between public and privately owned building and adjacent public domain becomes critical to the successful activation of place.

The provision of active frontages, and avoidance of inactive and opaque walls where possible, seeks to maximise the attraction of walking and enhance activity in the Town Centre while providing indirect surveillance and lighting.

Active frontages are considered in all new developments that address public spaces and major movement corridors, in particular in the designated day and night-time activity zones in the western heritage and retail core precincts.

New active frontages within mixed use development provide a scale and massing that seeks to deliver the pedestrian scale streetscapes and building podiums within the Town Centre.

This includes indoor and outdoor areas that activate Florence and Hunter Street malls, extending the active Florence Street pedestrian zone with new public and legible through-site connections through Westfield and ensuring new retail and food and beverage premises address the public domain.

4 Ensure a variety of programming of events and uses throughout the day, week and year and supports the night-time economy

An increasingly diverse demographic is likely to desire more social and cultural offerings within the Town Centre that extend into the evenings and weekends. This diverse population will also be drawn to the Town Centre by experiential 'destination' retail and food and beverage. Community and cultural facilities can reinforce opportunities for the expansion of a night-time economy based on events and activities supported by retail and hospitality offers.

The Review recommends two key day and night-time activity zones, including Peats Ferry Road and Florence Street mall. Each draws on and expands the current levels of activity and identity, generated by existing fine-grained food, beverage and entertainment uses such as cinemas, restaurants, community uses and the RSL.

An upgraded direct east-west connection between these precincts acts as a further catalyst for activity and future growth.

5 Create a connected sequence of destinations and a variety of experiences as one moves through the Town Centre

The visual relationship between the west side of the Town Centre and the surrounding forested valleys, particularly to the west and along streets, is particularly valuable.

New and upgraded connections across the rail corridor connect all the distinct mixed use precincts on the eastern and western areas of the centre.

This will ensure that all activities are catered for within a variety of destinations and experiences within the Town Centre such as passive reflection, active sport, cafés, destination restaurants, outdoor cultural events and indoor performances.

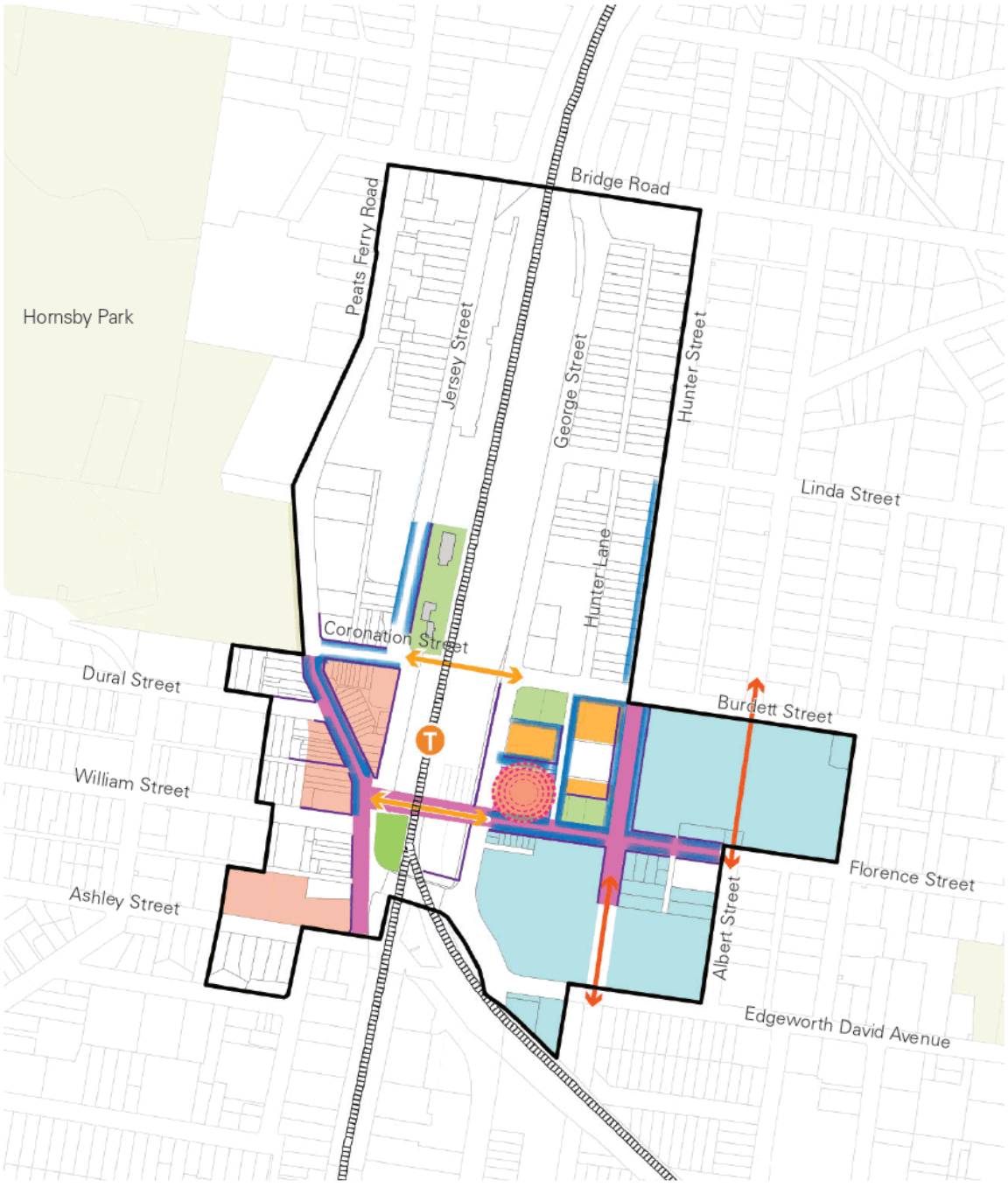

Figure 17: Hornsby Town Centre community and experience recommendations

0 200m

- Multi-purpose community facility
- Integrated development
- Retail core
- Entertainment and dining
- Public open spaces
- Day and night time activity zones
- Active programming
- Active frontages
- Connection through Westfield
- Connection between activity zones

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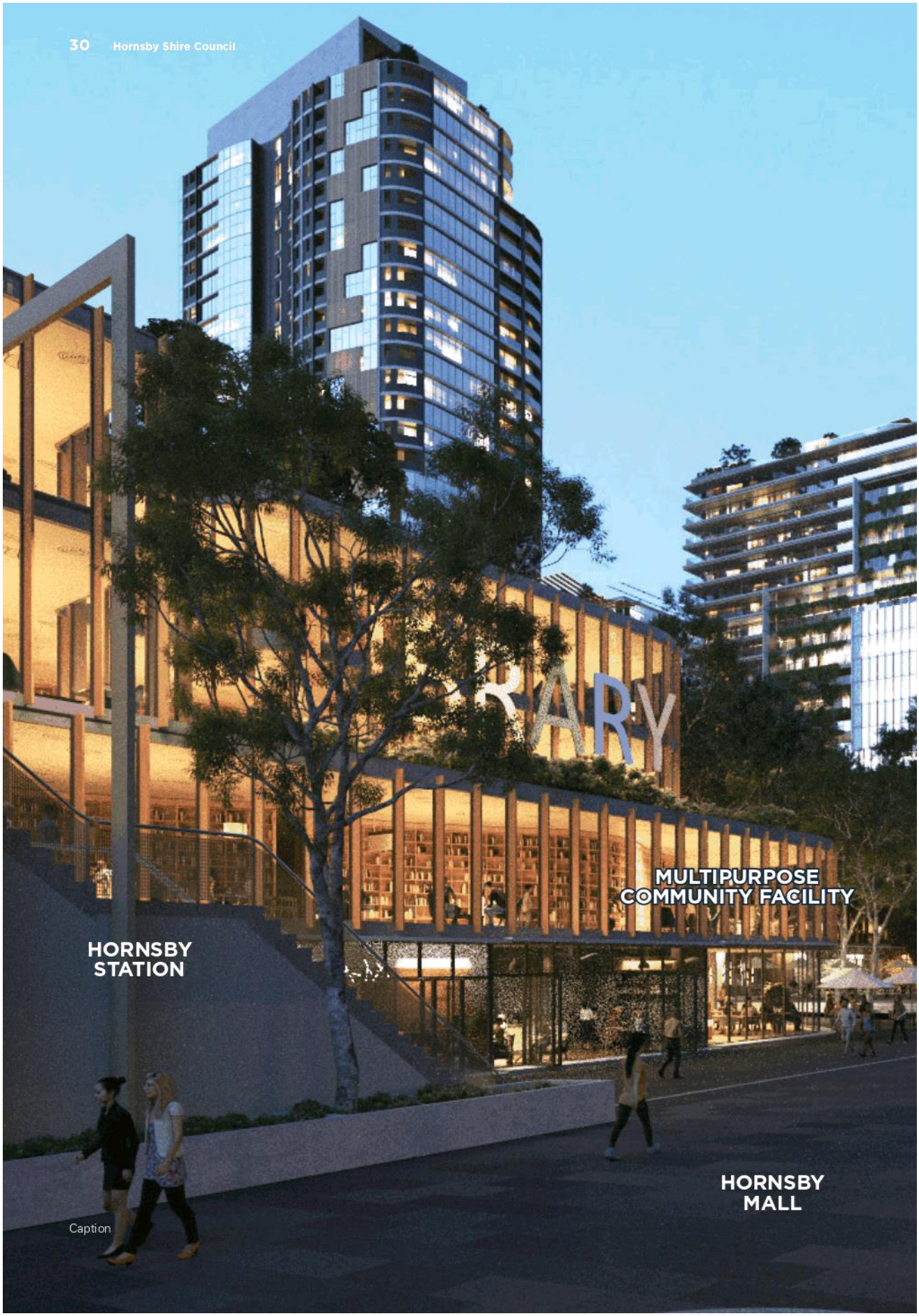

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Public Domain and Landscape

A series of public domain and landscape recommendations have been developed to respond to Hornsby's unique opportunities. These initiatives aim to help achieve the vision and principles for the Town Centre.

1. Create a network of new, expanded and enhanced public open spaces
2. Expand and reconfigure the Cenotaph Plaza
3. Repurpose underutilised rail yards and buildings into Jersey Street Plaza
4. Provide new public spaces at Hornsby Square and Burdett Street Park
5. Deliver a comprehensive active transport network and green and blue corridors
6. Celebrate bushland character and views

Please refer to the Hornsby Town Centre – Landscape and Public Domain Plan for further information.

Figure 19: Mehl Als Wohnen, *Duplex Architekten – publicly accessible open space between affordable housing buildings*

Figure 18: David H Koch Plaza, *Landezine – grove of trees that provides for shade and seating adjoining a mall*

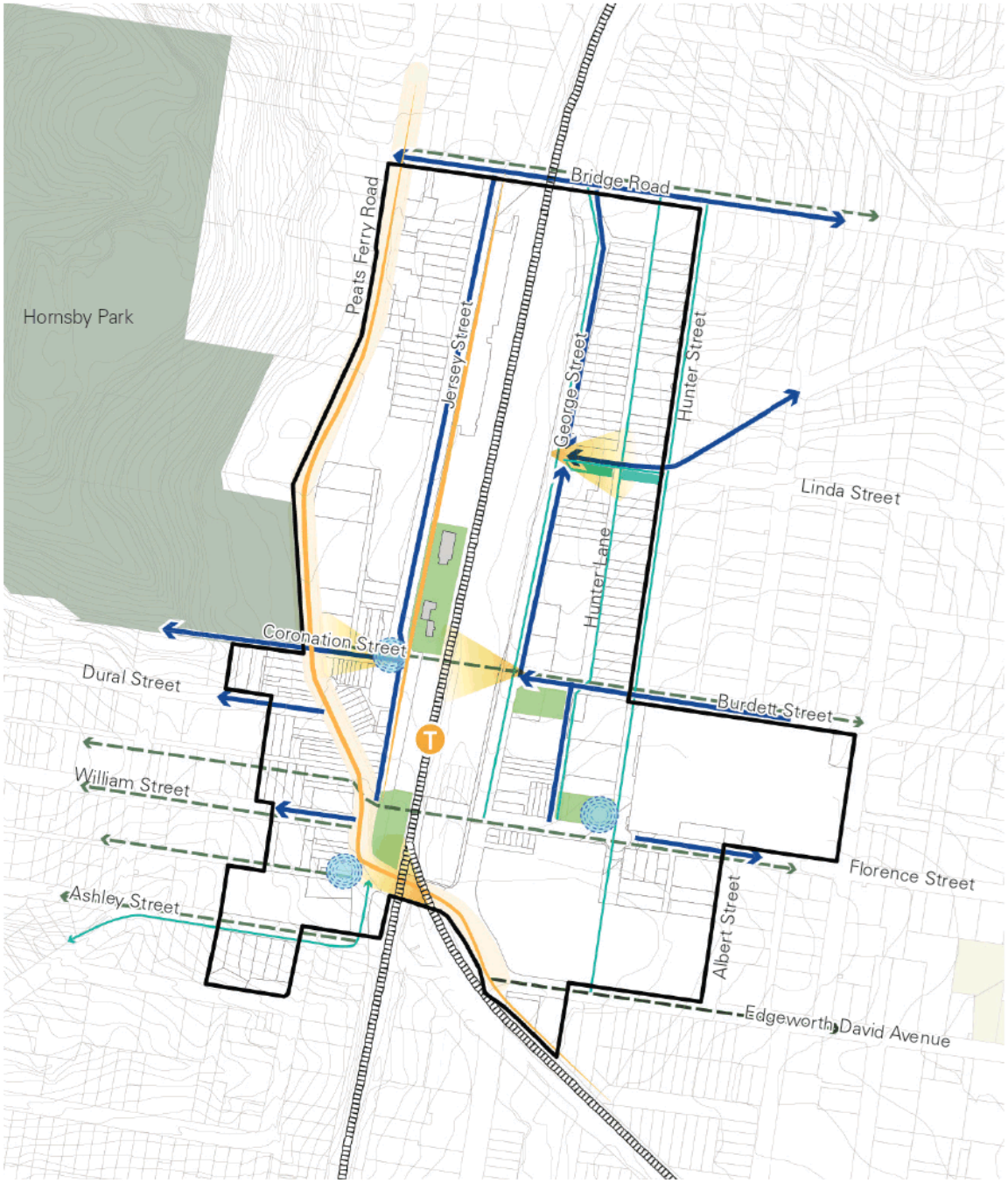


Figure 20: Hornsby Town Centre public domain and landscape recommendations

Existing open space
Hornsby Park
New and enhanced public spaces
Adaptive reuse of existing buildings
WSUD plaza
Dedicated WSUD area
Landform contours
Ridge
Notable views
Bushland links
Blue grid
Gully

1 Create a network of public spaces

A series of new and enhanced public spaces are recommended within Hornsby Town Centre. This includes Cenotaph Plaza, Jersey Street Plaza, Hornsby Square and Burdett Street Park.

Hornsby Town Centre will benefit from a sequence of spaces that offer individual significance while also having a strong relationship together as part of a cohesive open space network.

The four spaces will establish a connected network of distinct and inviting public domain spaces which provide identity to the Town Centre and reinforce connections between the precincts and beyond to the Town Centre, to Hornsby Park and Mark Taylor Oval.

These are linked via walkable streets and connections across the road and rail corridors, and are positioned in locations to increase the provision of accessible open space and to support the needs of an increased resident, worker and visitor population.

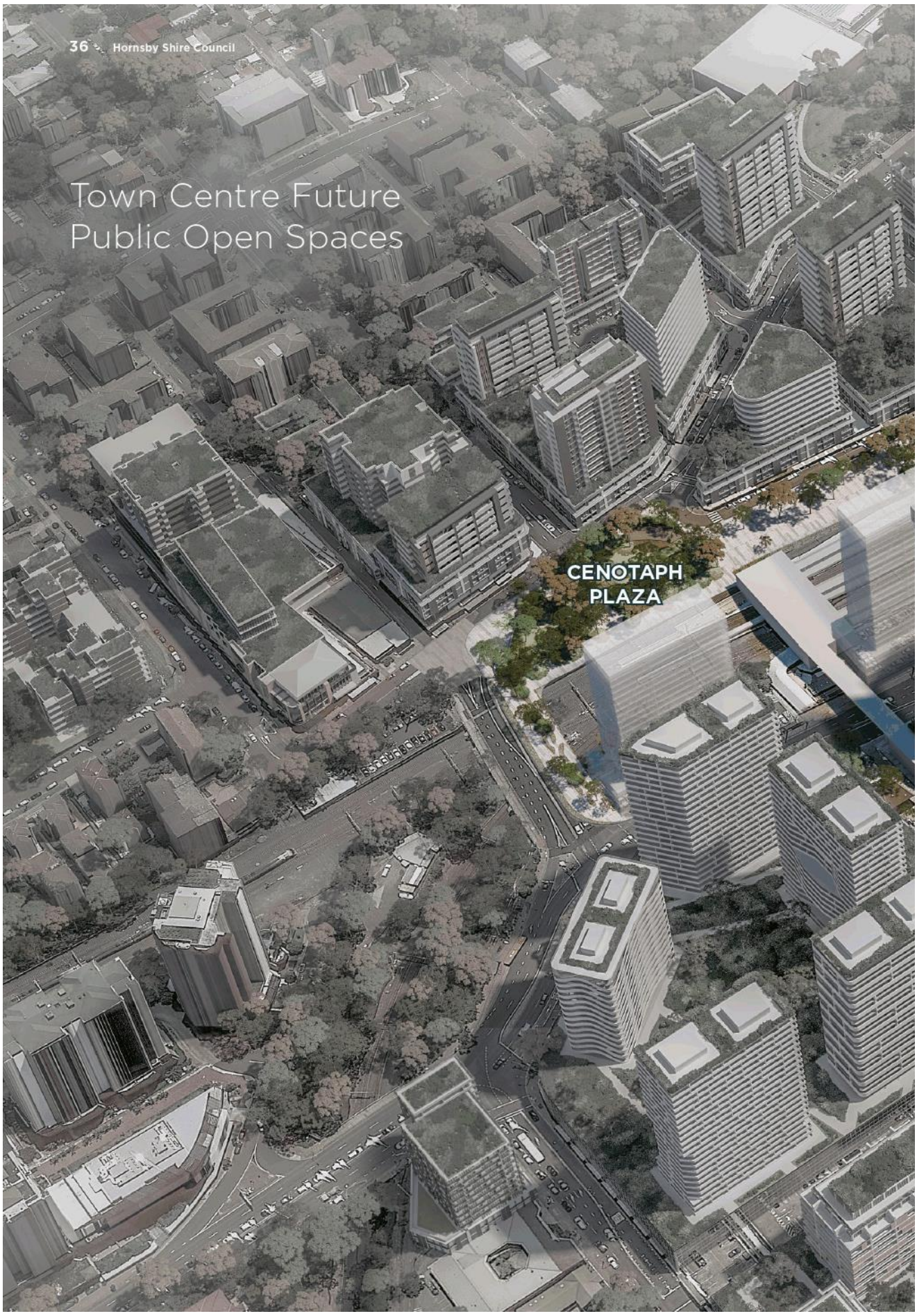
These will range in size from large plazas to more intimate spaces, with a diverse range of uses, materials, and design qualities. This variety of spaces will support an inclusive, adaptive and flexible public domain that can accommodate the diverse needs and desires of different groups of people.

Figure 21: Central Park Public Domain, *Turf Design Studio – example of well used open space in high density residential settings*

Figure 22: Midland Railway Square, *Place Laboratory – incorporation of adaptively reused heritage buildings within a new public open space*

Figure 23: Proposed configuration of Hornsby Square, Burdett Street Park and supporting linkages

1. Cenotaph Plaza
2. Jersey Street Park
3. Hornsby Square
4. Burdett Street Park



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2 Expand and Reconfigure the Cenotaph Plaza

By rationalising the bus movements and interchange locations within the Town Centre, this affords an opportunity to expand and reconfigure the existing Cenotaph Plaza at the corner of Station Street and Peats Ferry Road.

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.

The successful delivery of the vision for the Cenotaph Plaza and potentially rationalisation of road space allocation on Peats Ferry Road will require further collaboration, consultation and agreement with Transport for NSW (TfNSW) and other state government departments and agencies.

Figure 24: Visualisation of Cenotaph Plaza

Figure 25: Visualisation of Cenotaph Plaza

Figure 26: Cenotaph Plaza section A-A

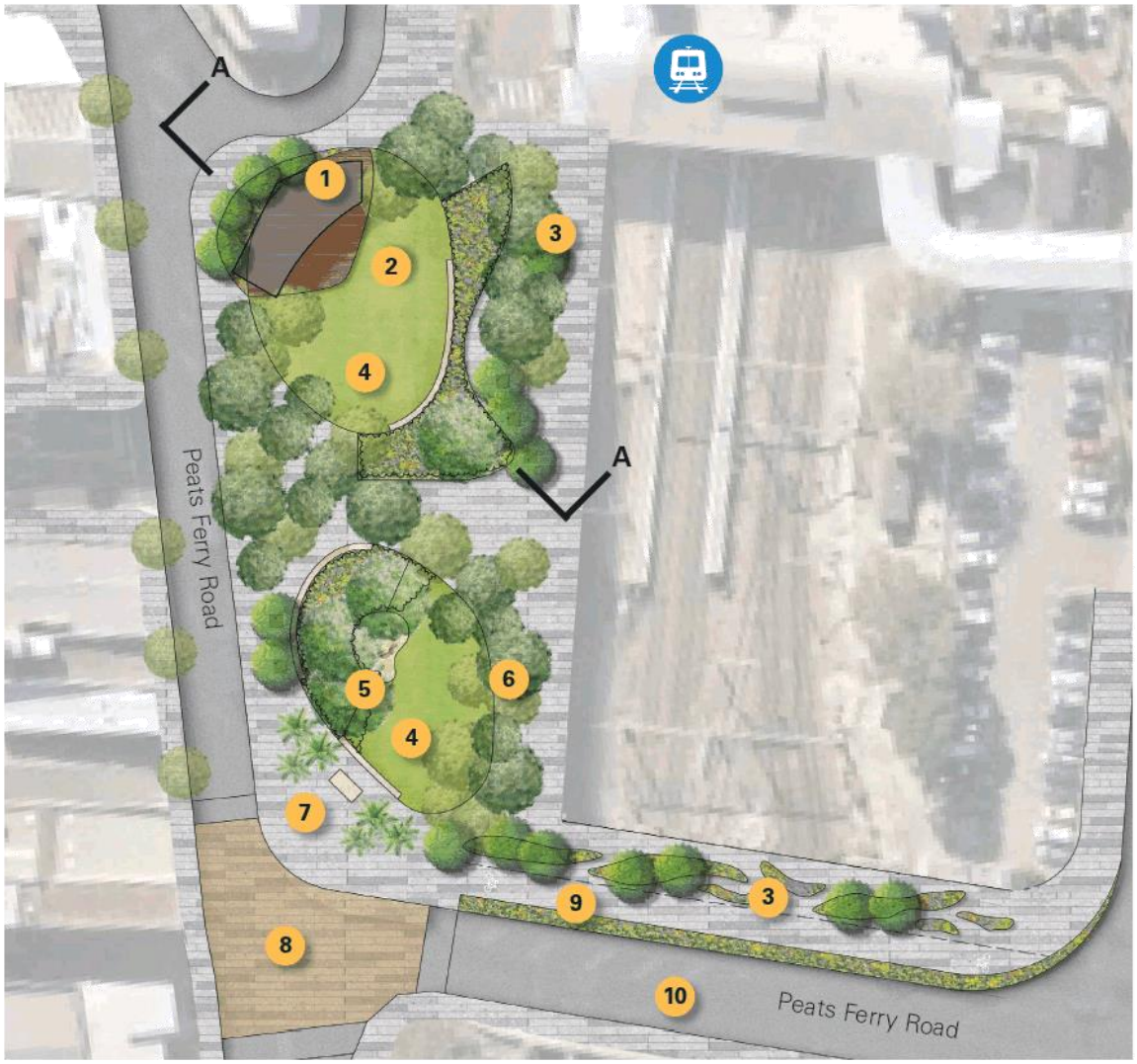


Figure 27: Proposed configuration of expanded Cenotaph Plaza

1 Sculptural shelter
2 Performance terrace
3 WSUD promenade
4 Community lawns
5 Yarning circle
6 Urban grove of trees
7 Cenotaph
8 Raised threshold
9 Cycle route
10 Peats Ferry Road narrowed

0 40m

3 Repurpose underutilised rail yards and buildings into Jersey Street Park

A contemporary and active public domain space integrated with a new station entry, east-west crossing and transport interchange.

A bright and vibrant place with a focus on youth programs, sports and play in a heritage civic setting.

A space which will have broad appeal for a diverse range of active and passive users, providing a change of energy levels across the day, week/weekend and seasons. This would link to a widened footpath along Station Street connecting to the rail concourse.

The successful delivery of the park and supporting development with require further collaboration, consultation and agreement with TfNSW and other state government departments and agencies.

Figure 28: Visualisation of Jersey Street Park

Figure 29: Visualisation of Jersey Street Park

Figure 30: Jersey Street Park section B-B

Figure 31: Proposed configuration of Jersey Street Plaza

1 Green fence element
2 Shaded multi-sport
3 Bus interchange plaza
4 Play/gathering space
5 Bike hub
6 Bridge/station entry
7 Raised threshold
8 Taxi/kiss and ride
9 WSUD market strip

0 40m

4 Provide new public spaces at Hornsby Square and Burdett Street Park

Hornsby Square

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

It is a space which enlivens the Town Centre and benefits the neighbouring laneways network. It provides a spill out for community civic buildings, outdoor eating for restaurants and café kiosks, quick meet ups or opportunity for rest within the retail zone. The designated space is privately owned and successful delivery will require negotiation with landowners.

Figure 32: Darling Square, *ASPECT Studios – a libary addressing new public open space*

Burdett Street Park

A quieter, passive green space which provides a potential landing for the new pedestrian overpass as well as a gathering and meeting place with large grassed areas, stormwater treatment devices and a range of seating.

The proposed site is currently owned by Council however, negotiation with surrounding land owners will be required to deliver the overall vision for the Town Centre.

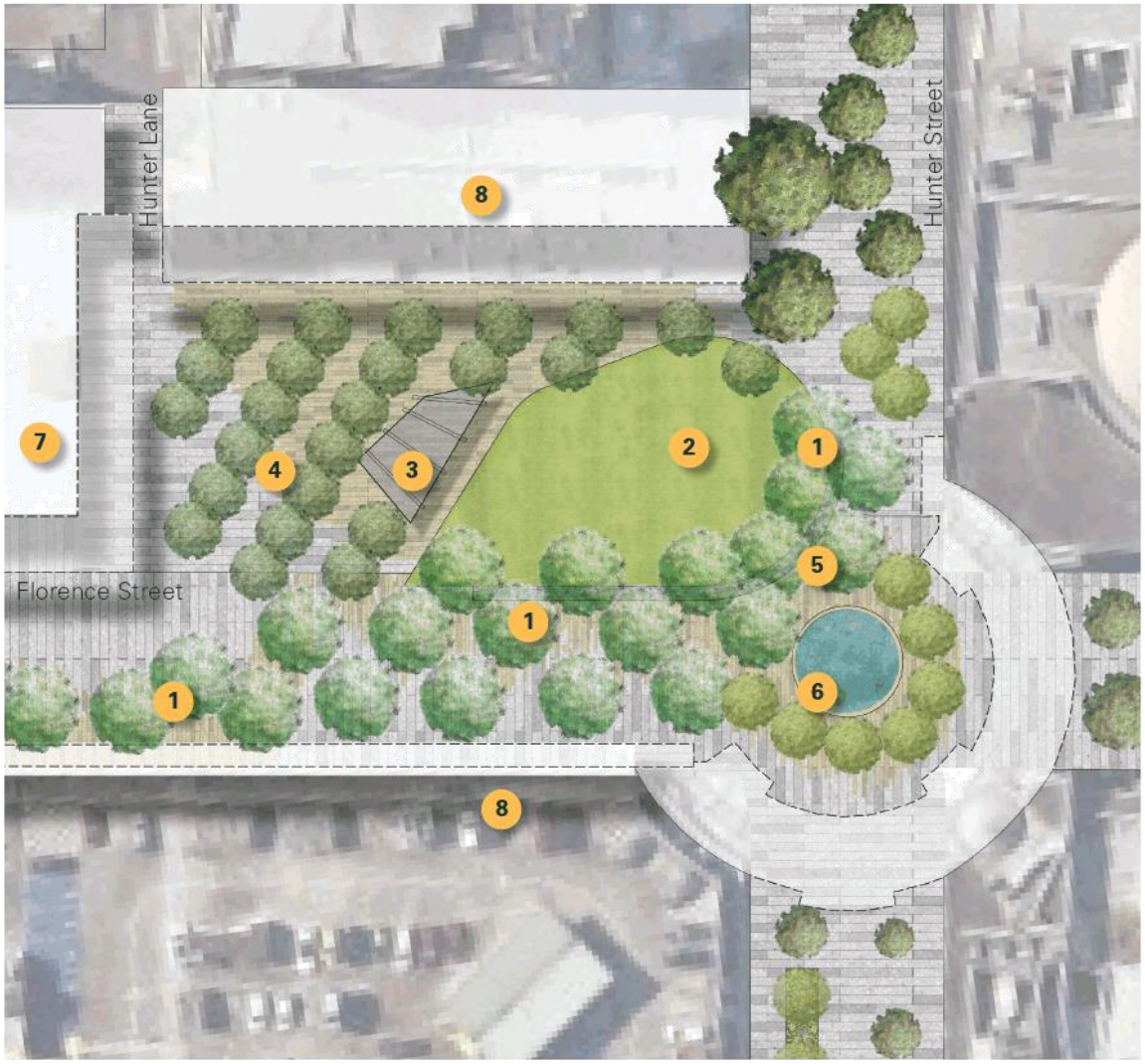
Figure 33: Plaza Mazzini, *Metalco – low cost, high value public domain interventions such as a stage that can double as seating*

Figure 34: Hornsby Square section C-C

Figure 35: Proposed configuration of Hornsby Square, Burdett Street Park and supporting linkages

1 Urban forest trees
2 The lawns
3 Pavilion
4 Shady groves
5 Feature edge/platform
6 Water fountain
7 Florence Mall
8 Florence Street link
9 Burdett Street Park
10 Multi-purpose community facility
11 Burdett Street link

Hornsby Square



1 "Urban forest" trees
2 Event/ resting lawns
3 Pavilion
4 Shady groves
5 Feature edge/ platform
6 Water fountain
7 Multipurpose community centre
8 Food, beverage & entertainment

Delivery of the Hornsby Square concept will require coordination with existing landowners, including potential acquisition or development partnerships.

Figure 40: Birmingham Library, mecanoo

Figure 37: Chatswood Library Lawn

Figure 36: Christmas Lighting Programming, Darling Square

Precedent images for Hornsby Square and the multi-purpose community facility.

Figure 39: City of Perth Library, Kerry Hill – a 3-4 storey built form addressing the public domain

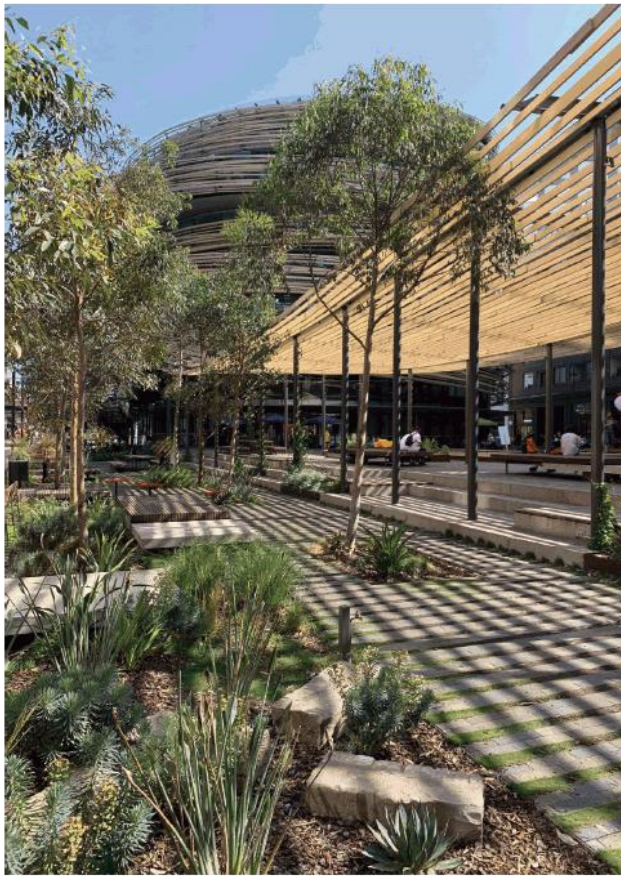


Figure 38: Darling Square, Sydney – shady groves of trees to access the library

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Hornsby Square

EVENT LAWNS
HORNSBY SQUARE

5 Support a network of green and blue corridors

Provide an integrated green and blue network of connecting streets, bushland and open spaces, that will improve public amenity and reflect a city in the bushland vision.

- Establish a street tree masterplan that will reinforce hierarchy of the street network and improve the urban ecology, mitigate urban heat island impact and provide for a more amenable climate within the Town Centre.
- Integrate Water Sensitive Urban Design (WSUD) into the new designs. This includes the integration of raingardens and water plazas within streetscapes and public open spaces areas to assist with collection and bio-filtration of stormwater, including a dedicated WSUD area on Linda Street between Hunter Street and George Street.
- Celebrate and reveal the local water story and integrate cultural narratives through interpretive and interactive features to create a more engaging and culturally rich public domain and maximise connection to place.

6 Celebrate bushland character and views

The 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.

The existing topography gives the Town Centre unique vantage points which can be manipulated in the structure plan design. Many of the streets have long vistas which should be maintained and enhanced. These include external views from/to the Town Centre:

- Coronation Street views west
- Peats Ferry Road west
- Burdett Street views east
- Florence Street views east
- Peats Ferry Road south
- Bridge Street views east.

And, views within the Town Centre, including:

- Peats Ferry Road views north and south
- George Street views north and south
- Hunter Road north and south
- Station Street.

Figure 41: Darling Quarter, Australia – Spaces for All Ages and Abilities

Figure 42: Pitt Street Mall – www.landezine.com – high pedestrian traffic mall with shading and seating

Urban Design and Built Form

- Accommodate projected Town Centre population increase of approximately 11,000 by 2036 to 11,445 people housed in more than 4,500 new dwellings.
- Identify, reinforce and protect important elements that contribute to the character of the Town Centre.
- Identify limits to the centre and designate areas of activation.
- Despite the taller buildings expected, design at the street level will ensure human scale. Ensure scale transitions are managed to maintain this scale.
- Exhibit best practice environmental sustainability and in accordance with the Hornsby Town Centre Net Zero Strategy.
- Demonstrate innovation and leadership in sustainability.
- Maximise active and permeable street frontages.
- Build on the mall and expand the type and variety of public spaces that are both accessible and attractive.
- Consider development over the rail line at a scale that supports the vision for the Town Centre.

Figure 43: St Margarets Surry Hills, *SJB – example of maximising active and permeable street frontages*

Recommendations

A series of urban design and built form recommendations have been developed to respond to Hornsby's unique opportunities. These initiatives aim to help achieve the vision and principles for the Town Centre.

1. Enable development within the rail corridor to better connect east and west of the Town Centre
2. Improve development outcomes by revising planning controls to feasibly accommodate projected dwelling and employment growth for the Town Centre
3. Celebrate and re-purpose heritage assets for new uses and maintain the heritage character of the Western Heritage Precinct
4. Enhance permeability throughout the Town Centre by preserving and enhancing existing cross corridor pedestrian and cycle connections and maximising mid block connections within new development

Figure 44: St Margarets Surry Hills, *SJB example of maximising active and permeable street frontages*

1 Enable development within the rail corridor to better connect the Town Centre

Hornsby's rail corridor is comprised of underutilised and well-located land in public ownership. Potential development in and adjacent to this corridor is well suited to deliver higher density outcomes in line with other parts of the Town Centre. Development of the at-grade car parks would provide significant capacity to meet Hornsby's growth targets for a diverse range of housing, commercial, retail and community uses.

Development within the rail corridor would also provide a seamless link between the east and west of Hornsby Town Centre. This includes an additional northern entry to the rail station, connecting Burdett Street to Coronation Street, and new and enhanced public spaces. In addition, the development within the rail corridor of the at-grade carparks provides the opportunity to realise the proposed bus interchange on the eastern side to serve bus routes connecting to the south and east of the station.

Other key public transport and rail corridor interactions proposed as part of redevelopment include:

- A new pedestrian overpass and station entry (See Figure 47)
- Relocated split bus interchange (See Figure 68)
- New Jersey Street Park (See Figure 31)
- Expanded Cenotaph Plaza (See Figure 27)
- Commuter car park and public parking as part of development within the rail corridor (Refer to Transport Plan).

It is recommended that development within the rail corridor is guided by the following development principles:

1. Planning context – support government planning strategies and objectives, including those outlined in the North District Plan, Local Strategic Planning Statement, and Hornsby Town Centre Review to facilitate development outcomes adjoining and over the rail line at a scale that supports the vision for Hornsby as a regional centre.
2. Publicly connected – contribute to the creation of a fully integrated Hornsby Town Centre through multiple, easily navigated public connections, including building on the Florence Street mall and Cenotaph Plaza connection and the provision of a new connection between Burdett Street and Coronation Street and a new northern access to the platforms.
3. Enhance community experience and urban amenity – develop an integrated design which supports a diversity of employment, residential, affordable housing and community purposes.
4. Achieve best practice design – embody innovation, sustainability, and high quality architectural outcomes that reflect the identity of Hornsby and minimise overshadowing and visual impacts on public open spaces and streets.
5. Celebrate unique context – ensure a sensitive relationship between the site and the surrounding areas to reinforce important elements, including the heritage context, that contribute to the character of the Town Centre.
6. Maximise active transport – achieve design excellence in the final integrated station development that drives high usage of public transport.
7. Future-proof – ensure flexibility to accommodate future transport growth and operational requirements, including proposed bus, rail and freight requirements.

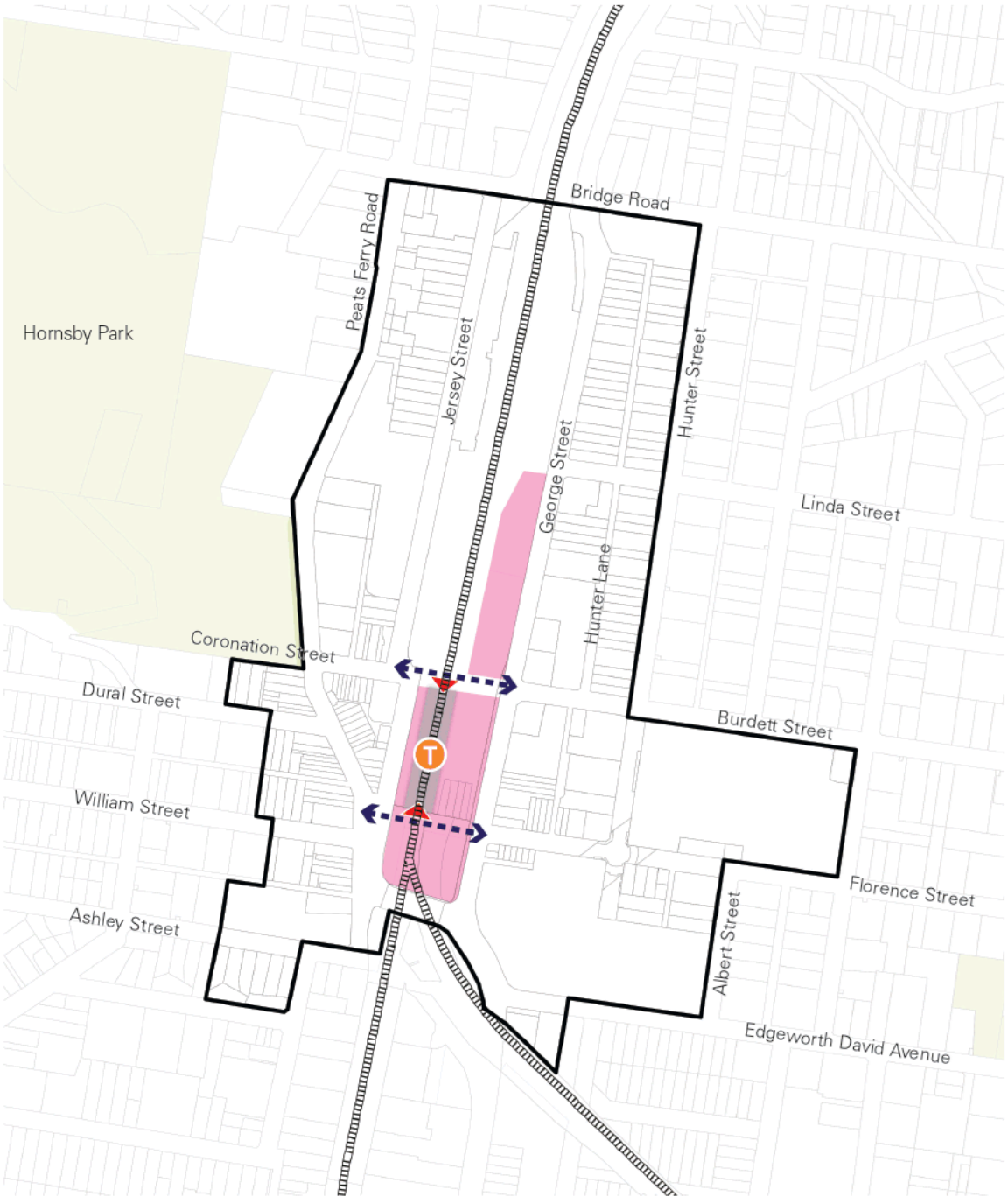
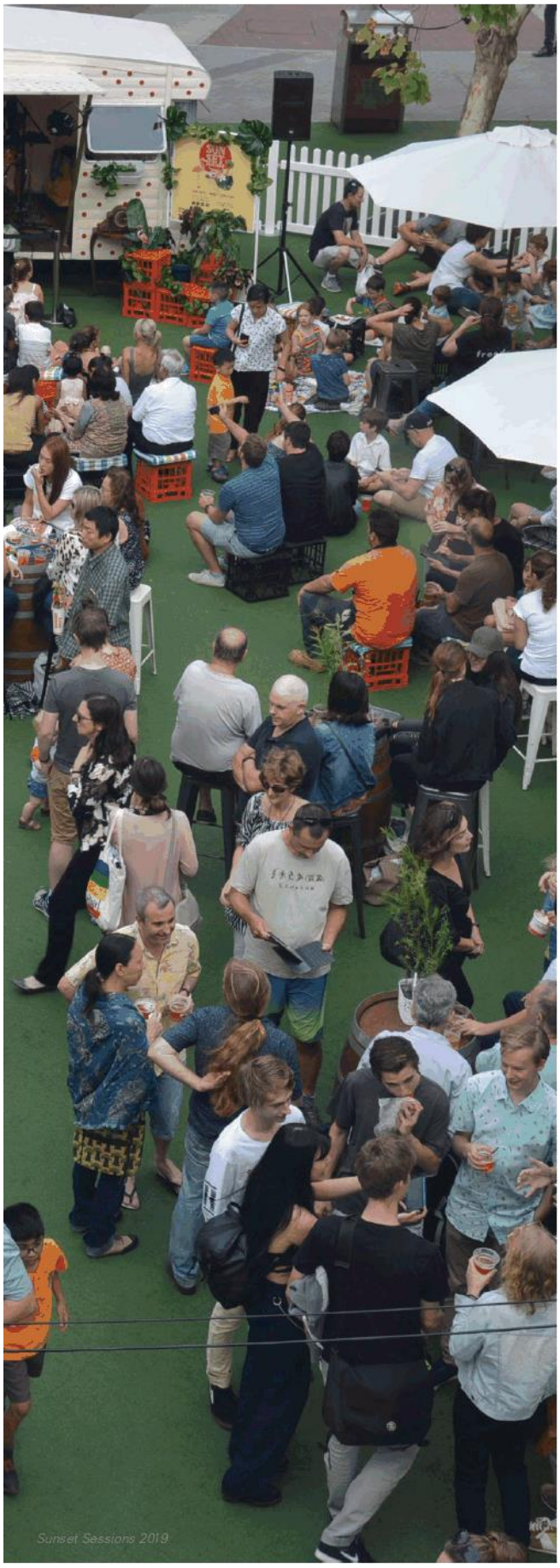


Figure 46: Hornsby Town Centre potential for development over rail corridor



2 Amended planning controls

To achieve the population growth and employment targets within the Town Centre a number of recommended amendments to the planning controls are proposed that:

- Remain consistent with the intent of the existing controls and the vision for the Town Centre
- Consider feasible development outcomes to ensure realisation of the vision for the Town Centre
- Ensure jobs and community outcomes are delivered in addition to housing delivery and diversity. (Please refer to the Hornsby Town Centre – Economic Development and Employment Land Use Study)

A number of sites are recommended for re-zoning from B3 Commercial Core and SP2 Infrastructure to B4 Mixed Use. This will enable sites, including the rail corridor and Westfield, to accommodate a mix of commercial, retail and residential uses.

The B5 Business Development precinct is identified for an increase in density to protect and enhance employment uses and the creation of new jobs within the Town Centre.

Taller building heights and higher density uses are proposed to remain focused in the areas of highest amenity and accessibility, where the impact on surrounding areas is reduced and transitions in scale can be achieved.

Market feasibility testing has indicated that a critical concentration of housing is needed to achieve envisioned development outcomes on key sites, and through the provision of a critical mass of residential population achieve the activation of the Town Centre day and night, weekday and weekend, winter and summer.

Across a range of sites, the existing maximum Floor Space Ratio (FSR) has been retained, while the proportions of residential and employment uses within the permissible FSRs have been refined to enable more feasible development. Increased overall density is proposed on certain sites to ensure no net loss of employment capacity, while also allowing for new residential uses.

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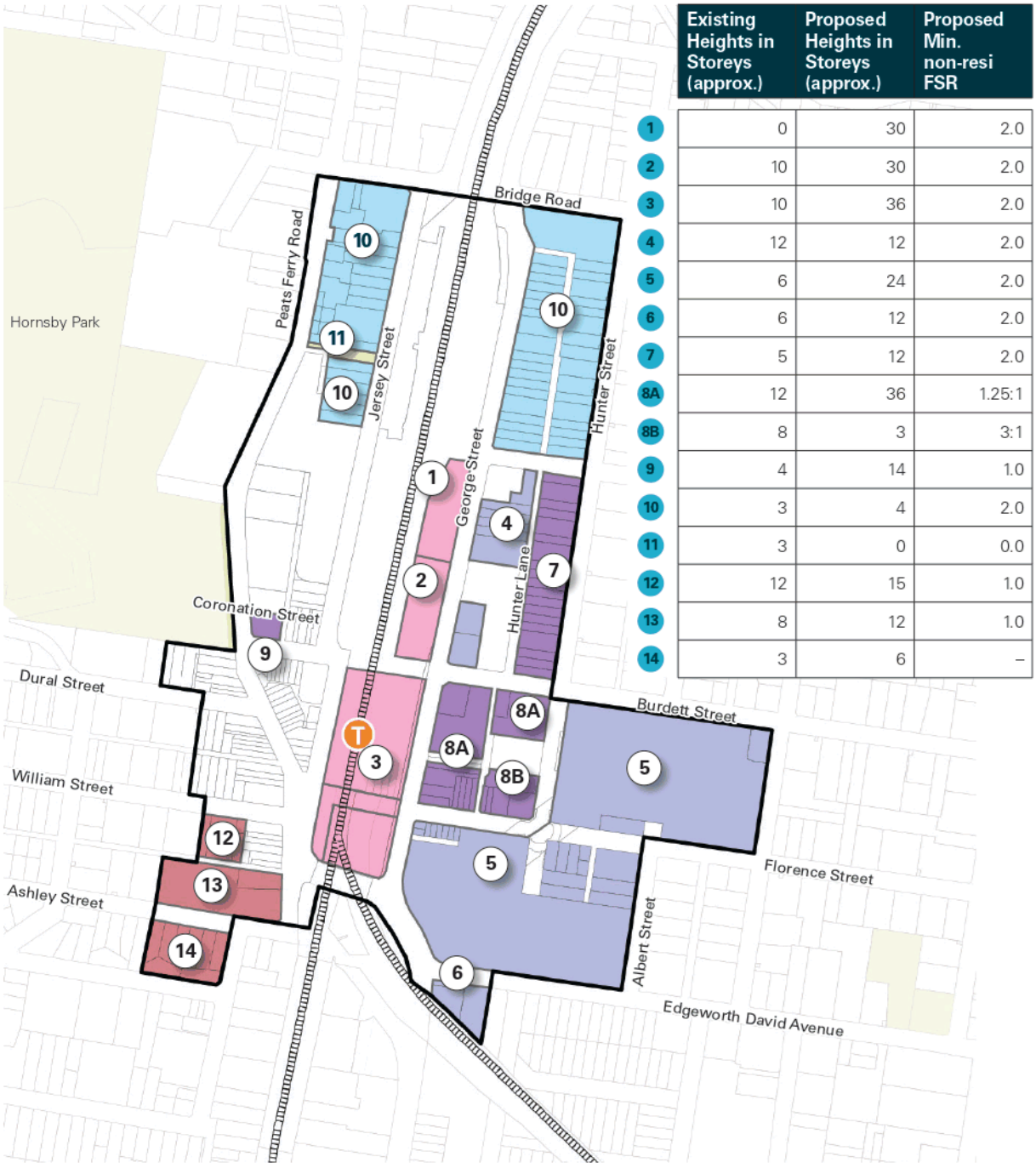

	Existing Heights in Storeys (approx.)	Proposed Heights in Storeys (approx.)	Proposed Min. non-resi FSR
1	0	30	2.0
2	10	30	2.0
3	10	36	2.0
4	12	12	2.0
5	6	24	2.0
6	6	12	2.0
7	5	12	2.0
8A	12	36	1.25:1
8B	8	3	3:1
9	4	14	1.0
10	3	4	2.0
11	3	0	0.0
12	12	15	1.0
13	8	12	1.0
14	3	6	–

Figure 47: Hornsby Town Centre sites with recommended revised planning controls

- Potential development within rail corridor
- Increased density and building height
- Refined mix of land uses and/or increased density and building height
- Hornsby RSL Proposal
- Increased employment density
- Rezoning to enable new street

0 200m

3 Celebrate and re-purpose heritage

Alongside growth and change in the Town Centre, it is crucial to retain and reinforce the important elements that contribute to its character. This includes the significant areas of built and landscape heritage in the Western Heritage Precinct, as well as civic buildings that contribute to streetscape character and the civic function of the Town Centre.

To enhance existing charm and character, a series of heritage railway buildings and goods sheds are to be reinvigorated as part of the proposed Jersey Street Park. The distinctive built form character will be leveraged and re-purposed with community, cultural and creative uses. In addition, 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.

4 Enhance permeability

New public connections will enhance access and pedestrian desire lines, including the new east-west connection over the rail corridor and George Street at Burdett Street and Coronation Street, further to new connections between Peats Ferry Road and Jersey Street.

It is recommended that existing retail areas within Westfield are redeveloped to better address the public domain and to provide new areas for public activity, including pedestrian laneways and spaces.

Recommendations also propose to utilise existing Council carparks in the western area of the Town Centre between Dural Street and Ashley Lane as mixed use development sites and providing for activation of the public domain.

A new two-way east-west connection is provided between Peats Ferry Road and Jersey Street north of the TAFE, increasing east-west pedestrian permeability and facilitating the proposed rationalisation of the bus movements within the Town Centre.

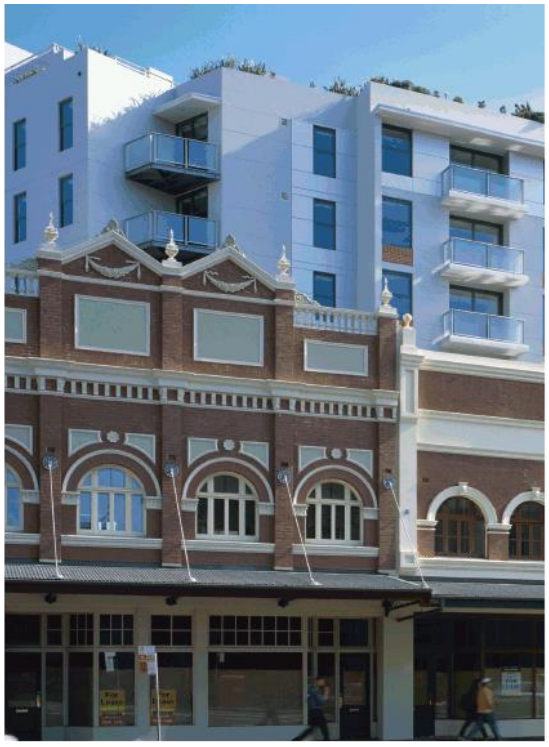

Figure 49: Broadway Sydney, Mixed Use Development which retains heritage streetscapes, COX

Figure 50: Steam Mill Lane, example of pedestrianised areas within mixed use development, *ASPECT Studios*

Figure 51: The Goods Line, an example of grade-separated pedestrian connections, *ASPECT Studios*

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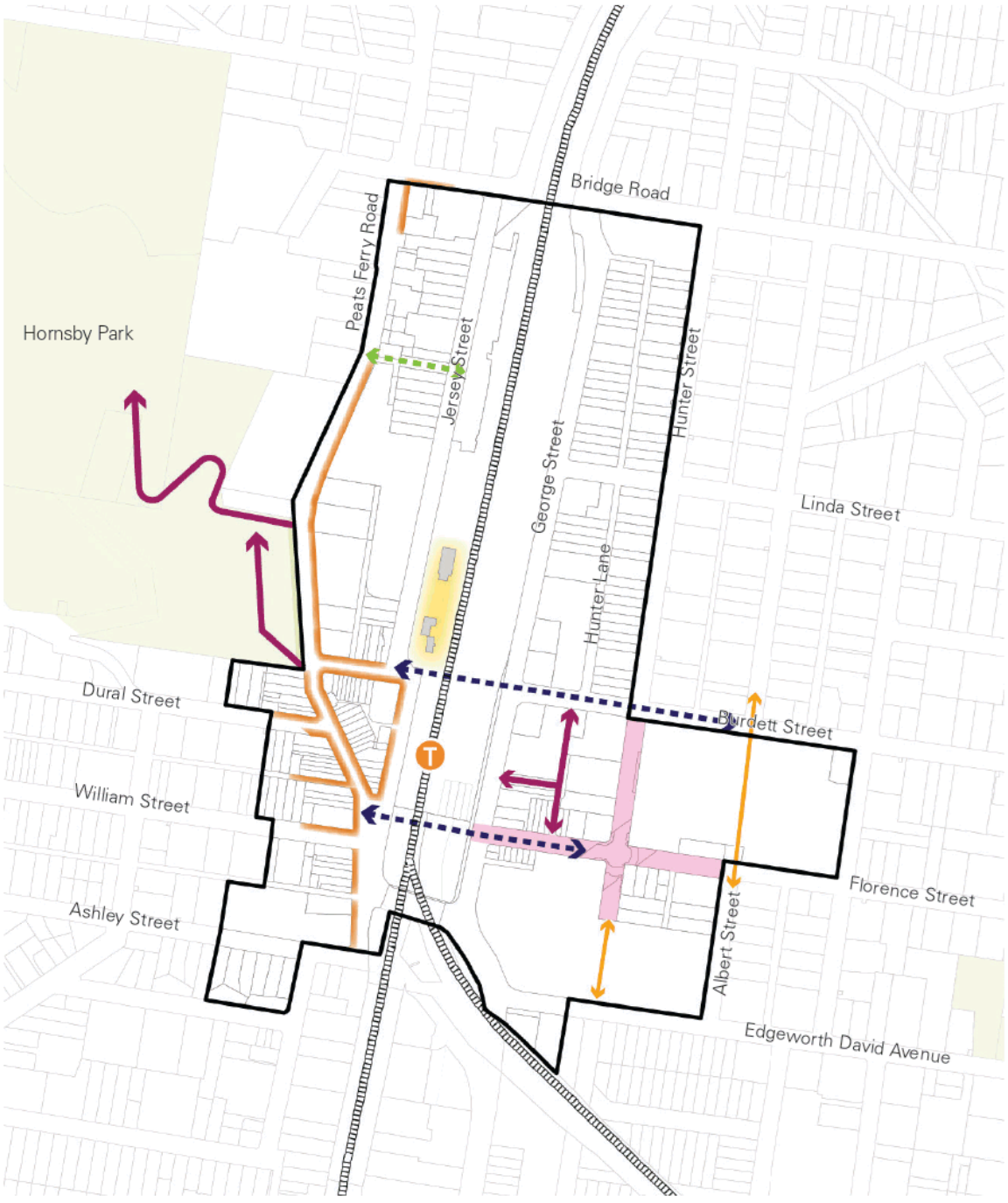

Figure 52: Hornsby Town Centre connections and character recommendations

58 Hornsby Shire Council
HORNSBY SHIRE
COUNCIL CHAMBERS
HORNSBY TAFE
HORNSBY AQUATIC
& LEISURE CENTRE
HORNSBY PARK

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Height, Scale and Materials

Recommendations are being prepared to amend the existing urban design and built form controls to enable the realisation of the vision for the Town Centre.

These amendments include amenity-based controls that deliver certainty for Council and the community about built form and amenity outcomes, but still allow for flexibility and innovation and responses to market conditions over time.

This includes performance bonuses of additional height and FSR for built form outcomes that can demonstrate excellence in achieving or exceeding the amenity-based controls and/or the provision of community facilities, design excellence, site amalgamation and sustainability/ net zero objectives. Amenity based controls include:

- Solar Access to Public Open Spaces
- Wind and Weather Protection
- Tree Canopy Cover
- Air Quality, Noise and Vibration
- Public Open Space
- Communal Open Space
- Planting and Trees
- Public Art and Interpretation

The vision anticipates buildings of up to 36-40 storeys (depending upon design excellence or other height and floor space bonuses) within the Central Heart Precinct, aligned with the high levels of amenity and accessibility that the precinct affords, with height and density transitioning towards the periphery of the Town Centre.

Figure 53: Examples of Building Materials and Finishes suggested for the Town Centre

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Affordable Housing

With a combination of reduced affordable rental stock, increased property rental pressure and median rent and home prices already above greater Sydney averages, Hornsby Town Centre has existing affordability issues.

With concentrated residential growth in Hornsby Town Centre, Council has an opportunity to plan for equitable growth.

Affordable housing is defined as housing that can be rented for no more than 30 per cent of the median income of people within the Town Centre.

To support the provision of affordable housing within the Town Centre, the following recommendations are made:

1. Explore increased affordable housing supply on publicly-owned land within the Town Centre including Council and State Government land.
2. Require a minimum provision of 5 per cent of new dwellings as affordable housing on private landholdings as part of any redevelopment. Where this can not be provided within a new development (due to built form constraints or other considerations), financial contributions must be made to Council equivalent to the provision of affordable housing that would have been required within the development.

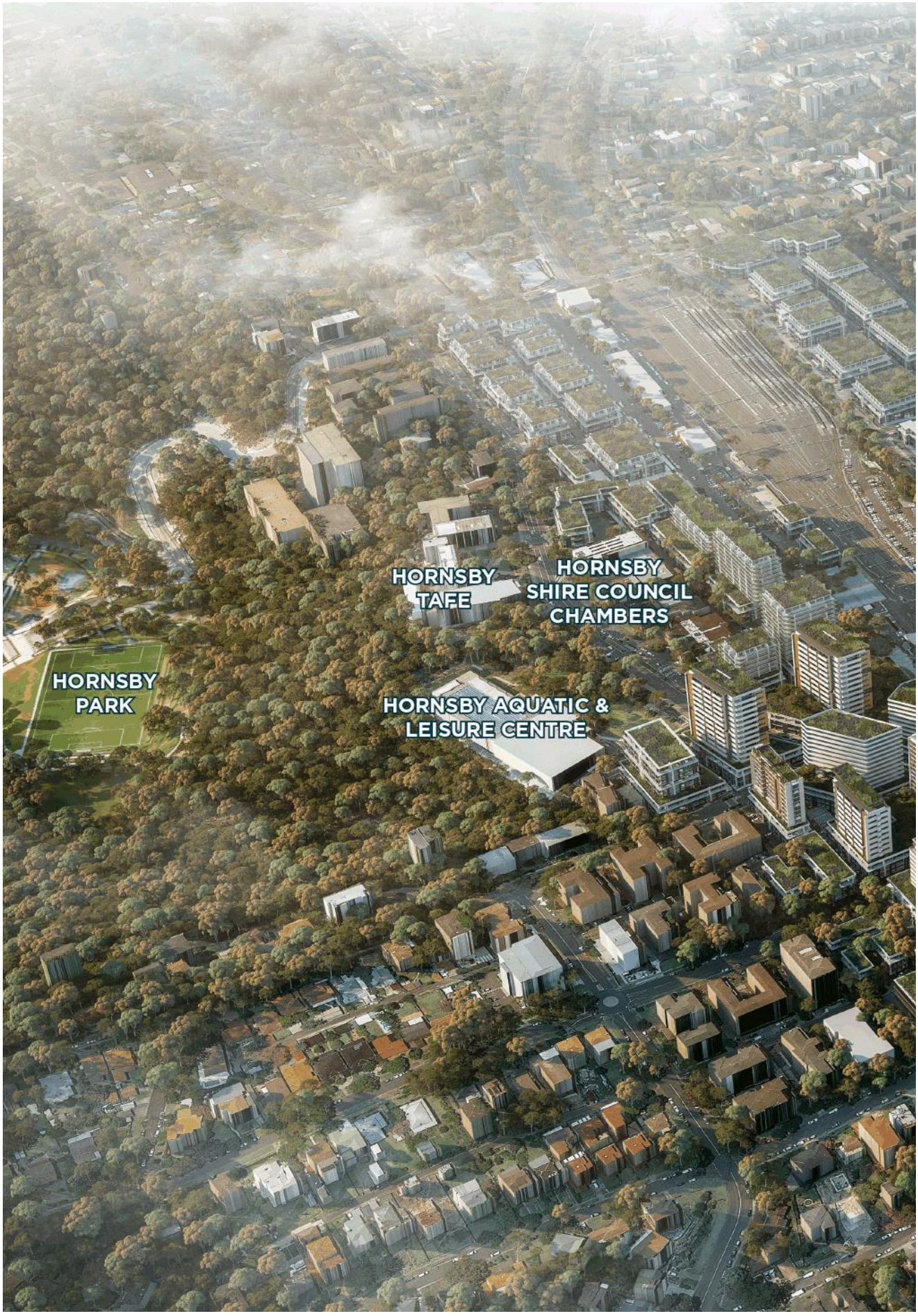
Figure 56: Affordable housing cooperative *"Mehr als Wohnen"*

Figure 55: Cohousing projects like Nightingale Housing in Victoria *BREATHE*

	2021-2026	2021-2026	2026-2031	2031-2036	Total
New Affordable Dwellings	0	44	137	293	474
Percentage of Total New Dwellings	0%	5%	10%	15%	11%

	Public	Council	Private	Total
New Affordable Dwellings	110	38	326	474
	23%	8%	69%	11%

Figure 54: Town Centre affordable housing vision



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Movement and Place

Through embracing a holistic planning perspective, movement can successfully connect people to jobs, education and services, as well as enhance and contribute to the success of place by improving liveability, access to services and economic success.

Comprised of numerous place elements which contribute to the uniqueness of place, the consideration of Hornsby's existing topography, land use and activities within the planning and design process will ensure the Town Centre's revitalisation reflects Hornsby's story and future needs.

Overall, recommendations support east-west pedestrian and cycling connectivity, active and public transport use, reduction in car dependency, and the reduction of 'through-travel' on Peats Ferry Road.

The master plan offers a unique opportunity to align the movement which occurs within the Town Centre with its design, to deliver a truly connected, and accessible place where the community of Hornsby can thrive.

Figure 58: Lonsdale Street, *BKK Architects – pedestrian mall adjoining a traffic-calmed street*

Recommendations

A series of movement and place recommendations have been developed to respond to Hornsby's unique opportunities. These initiatives aim to help achieve the vision and principles for the Town Centre.

1. Provide new and enhanced connections to support walking and cycling
2. Reconfigure the public transport interchange
3. Adapt the road network to support a multi-modal centre
4. Manage the allocation of parking in line with aspirations for the centre
5. Plan for future transport needs and leverage smart technologies

Please refer to the Hornsby Town Centre – Transport Plan for further information.

Figure 59: Chatswood Multi-Modal Transport Interchange, COX

Figure 60: Flinders Mall Townsville, *COX – outdoor, undercover event space*

1 Provide new and enhanced connections for walking and cycling

Facilitating the uptake of walking and cycling will assist with activating Hornsby at the person-scale and reduce the demand for private vehicle travel and thus reducing congestion.

To achieve this, the key move is a new east-west connection for pedestrians and cyclists across George Street and the railway, via a new station entrance, connecting Burdett Street and Coronation Street.

New facilities for cyclists will be provided through shared paths on:

- The western side of Peats Ferry Road, improving access to the TAFE and Hornsby Aquatic & Leisure Centre
- Coronation Street and Burdett Street, improving access to the new station entrance
- Station Street south of Coronation Street through to Peats Ferry Road (northern side) and Edgeworth David Avenue, improving east-west connectivity for cyclists
- Sherbrook Road and Florence Street, connecting the east to the retail core

New on-road cycling links will also be provided on:

- Jersey Street, providing a key north-south connection from the northwest into the station and Town Centre
- Hunter Street, providing a key north-south connection from the northeast into the Town Centre and station
- William Street, providing a key east-west connection from the southwest into the station and Town Centre
- Frederick Street, providing a key north-south connection into Hornsby Park.

Additionally, the implementation of new pedestrian links through the Westfield site, facilitated by redevelopment, will break-up the big-box retail block, to further improve pedestrian connections into and within the commercial precinct, and south-east to Edgeworth David Avenue.

Figure 61: Monash University Caulfield Campus Green, *TCL – water sensitive urban design in the landscape*

Figure 62: Lonsdale St, *BKK Architects – shaded spaces adjoining pedestrian mall*

Figure 63: Buffalo Niagara Campus Streetscape, *Scape – shared paths in the Town Centre*

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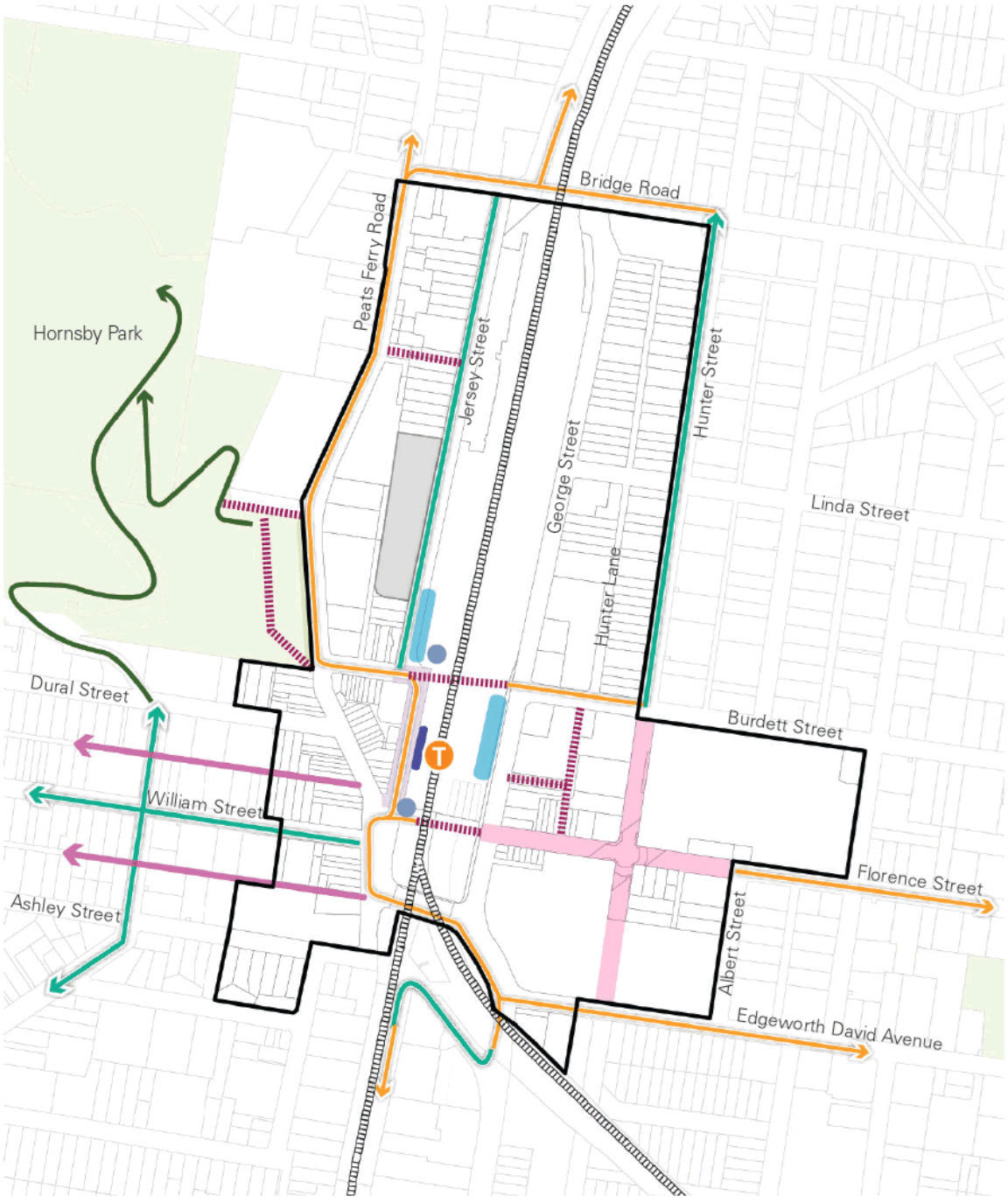

Figure 64: Hornsby Town Centre movement and place recommendations

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Burdett Street Link Concept Section

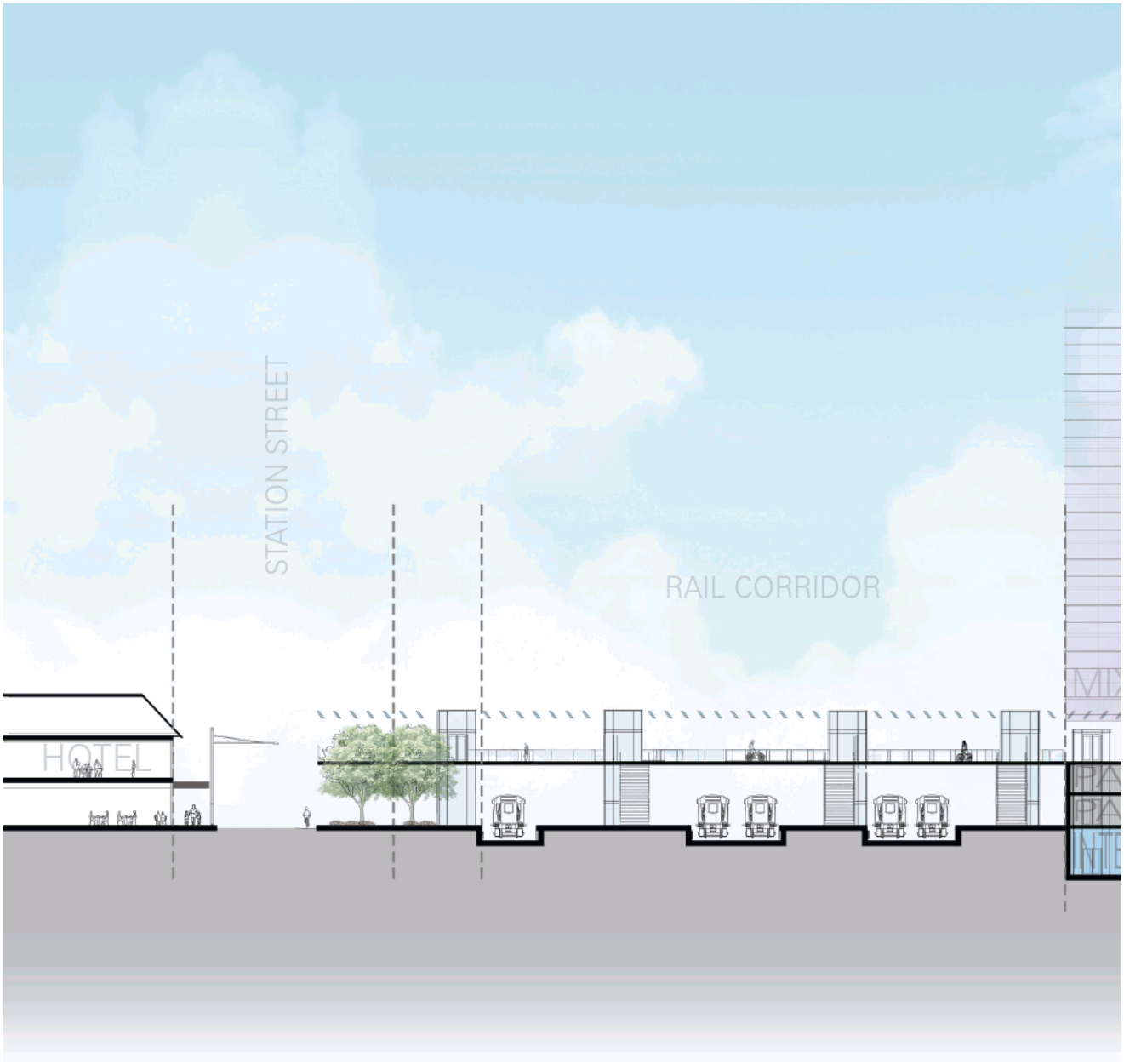
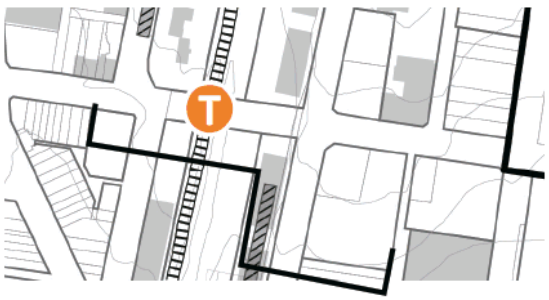


Figure 65: Burdett Street to Coronation Street Connection with new, additional station platform access to the north

GEORGE STREET
PEDESTRIAN LINK
HUNTER LANE
MIXED-USE
PLAZA
COMMUNITY
CULTURE
LIBRARY



2 Reconfigure the public transport interchange

It has been recognised by Council, the community and stakeholders that to maximise connectivity, efficiency and function across the Town Centre, the current location of the bus interchange on the western side of the Town Centre needs review.

Reconfiguration of the bus interchange is proposed to improve the current linear nature of the interchange and reduce the space taken up for bus layovers.

The recommendations are for:

- New northern rail concourse
  - Reduce walk distances for areas north of Burdett Street and Coronation Street
  - Connect Burdett Street and Coronation Street for walk and cycle trips, reduce separation of east and west
  - Facilitate interchange between bus and rail and bus and bus
- Split bus interchange
  - Moved from Station Street
  - Northern buses at new terminus on Jersey Street south
  - Southern and eastern services in new interchange between Hornsby Station and George Street
- Bus services
  - Review of bus network – frequency and how it serves Hornsby Town Centre and surrounding areas
  - Real-time bus information
- Taxi and passenger set down and pick up
  - Retained on Station Street
- Cycle parking
  - Increased near station entries
- Parking
  - Commuter parking consolidated on existing east side car park and new Transport for NSW facility on Jersey Street (old TAFE car park)
  - Redevelopment of off-street public parking and integration of parking within developments
  - Retain on-street parking where possible to assist street activation and local business
  - Lower parking provision in new development to encourage use of public transport and active transport, and to increase affordability.

The proposed reconfiguration has been designed to:

- Improve circulation and connectivity
- Improve the amenity of the public domain along Station Street
- Shorten bus routes from the south and east by not having to cross the rail line to terminate
- Better serve pedestrians on the eastern side of the Town Centre.

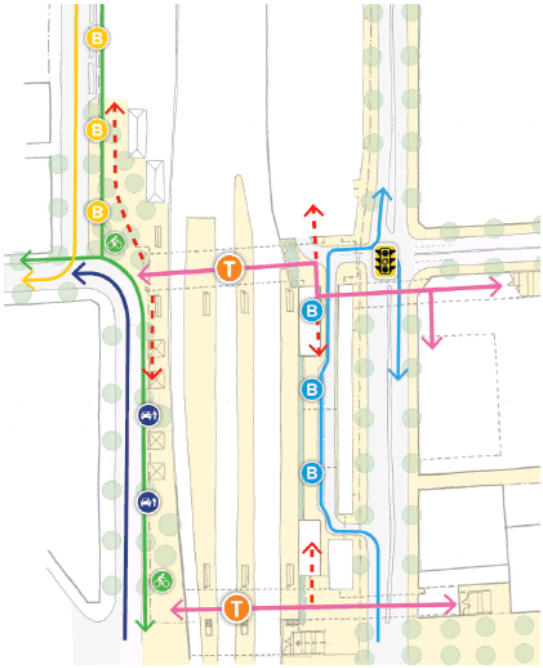
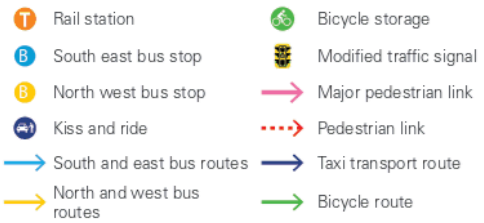


Figure 66: Reconfiguration of Hornsby public transport interchange



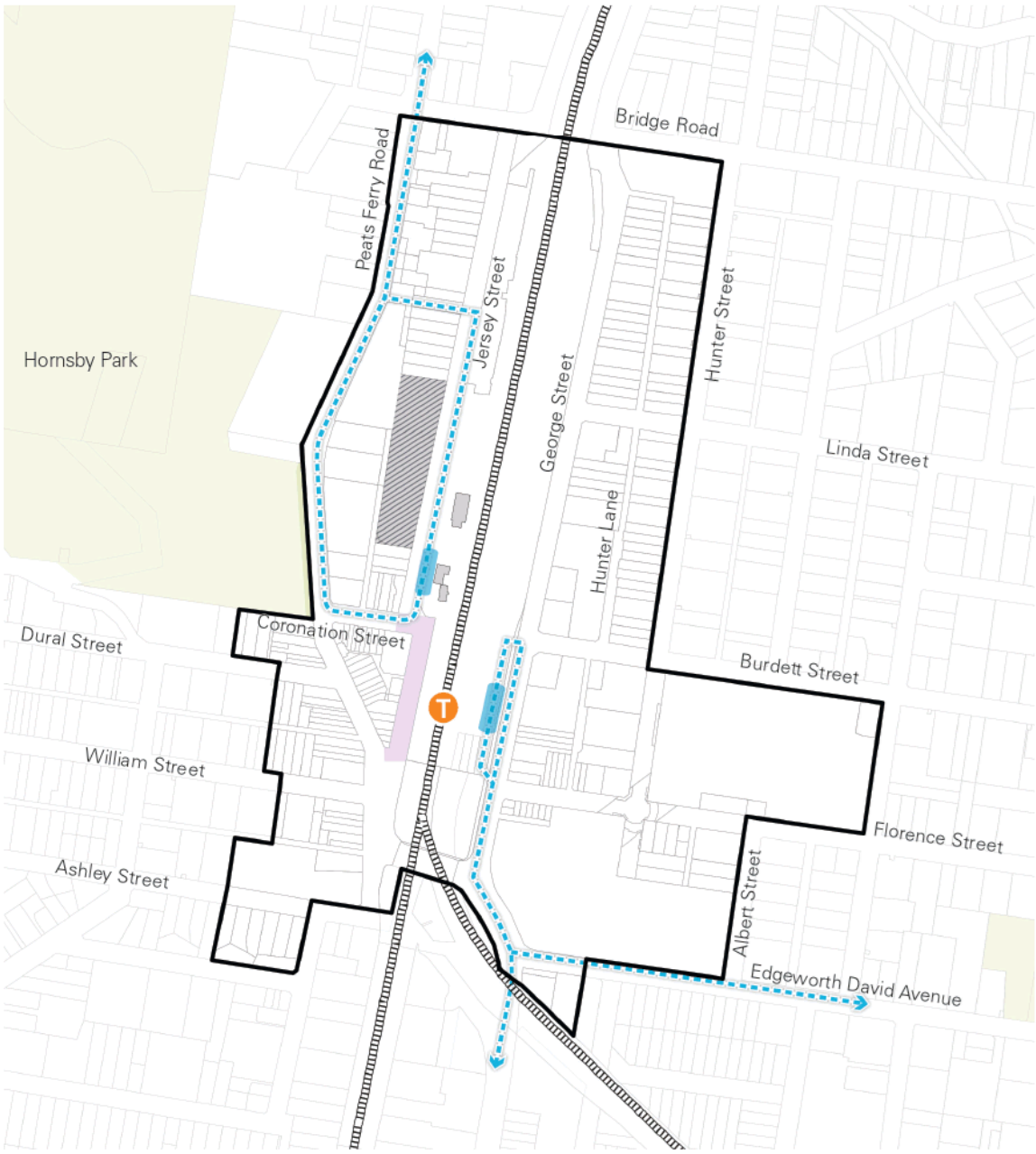


Figure 67: Hornsby Town Centre movement and place recommendations

3 Adapt the road network to support a multi-modal centre

Greater public transport and pedestrian priority at signalised intersections will support a higher proportion of public transport and walking and cycling trips to/from the Town Centre. Recommendations include.

- Discourage through traffic use of Peats Ferry Road
- Realign intersection of Bridge Road and Peats Ferry Road and entry to Peats Ferry Road from Pacific Highway to encourage use of George Street
- Promote use of Sherbrook Road for through traffic from Edgeworth David Avenue
- Increased traffic capacity on George Street to cater for increased turning movements
- New street between Peats Ferry Road and Jersey Street south to maintain local access
- Station Street one-way northbound, Coronation Street one-way westbound for cars, promote movement by walk and cycle
- Reduce speed limit on Peats Ferry Road from 40km/h to 30km/h between William Street and the new road between Peats Ferry Road and Jersey Street
- Coordination between the traffic signals at Coronation Street, the signalised pedestrian crossing, the new signals at High Street and the George Street intersection would be used to keep traffic moving.

4 Manage the allocation of parking in line with aspirations for the centre

The master plan proposes to consolidate the existing commuter car park locations to the a multi-story facility on the existing east side commuter car park, between George Street and the rail corridor, north of Burdett Street. 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 developments.

It is further proposed that:

- Western Heritage 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.
- Central Heart 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 north with access from Hunter Lane.

For information regarding proposed parking rates within the Town Centre, please refer to the traffic and transport report.

5 Plan for future transport needs and leverage smart technologies

In addition to a logical, legible, accessible and permeable pedestrian and cycling network, other infrastructure (and programs) will facilitate and encourage the use of these more sustainable modes.

These include:

- Electric vehicle parking spaces and chargers
- Carshare allocated parking spaces
- End of trip facilities (multiple)
- Bicycle hire programs
- Bike sharing
- E-bikes
- Charging / docking facilities for electric bikes
- Bicycle servicing hubs.

The application of current and future technologies (sensors, cameras, responders, signage) will facilitate the smart monitoring of flows and enable predictive management of traffic (e.g. to predict the future traffic intensities at key intersections and transmit control signals to enable the optimisation of the surrounding traffic signals) to relieve traffic congestion.

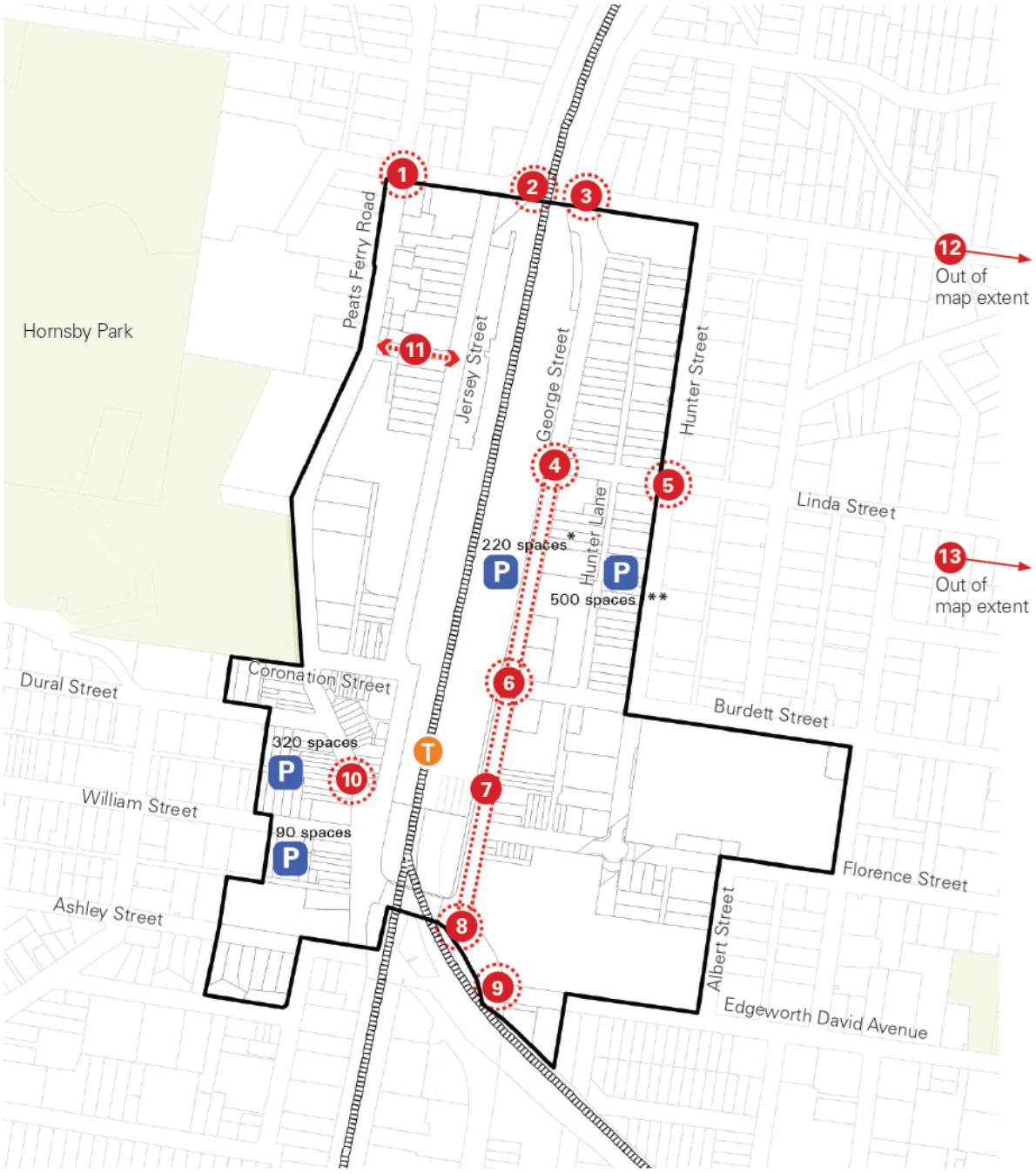


Figure 68: Hornsby Town Centre major traffic improvement projects

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

P Public parking to be provided as part of any future redevelopment on sites indicated.
* *In addition to commuter parking and subject to negotiations with TfNSW*
** *Subject to negotiations with landowners for public parking supply within future developments on the eastern side of Hunter Lane as a works-in-kind arrangement*

For further information about all proposed traffic upgrades and parking strategies within the Town Centre, please refer to the Transport Plan

Parking Strategy

The following objectives for parking in the revised Hornsby Town Centre have been identified:

- Take advantage of the superior access to public transport within the Town Centre and capitalise on the potential for greater use of walking and cycling for short trips within the Town Centre enabled by the planned changes in land use.
- Balance the provision of private and public parking with the capacity of the road network and the need to create pleasant places for people to live and interact.
- Free-up land currently used for surface car parking for other purposes by incorporating parking within future development.
- Locate public parking towards the periphery of the Town Centre where its impact on the town centre is reduced.
- Improve the efficiency of use of public parking by sharing parking and improving information about parking availability.
- Public transport should complement the parking strategy by providing a frequent, reliable, clean, safe and visible service to reduce car parking demand and providing a link between peripheral parking locations to Hornsby Station and Interchange.
- Identifying sources of funding to ensure timely delivery of parking to maintain the economic viability of the Town Centre.

For information regarding proposed parking rates within the Town Centre, please refer to the traffic and transport report.

Figure 72: Warrick Lane, Blacktown COX – Public Art as Wayfinding within Car Parks

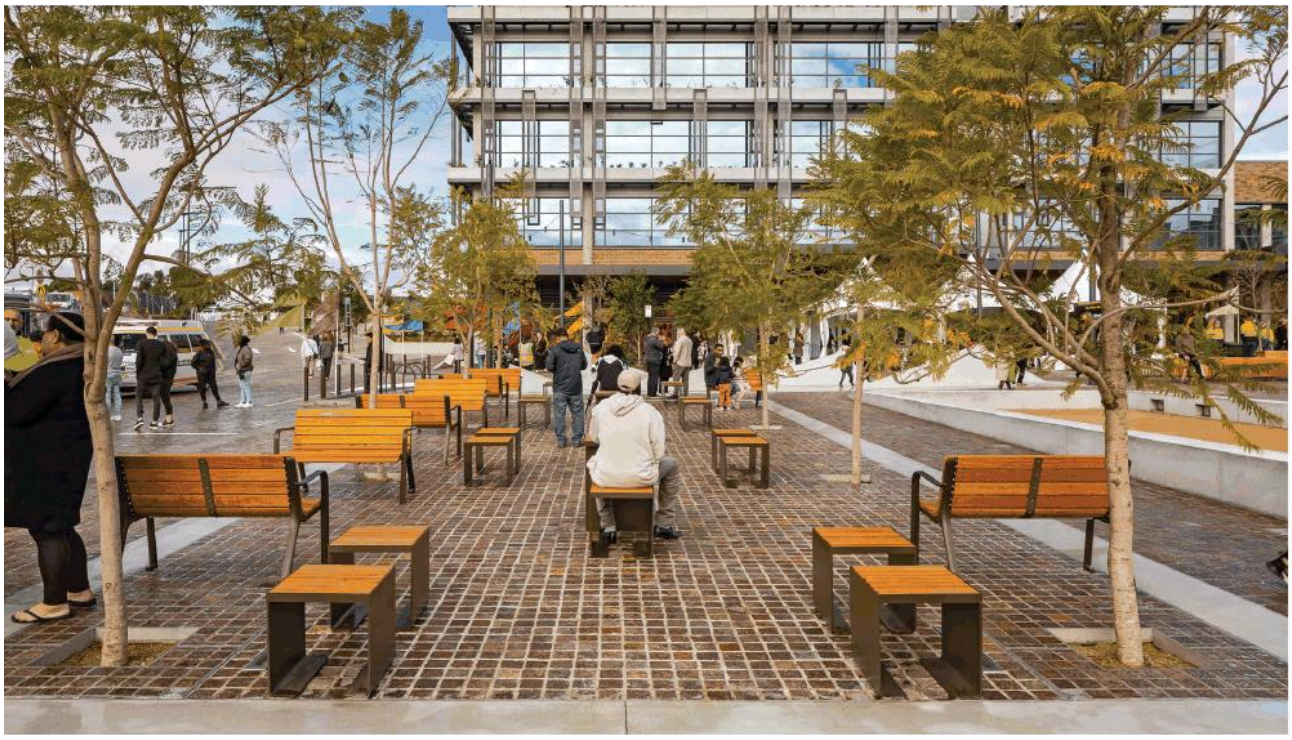


Figure 73: Warrick Lane, Blacktown COX – Consolidation of surface parking within a Town Centre to deliver consolidated underground parking and a new public open space

Parking Rates

Private Development Parking Rates

Based on the results of the benchmarking exercise and taking into consideration the available public and active transport opportunities, the proposed off-street parking rates are shown in table below. For residential uses, these are similar to those of Epping Town Centre, which also has a train station with frequent services on multiple lines, a bus interchange and some commercial land use within walking distance. They preserve flexibility between the size of dwelling, balance the needs of larger families, and cater for those people who do not need to own a vehicle.

Any development within 200m of Hornsby Station and Transport Interchange, or over the rail corridor, should have parking limited to the minimum rates shown in the below table (as a maximum) due to their superior access to transport services.

The minimum parking rates are required to complement a cash-in-lieu payment scheme parking.

Accessible (disabled/mobility) parking should be provided as follows:

- One accessible car parking space is to be provided for every adaptable residential unit
- One space for every 20 car parking spaces or part thereof is to be allocated as accessible visitor parking.

Car Share Parking Spaces

Car share spaces would be provided to enable residents without a car space to still have access to a car when it is the most appropriate means of transport, whilst still relying on public transport, walking and cycling for the majority of their trips.

Potential car share provision rates are:

- One car share space per 50 regular spaces for commercial
- One car share space per 90 regular spaces for residential.

Electric Vehicles

Electric vehicle (EV) charging infrastructure and spaces should be incorporated into public off-street parking areas to satisfy the increasing use of these vehicles and reduce range anxiety. New apartment buildings should include the necessary cabling, electrical infrastructure and car park planning so that they are EV ready and able to add on charging capability as demand arises.

Land Use	Parking Rates (maximum rates unless range specified)	
Multi-unit residential	Allocated resident parking, to be provided on-site, within the range of:	
	Minimum	Maximum
	0.4 space per unit	0.75 space per 1 bedroom unit
	0.8 space per unit	1 space per 2 bedroom unit
	1.1 spaces per unit	1.5 spaces per 3 bedroom unit
	Plus 1 parking space for every 10 dwellings for visitors to be provided within a public parking facility through cash-in-lieu contributions.	
Commercial premises	Tenant parking, to be provided on-site, within the range of:	
	Minimum	Maximum
	1 space per 100 m2 of gross floor area	1 space per 70 m2 of gross floor area
	1 space per 400 m2 of gross floor area to be provided within a public parking facility through cash-in-lieu contributions.	
	1 loading bay per 400 m2 of gross floor area to be provided on-site.	
Retail	Tenant parking, to be provided on-site, within the range of:	
	Minimum	Maximum
	1 space per 150 m2 of gross floor area	1 space per 67 m2 of gross floor area
	1 space per 100 m2 of gross floor area to be provided within a public parking facility through through cash-in-lieu contributions.	
	1 loading bay per 400 m2 of gross floor area to be provided on-site.	

Precincts

Informed by existing and proposed character, public domain, streets, land use and parcels, five precincts have been identified across the Town Centre.

1. Central Heart Precinct
2. Western Heritage Precinct
3. Northern Employment Precinct
4. Retail Core Precinct
5. Transport Corridor Precinct

The diagram on the opposite page identifies sites which are unconstrained and present as opportunities for growth to achieve the employment and dwelling targets for the Town Centre.

Figure 74: Central Heart Precinct

Figure 76: Western Heritage Precinct

Figure 75: Retail Core Precinct

Figure 77: Northern Employment Precinct

Figure 78: Transport Corridor Precinct

	Existing Development			Proposed Planning Controls		
	Dwellings	Population	Jobs	Dwellings	Population	Jobs
Central Heart	177	452	1,172	1,278	3,267	1,858
Northern Employment	–	–	739	–	–	2,218
Western Heritage	1	3	800	872	1,974	1,372
Retail Core	3	9	3,137	1,582	4,046	3,913
Transport Corridor	–	–	118	939	2,158	1,679
	181	**464**	**5,966**	**4,671**	**11,445**	**11,040**

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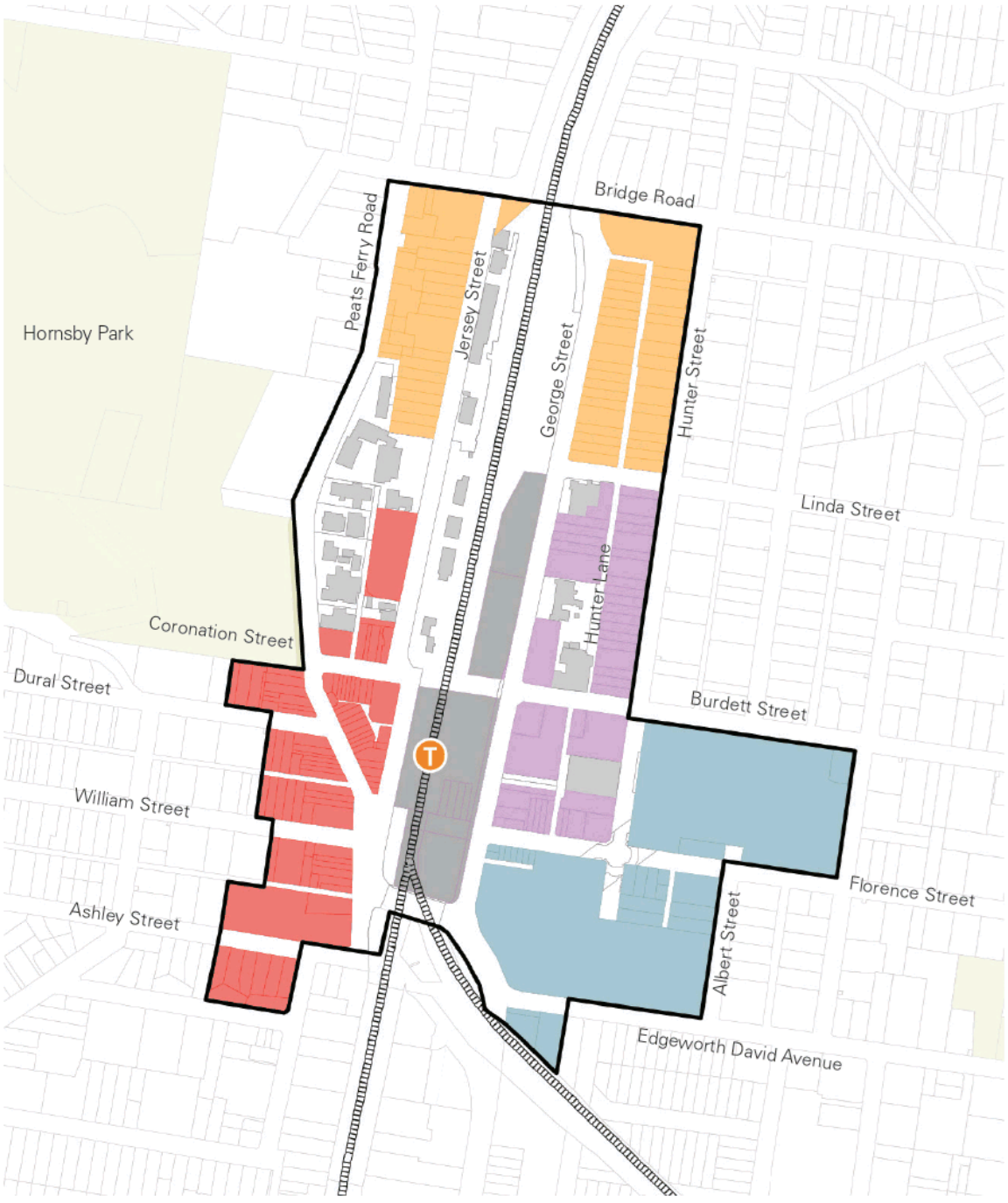


Figure 79: Precincts structure plan with opportunity sites highlighted

Central Heart Precinct

The vision for the precinct is to seamlessly unify the Town Centre, defined by a new indoor and outdoor multi-purpose community facility and public plaza, co-located with employment, civic, social, cultural, retail and entertainment offerings as a catalyst and anchor of the green identity of Hornsby Town Centre.

A new continuously connected and multi-levelled public domain, defined by the new Burdett Street link and existing Florence Street Mall, connects east-west across the rail line. This celebrates the unobstructed northern aspect and capitalises on upper level view corridors from the precinct to surrounding bushland areas.

As part of this precinct's transition phase to include residential apartments and commercial uses, the precinct offers the opportunity to meaningfully integrate existing employment with new mixed use functions and housing typologies responding to diversity, lifestyle aspirations, flexibility and housing affordability.

The enhancement of Hunter Lane in the Central Heart Precinct is continued, extending pedestrian networks and a new sense of place, while still allowing for service and access requirements.

Increased height allowances enable new mixed use development, while ground level podiums (2-4 storeys) respond to low-scaled, fine grain and neighbourhood green character on Hunter Street.

A WSUD area on Linda Street reinforces centre-wide water sensitive urban design measures.

Figure 80: The Green Alley Detroit, *Model D Media – An example of a fine grain laneway for the pedestrianised section of Hunter Lane*

Figure 81: James Street Market, *Cox Architecture – An example of indoor-outdoor retail offerings*

Figure 82: Fish Lane, *Fish Lane Arts Precinct – potential activation strategies for Florence Street and/or Hunter Lane or Hunter Street*

Existing Development			Current Planning Controls			Proposed Planning Controls		
Dwellings	Population	Jobs	Dwellings	Population	Jobs	Dwellings	Population	Jobs
177	452	1,172	451	1,155	2,858	1,278	3,267	1,858

Figure 83: Central Heart Precinct structure plan

ATTACHMENT 1 - ITEM 8

Central Heart Precinct

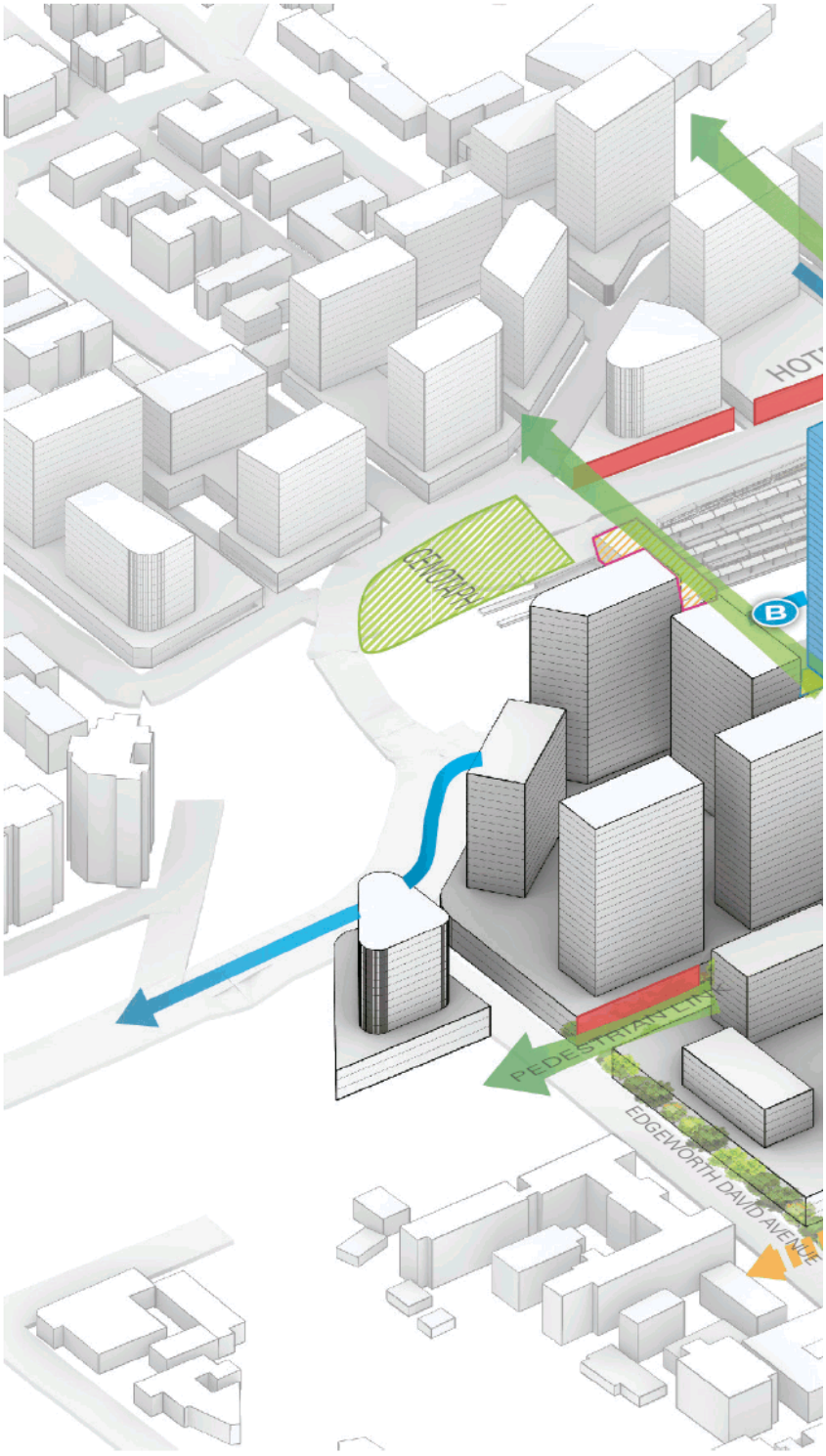
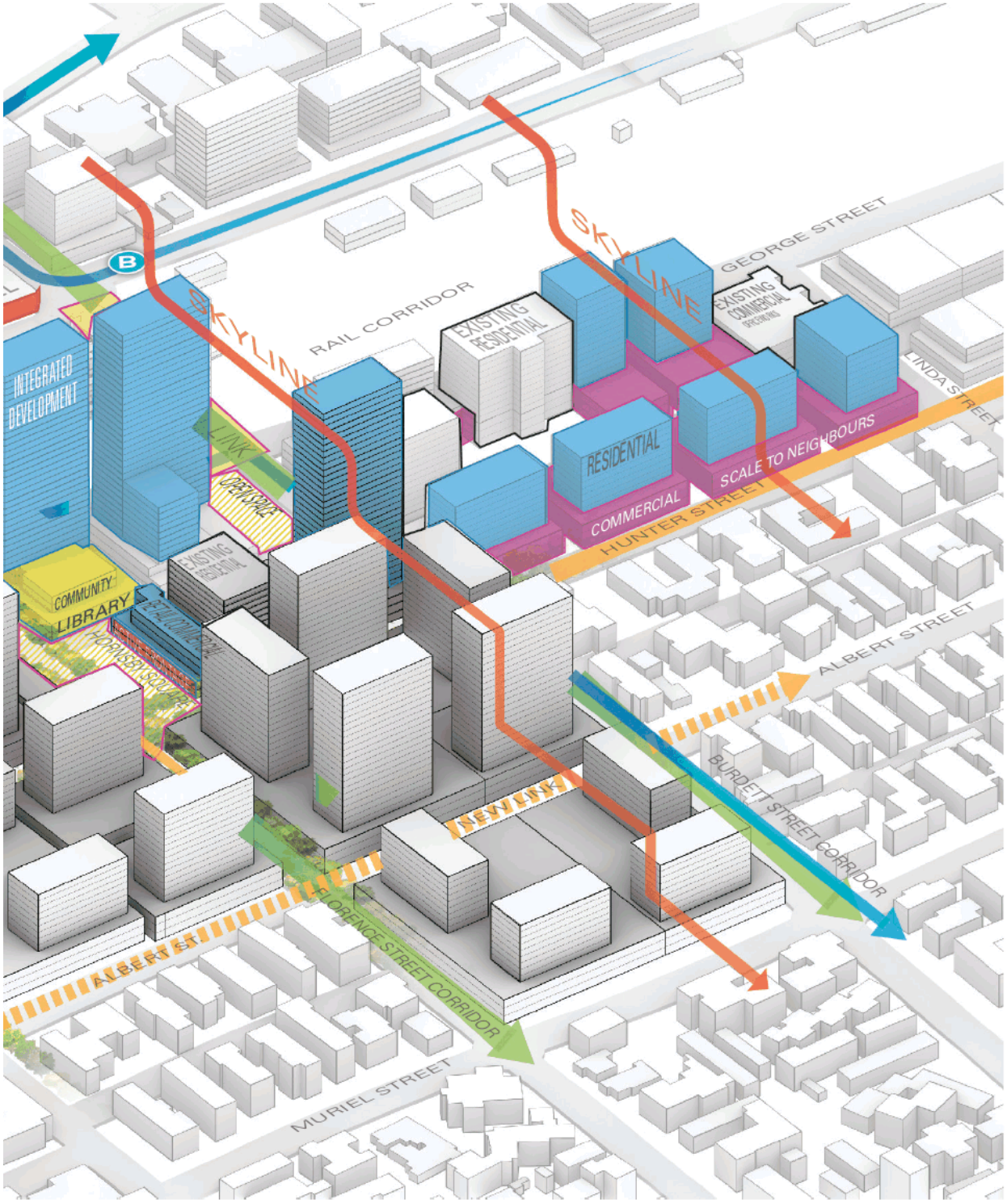


Figure 84: Central Heart Precinct Concept Diagram


SKYLINE
RAIL CORRIDOR
GEORGE STREET
EXISTING RESIDENTIAL
EXISTING COMMERCIAL
SKYLINE
INTEGRATED DEVELOPMENT
LINK
OPEN SPACE
RESIDENTIAL
LINDA STREET
SCALE TO NEIGHBOURS
COMMERCIAL
HUNTER STREET
EXISTING RESIDENTIAL
COMMUNITY LIBRARY
HORNSBY SQUARE
ALBERT STREET
NEW LINK
BURDETT STREET CORRIDOR
ALBERT ST
FLORENCE STREET CORRIDOR
MURIEL STREET

Retail Core Precinct

The precinct responds to forecast growth and demographic trends across the Town Centre to encourage and enable revitalisation of the existing commercial core.

Strategies seek to maximise the integration of Westfield Hornsby into the greater centre. This includes a re-imagining of indoor and outdoor areas that activate Florence and Hunter Streets and the public domain, breaking up of 'big box' retail and extending the active Florence Street pedestrian zone with new public and legible through-site connections.

A rejuvenated Florence Street Mall and Hunter Street leading to the pedestrian heart will contribute to increasing green, habitable plaza and reinforce human scale and interactions to 'create a liveable, green and accessible centre'. Street facing active frontages at ground level will contribute to increasing day and night-time activation and promote Florence Street Mall as a place for gathering (Hornsby Square Concept Study) – four street corners (quadrants) meet at a Town Square anchored by the water fountain.

The proposed redistribution of uses within the precinct supports new employment opportunities while delivering housing in a suitable location close to jobs, services and transport.

The inclusion of residents within the precinct also helps to drive the night-time economy of the Town Centre through providing for a critical mass of residents and broadening and extending activities within the shopping centre to the benefit of the local community.

Figure 85: Barrack Place, *Broadsheet*

Figure 86: Bryant Park, *Bryant Park Corporation*

Figure 87: Spice Alley, Sydney

Pecedent Images that convey the desired character for the outdoor/indoor food and beverage within the Retail Core Precinct.

ATTACHMENT 1 - ITEM 8

Existing Development			Current Planning Controls			Proposed Planning Controls		
Dwellings	Population	Jobs	Dwellings	Population	Jobs	Dwellings	Population	Jobs
3	9	3,137	41	105	8,724	1,582	4,046	3,913

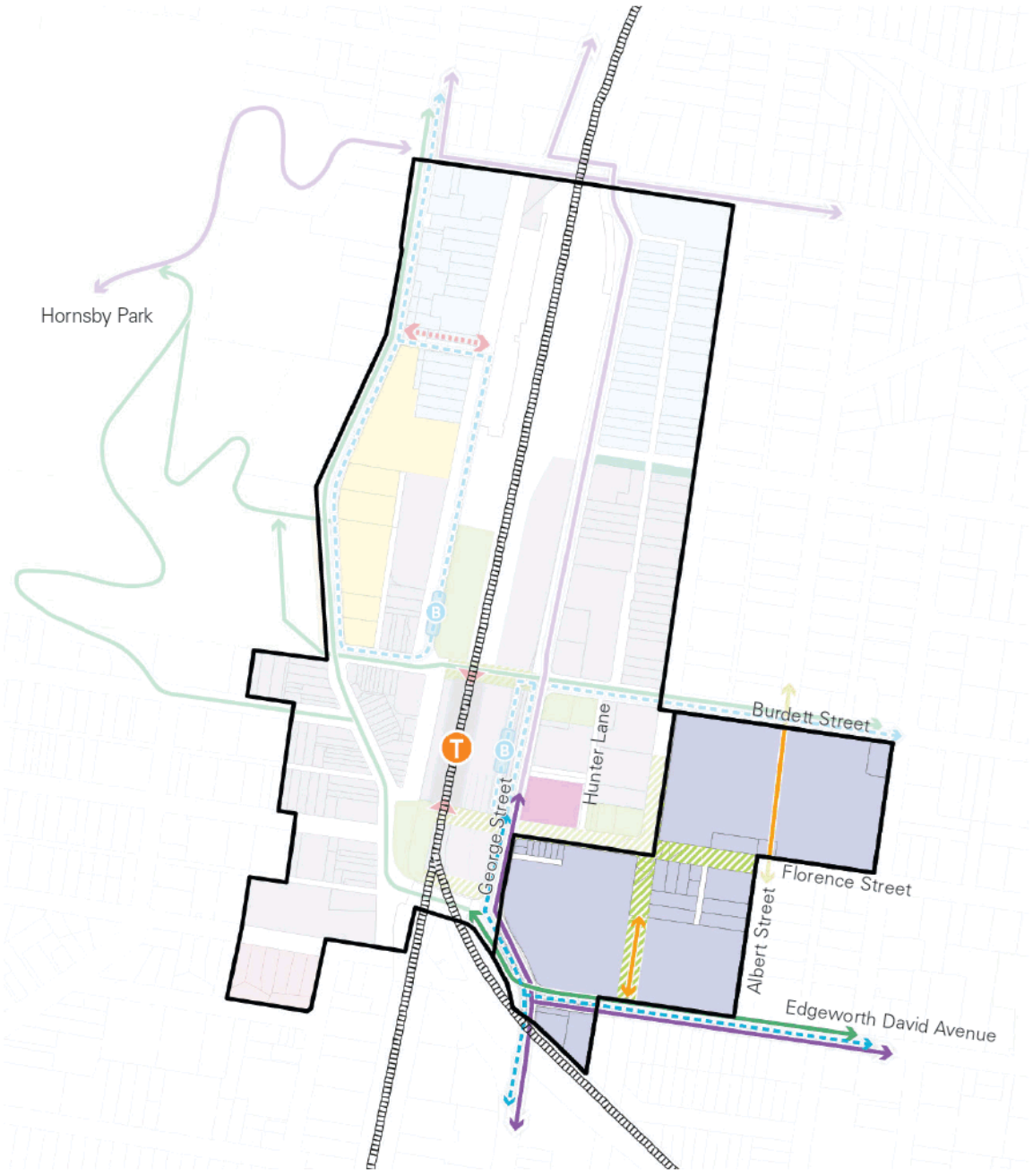


Figure 88: Retail Core Precinct structure plan

Retail Core Precinct

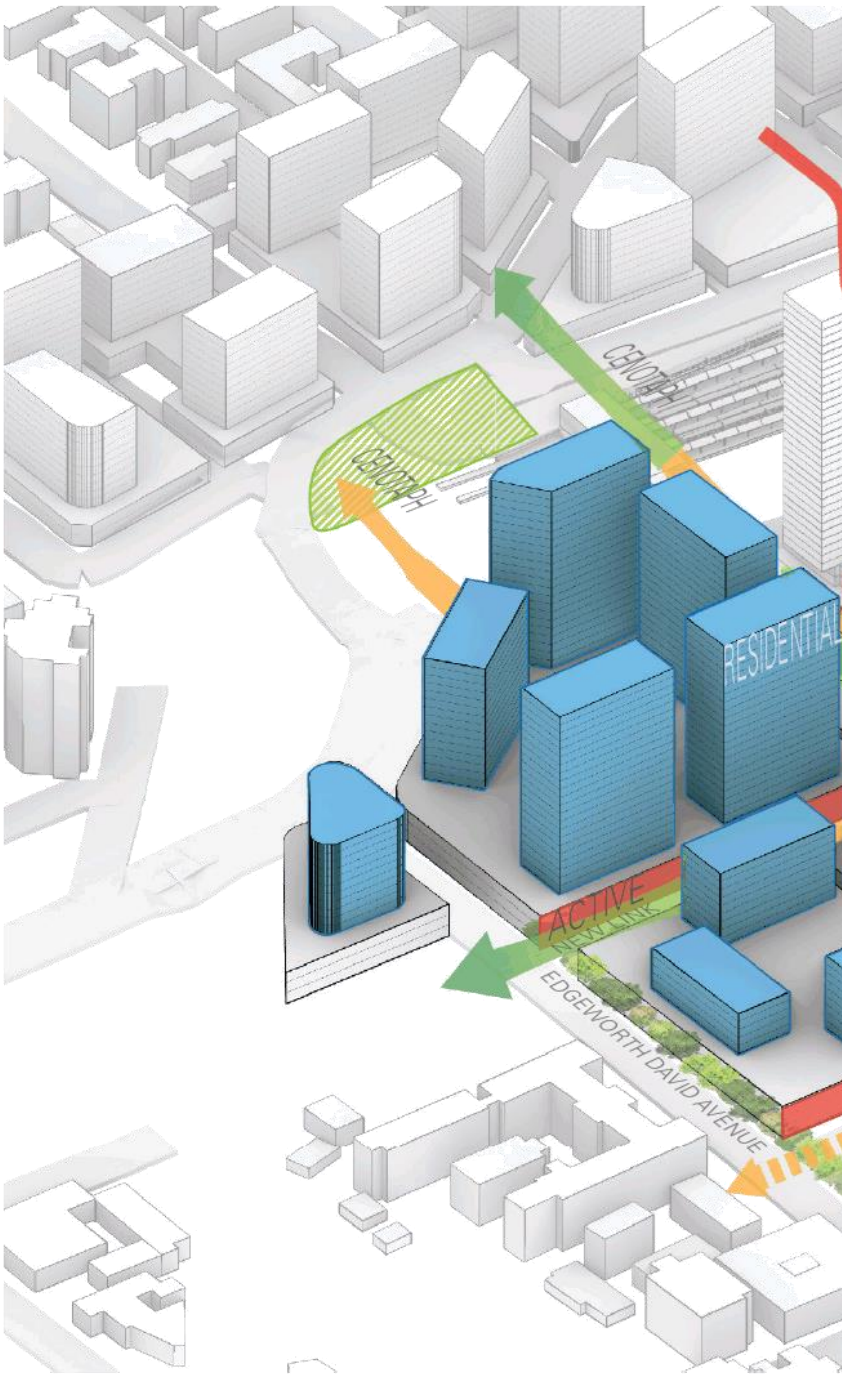
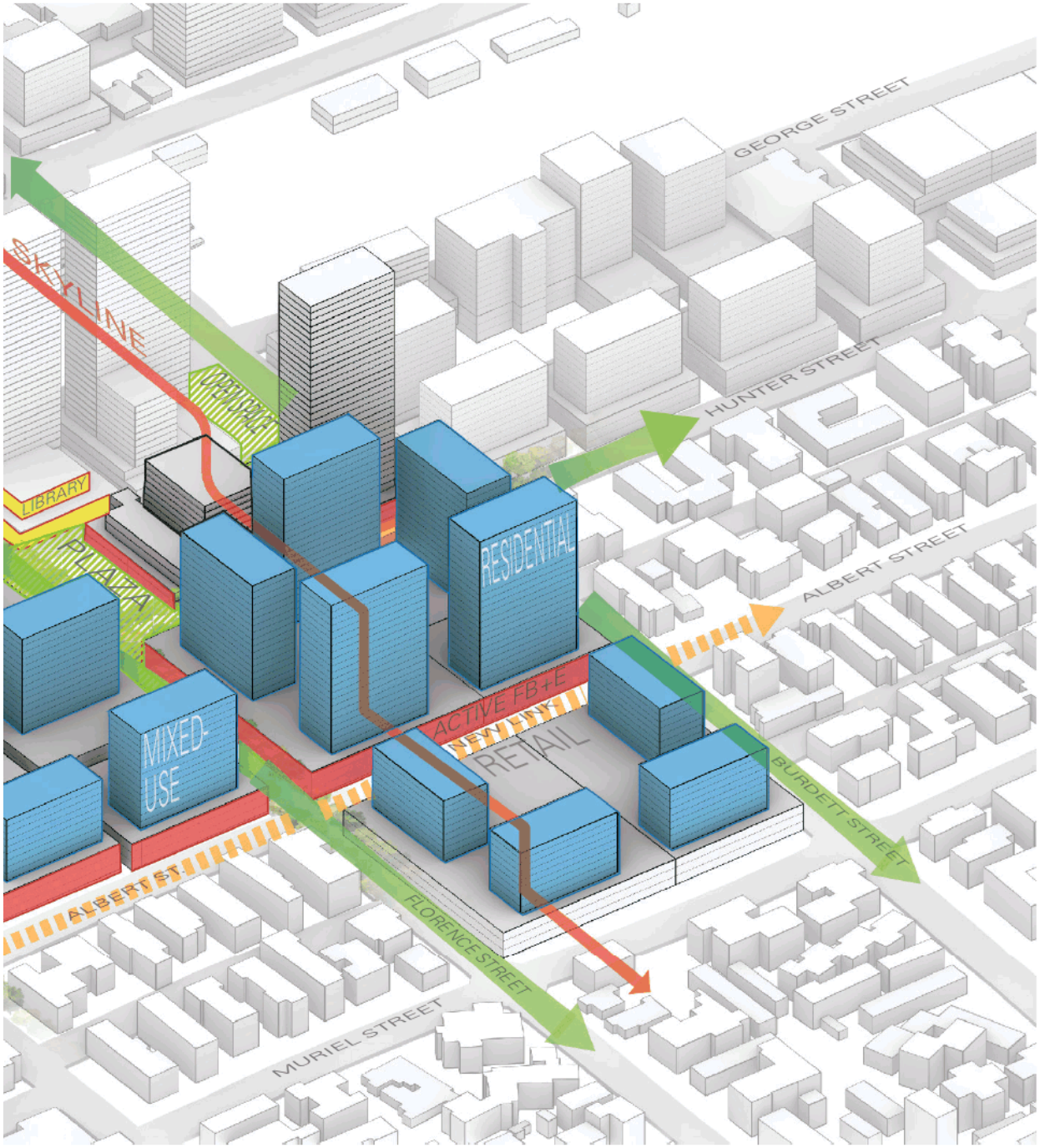


Figure 89: Precinct Core Precinct Concept Diagram


GEORGE STREET
SKYLINE
HUNTER STREET
LIBRARY
RESIDENTIAL
ALBERT STREET
ACTIVE FB+E
RETAIL
MIXED-USE
BURDETT STREET
ALBERT ST
FLORENCE STREET
MURIEL STREET

Western Heritage Precinct

Strategies balance the preservation of distinct heritage, social, environmental and physical character of the Western Heritage Precinct with projected growth, providing new mixed use development that will strengthen attraction and identity west of the railway line.

Existing socio-historical assets, including the cinema, food, beverage and entertainment offerings and community spaces at the RSL are extended with new retail, tourism, hotel and boutique uses that comprise a lively day and night-time eat street and restaurant precinct drawing regional visitors day and night (Employment Land Use Study HillPDA).

Extending from the Cenotaph to community uses at Hornsby Park, Peats Ferry Road is framed as the active public 'heart' of the precinct.

Retained heritage streetscapes are activated through the mixture of proposed uses, extending west and south of Peats Ferry Road, further enlivening pedestrian links along Dural Street to Hornsby Park, facilitating public cultural programming to Dural Lane, and providing a new arrival experience to William Street.

A redesigned intersection at Peats Ferry Road and High Street facilitates safe connections between residential areas to the south and the interchange and adjoining precincts.

Proposed amendments to the planning controls to achieve the vision for the Town Centre include increasing heights on the RSL site and increased densities on the Australia Post site.

Existing parking capacities are retained under the recommendations.

Figure 90: A'Beckett Urban Square, *Peter Elliot Architecture + Urban Design – precedent for the Jersey Street Plaza*

Figure 91: Carriageworks, *Tonkin Zulaikha Greer – Precedent for adaptive reuse of large-cale heritage railway buildings*

Existing Development			Current Planning Controls			Proposed Planning Controls		
Dwellings	Population	Jobs	Dwellings	Population	Jobs	Dwellings	Population	Jobs
1	3	800	840	1,901	1,400	872	1,974	1,372

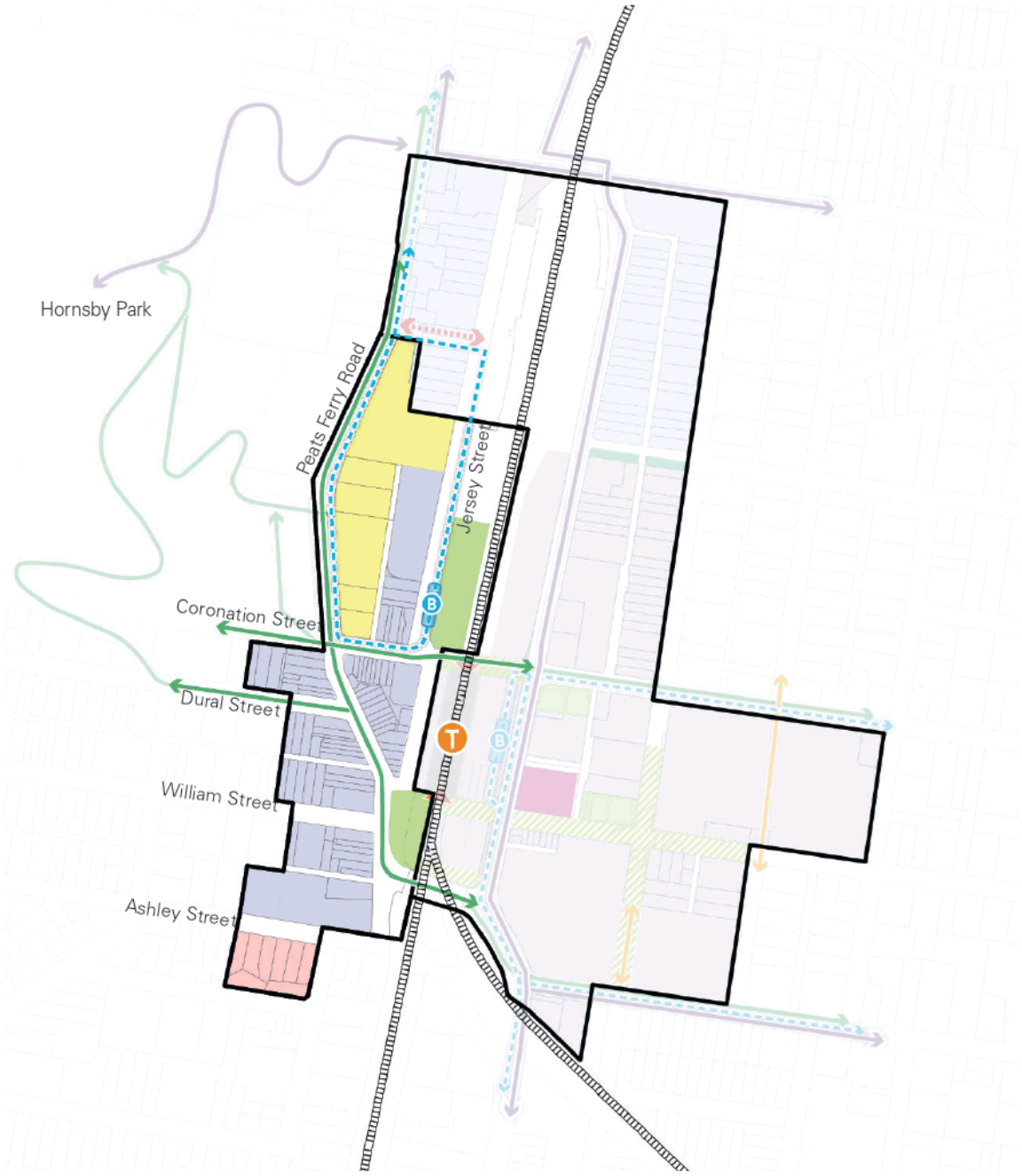


Figure 92: Western Heritage Precinct structure plan

Precinct boundaries
Rail station
Bus interchange
Station access
Employment
Mixed use
Seniors Living
Education and civic
Community
Open space
Pedestrian zone
Bus routes
Primary traffic routes
Hornsby Park vehicle access
Green link
New link
0
200m

ATTACHMENT 1 - ITEM 8

Western Heritage Precinct

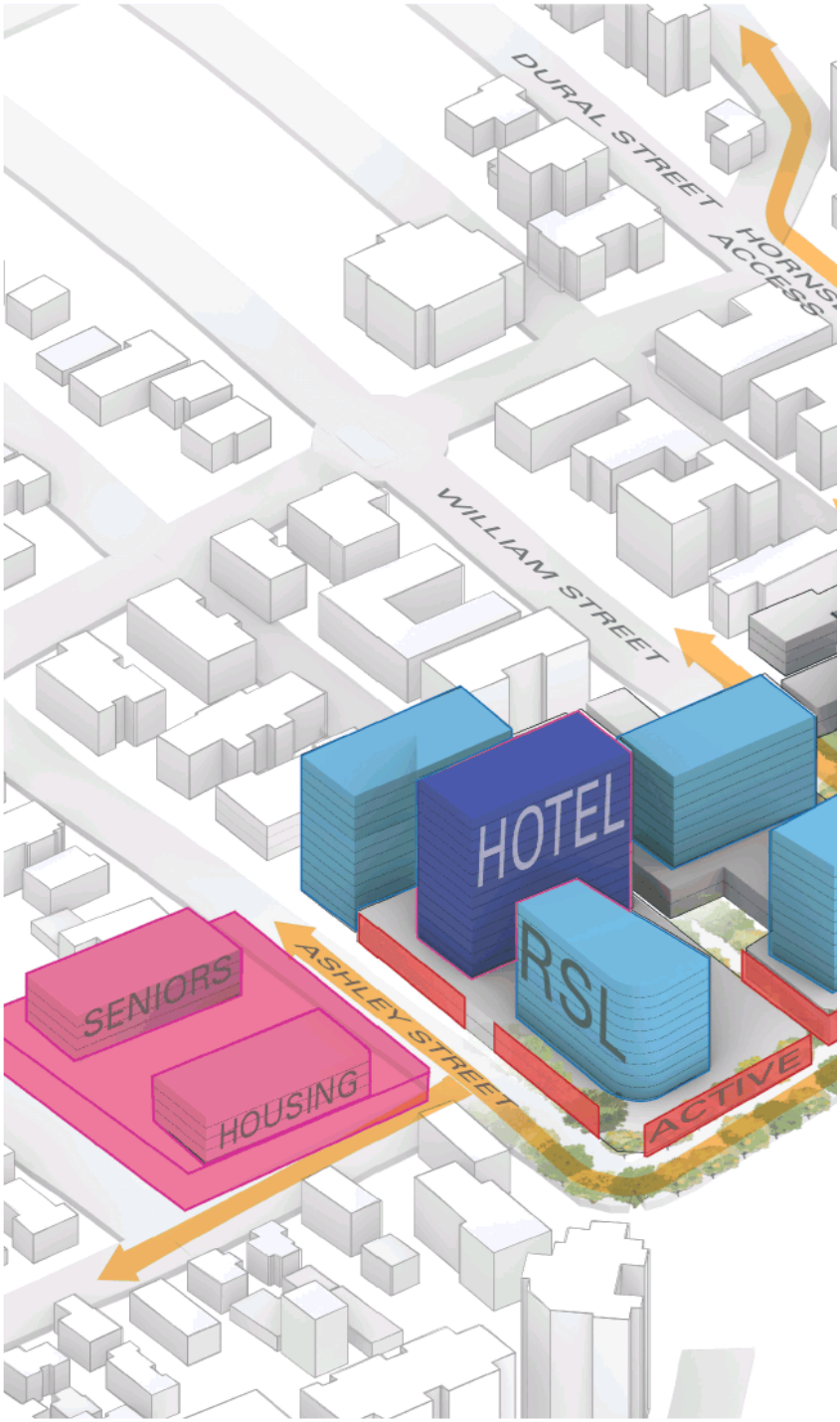
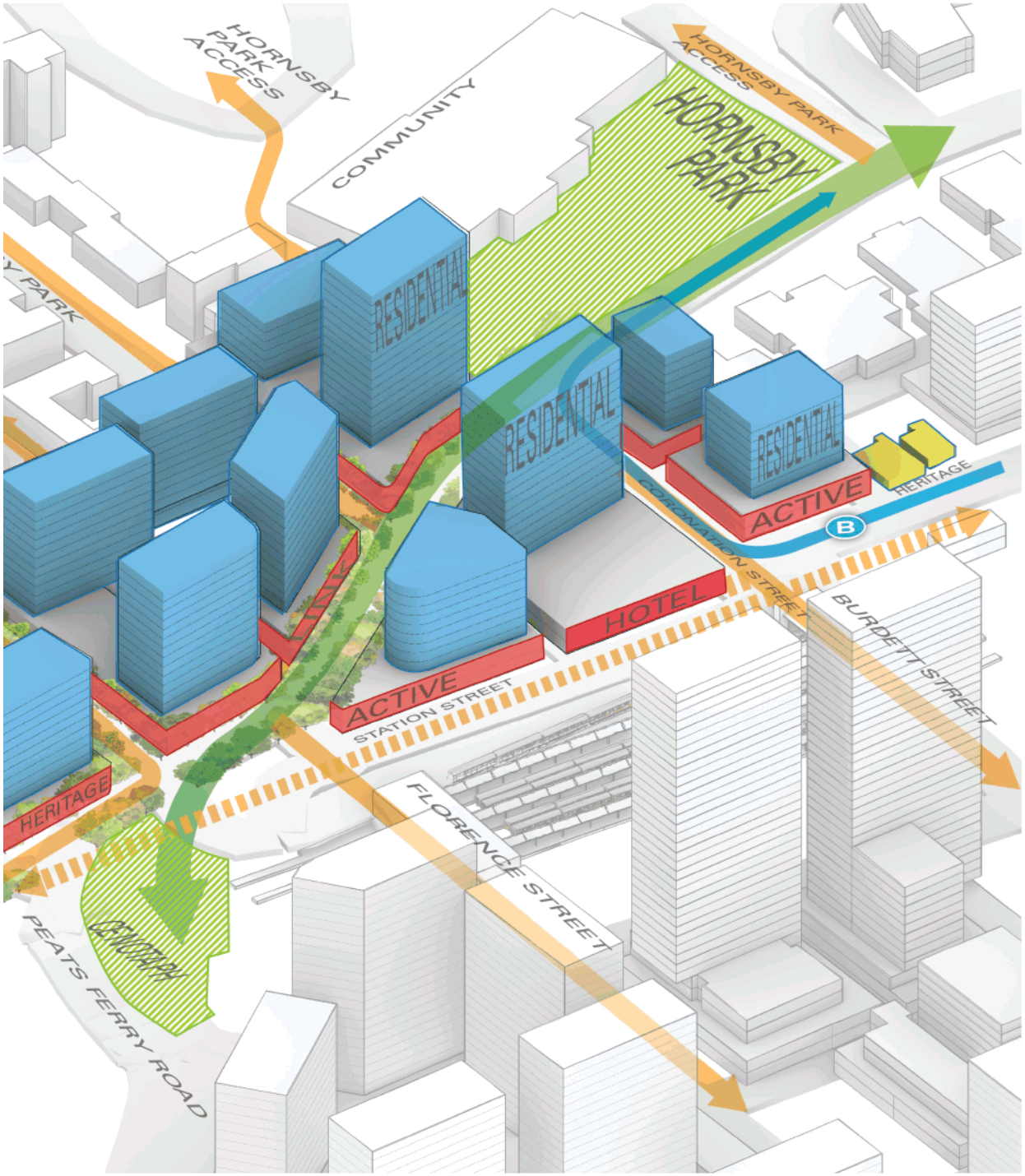


Figure 93: Western Heritage Precinct Concept Diagram


HORNSBY PARK ACCESS
COMMUNITY
HORNSBY PARK ACCESS
HORNSBY PARK
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
ACTIVE
HERITAGE
B
CORONATION STREET
HOTEL
LINK
ACTIVE
STATION STREET
BURDETT STREET
HERITAGE
FLORENCE STREET
ENTRY
PEATS FERRY ROAD

Western Heritage Precinct

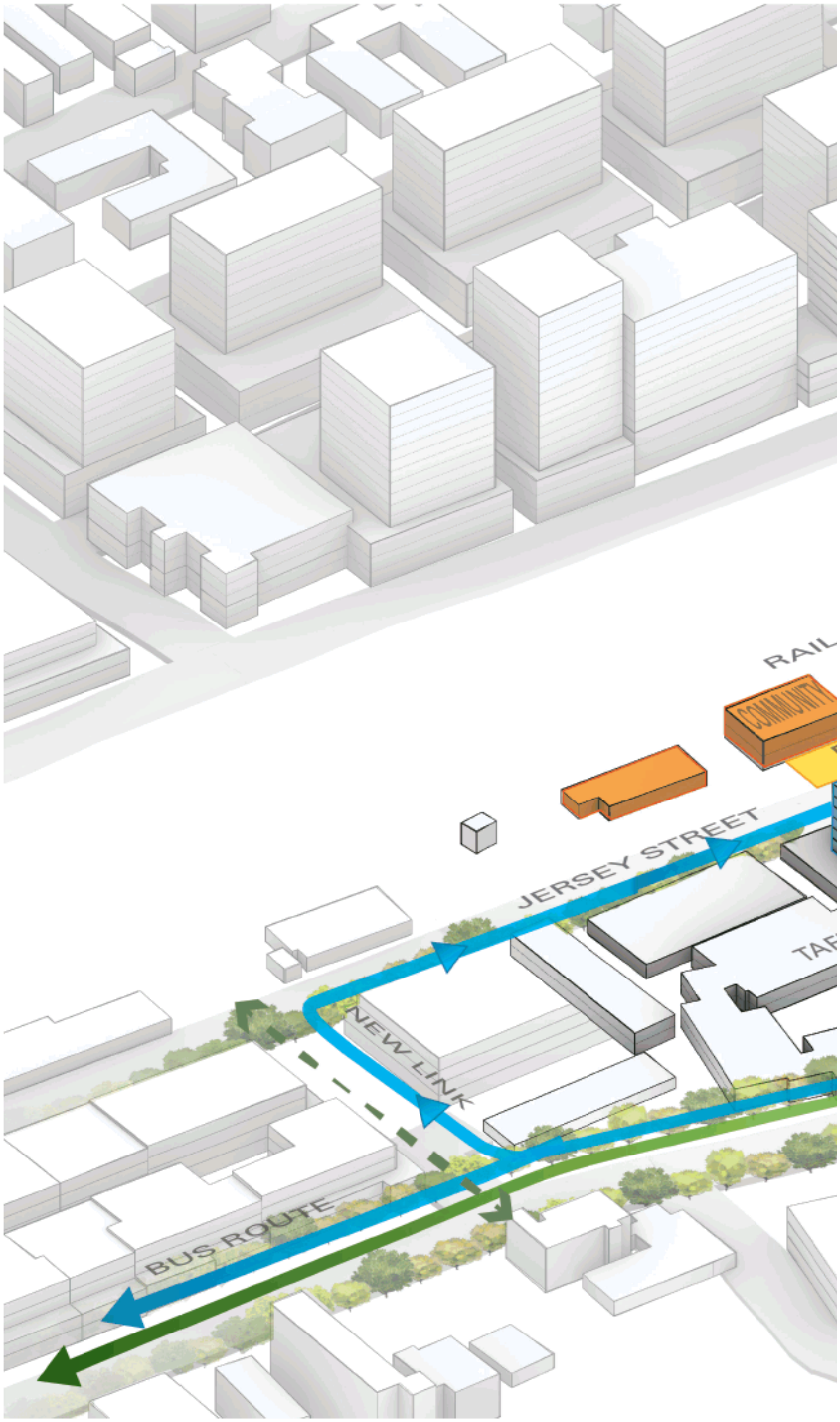
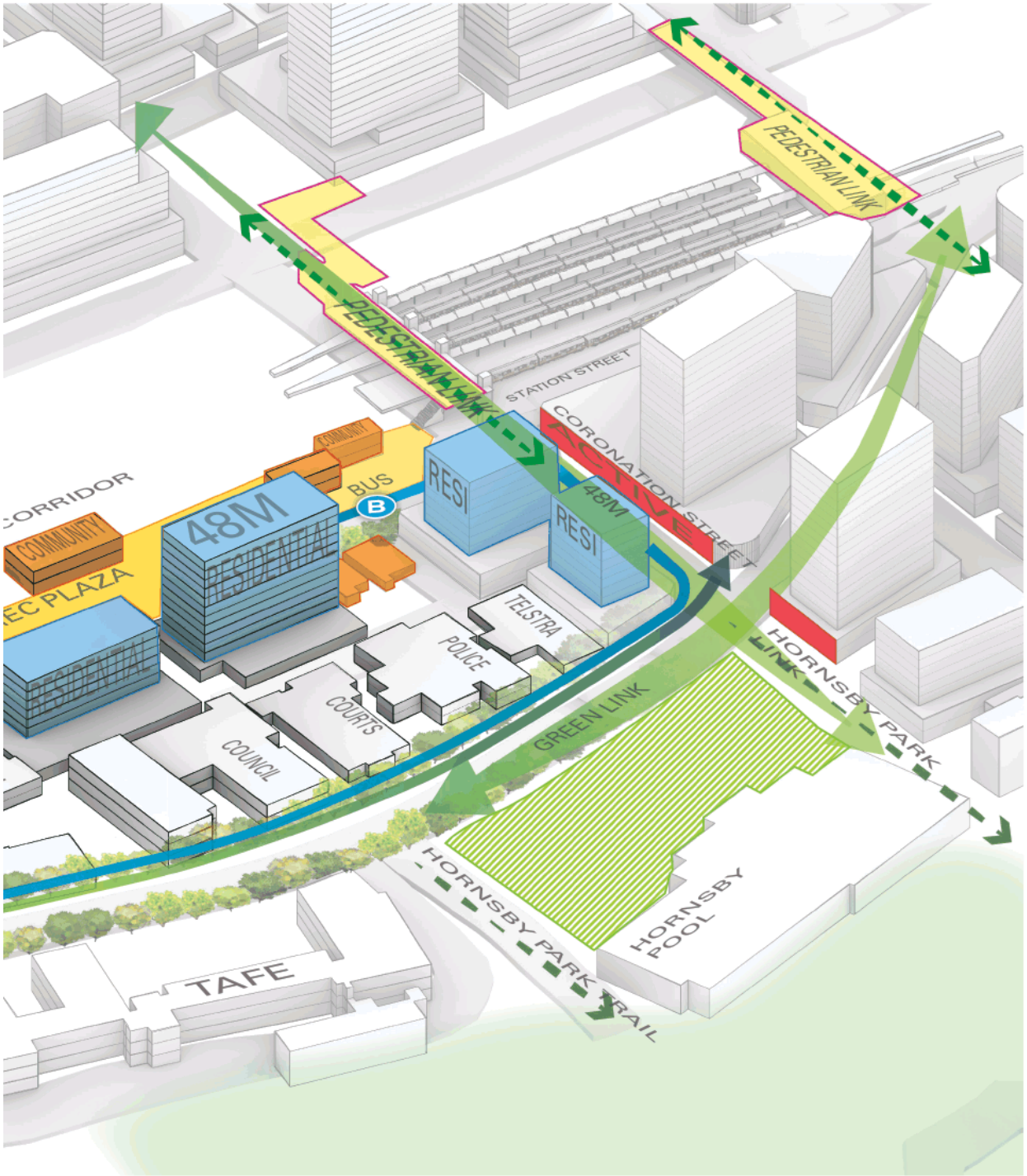


Figure 94: Western Heritage Precinct Concept Diagram


PEDESTRIAN LINK
PEDESTRIAN LINK
STATION STREET
CORONATION STREET
CORRIDOR
COMMUNITY
EC PLAZA
COMMUNITY
48M
RESIDENTIAL
BUS
B
RESI
48M
RESI
RESIDENTIAL
TELSTRA
POLICE
COURTS
COUNCIL
GREEN LINK
HORNSBY PARK LINK
HORNSBY POOL
HORNSBY PARK TRAIL
TAFE

Northern Employment Precinct

The precinct retains the current B5 Business Development zoning (HillPDA Employment Lands Study), and increased densities to foster additional employment opportunities and enhanced local amenity.

Proposed intensification of employment uses offer great opportunities for creating a rejuvenated employment-centred precinct that leverages the proximity to TAFE and existing civic uses to best serve the needs of existing and new populations.

Aligning with proposed transport improvements at Bridge Road and Peats Ferry Road improvements, a new landscaped shared path to Bridge Road and Peats Ferry Road serves regional pedestrian and bike networks, while enhancing the arrival experience and identity to the centre.

While retaining the B5 zoning, maximum heights of up to 16m or 4 storeys enable redevelopment opportunities in the precinct while still respecting the prevailing low-scale, green character.

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

Figure 95: Lifestyle Working Brookvale, *Stable – an example of multi-storey light industrial, manufacturing and commercial spaces*

Figure 96: Sky Zone, *Glassdoor – example of small-scale indoor sports facilities within the Northern Employment Zone*

ATTACHMENT 1 - ITEM 8

Existing Development			Current Planning Controls			Proposed Planning Controls		
Dwellings	Population	Jobs	Dwellings	Population	Jobs	Dwellings	Population	Jobs
–	–	739	–	–	1,232	–	–	2,218

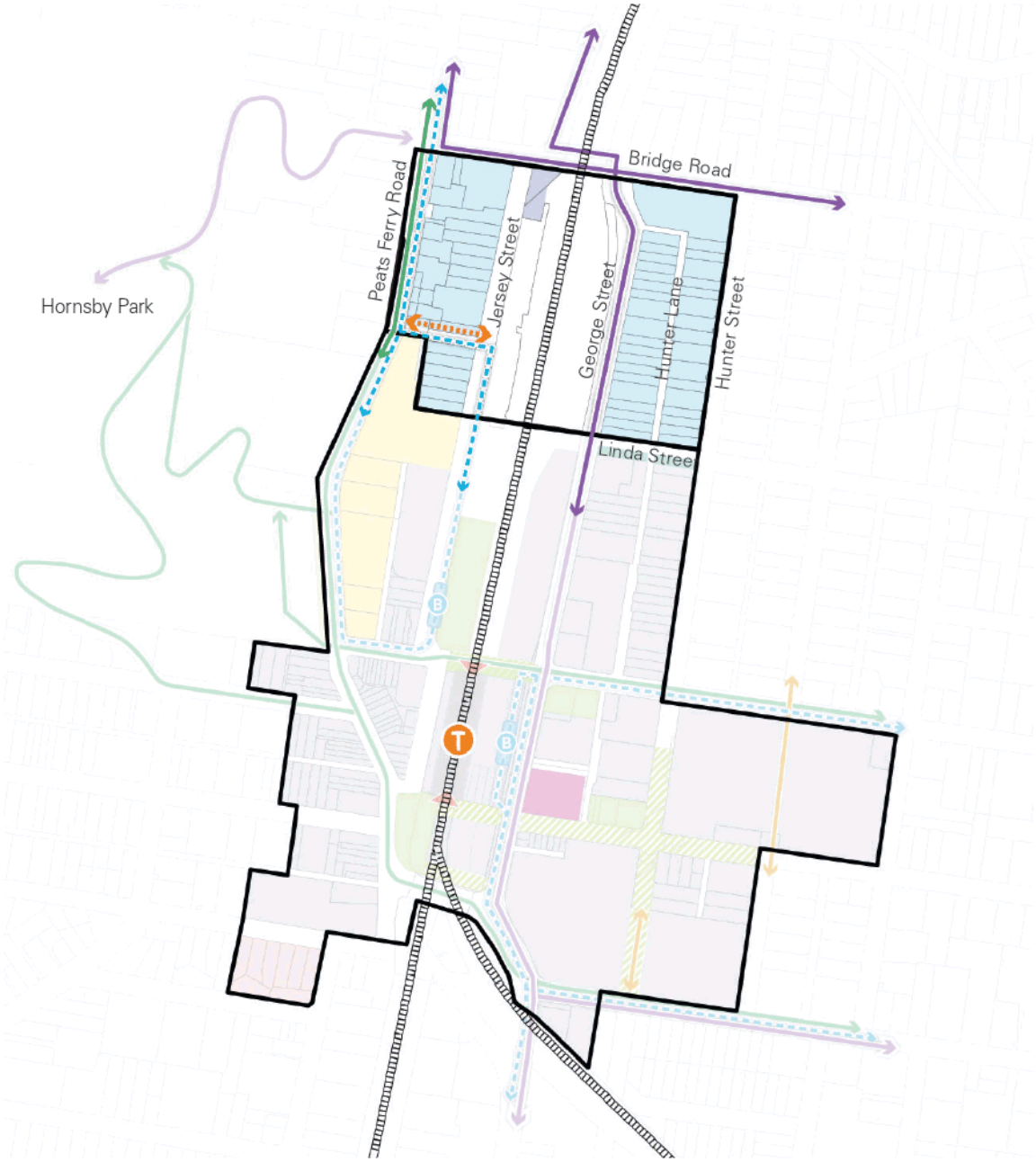


Figure 97: Northern Employment Precinct structure plan

ATTACHMENT 1 - ITEM 8

ATTACHMENT 1 - ITEM 8

Northern Employment Precinct

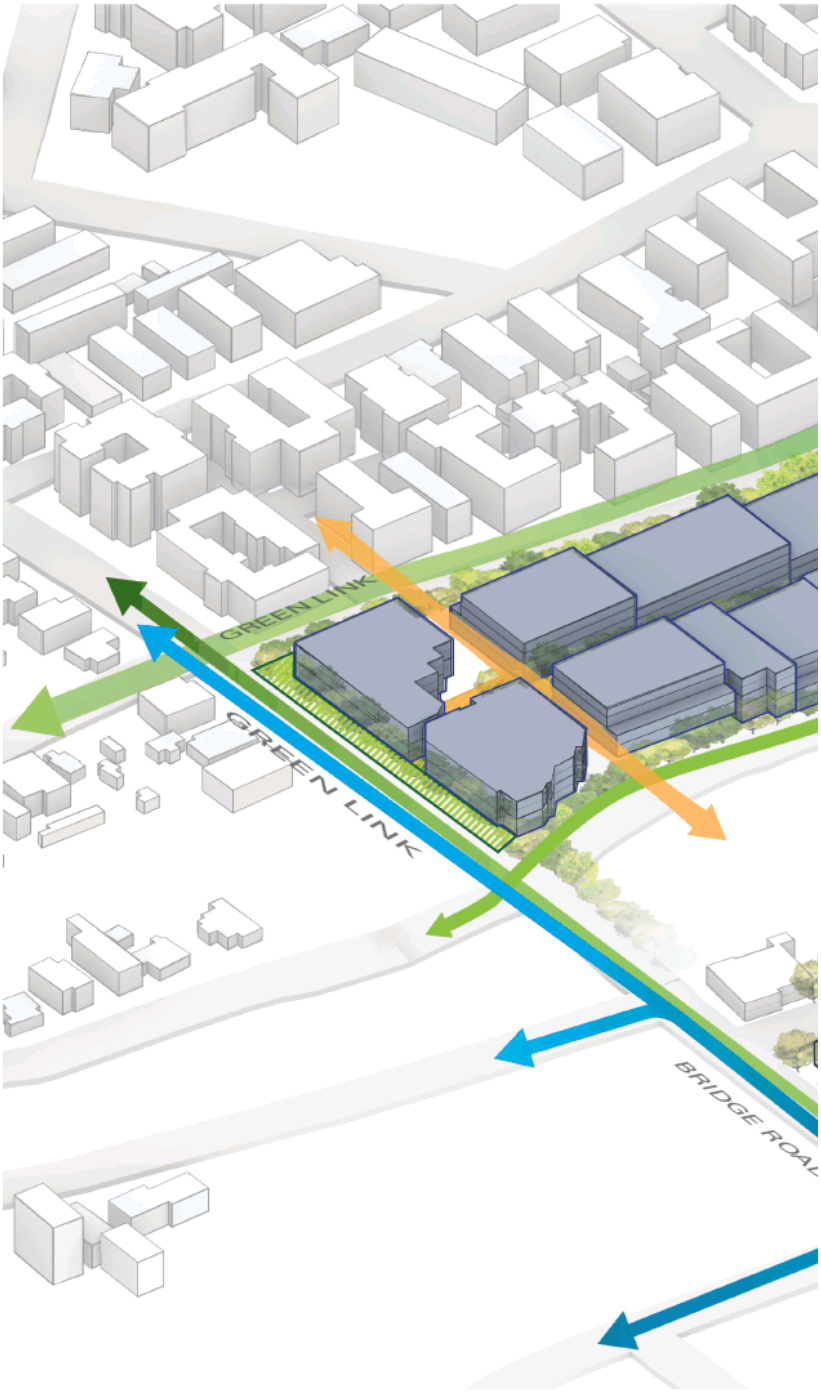
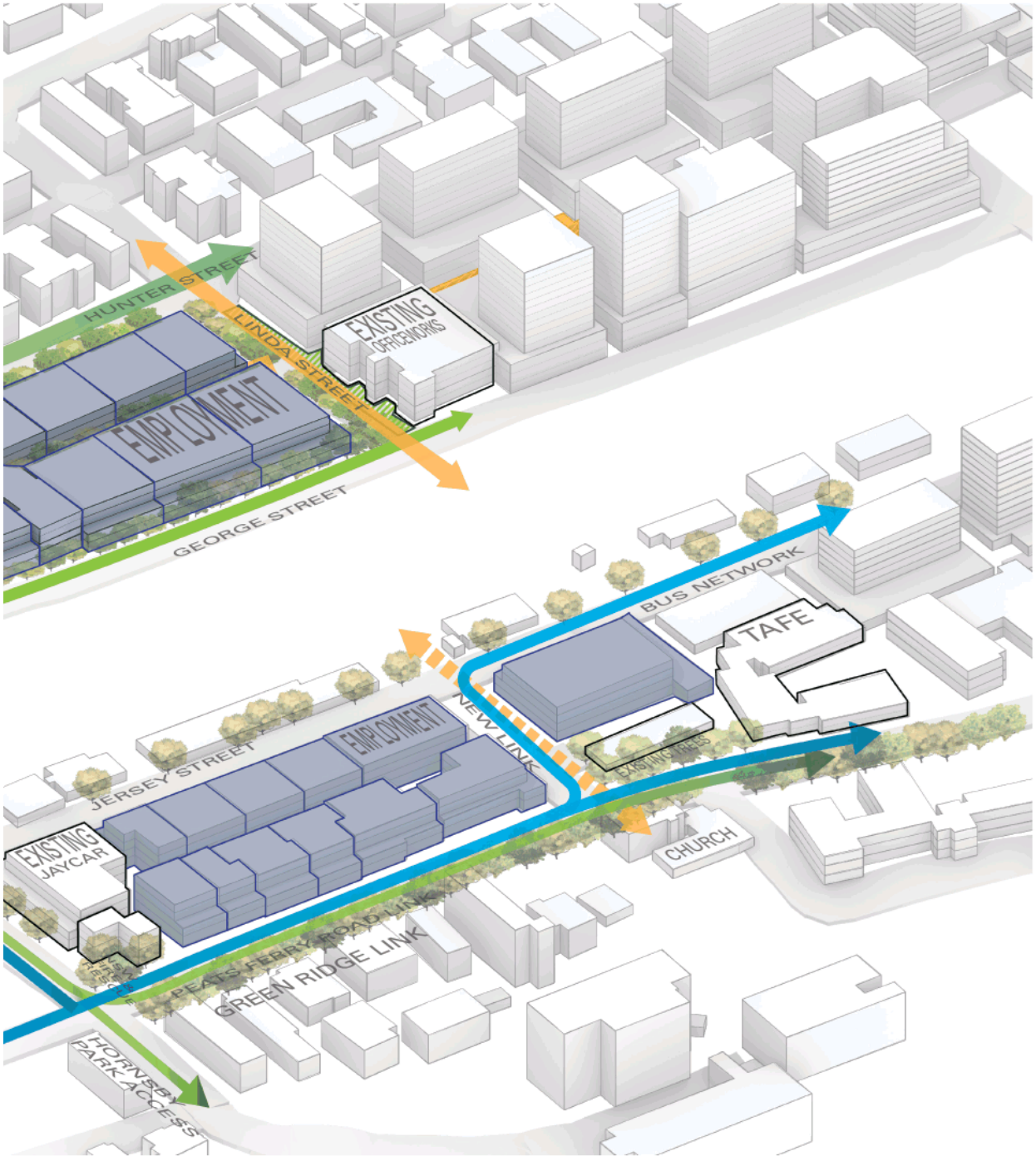


Figure 98: Northern Employment Precinct Concept Diagram


HUNTER STREET
LINDA STREET
EXISTING OFFICEWORKS
EMPLOYMENT
GEORGE STREET
BUS NETWORK
TAFE
JERSEY STREET
EMPLOYMENT
NEW LINK
EXISTING TREES
EXISTING JAYCAR
CHURCH
BEATS FERRY ROAD LINK
GREEN RIDGE LINK
HORNSBY PARK ACCESS

Transport Corridor Precinct

A new continuously connected and multi-levelled public domain, defined by the new Burdett Street link, links Florence Street Mall across rail, celebrating the unobstructed northern aspect and capitalising on upper level view corridors from the precinct to surrounding bushland areas. At the street level, new active and landscaped edges to the rail corridor including George Street and Station Street ensure continuous active frontage and green amenity to the public domain.

Provision of increased mixed use density capitalises on underutilised land that is in direct walkable proximity to the transport interchange and the greater Town Centre, contributing to a human-scaled skyline that respectfully transitions to lower-rise areas and carefully minimises overshadowing and visual impacts on public open spaces and streets.

A reconfigured bus interchange relocating buses from Station Street to Jersey Street and George Street enhances amenity and activation to the Cenotaph and Station Street. Existing public connections including Florence Street, Hunter Lane and Hunter Street are rehabilitated to maximise walkability and green amenity, while respecting vehicular and service requirements.

Any redevelopment that may occur within the Transport Corridor Precinct is the responsibility of Transport for NSW and Government as the landowners. All proposals and initiatives within the report and images are indicative and are subject to appropriate approval pathways and funding commitments for delivery.

Figure 99: Chatswood Interchange –
An example of grade separation of bus interchange, train platforms and pedestrian movement

Figure 100: Flinders Mall, Queensland – an example of street furniture that provides greenery, shade and seating

Figure 101: The Goods Line; aspect studios – an example of a generous shared path that could be relevant for rail corridor crossings

Existing Development			Current Planning Controls			Proposed Planning Controls		
Dwellings	Population	Jobs	Dwellings	Population	Jobs	Dwellings	Population	Jobs
–	–	118	531	1,227	2,119	939	2,158	1,679

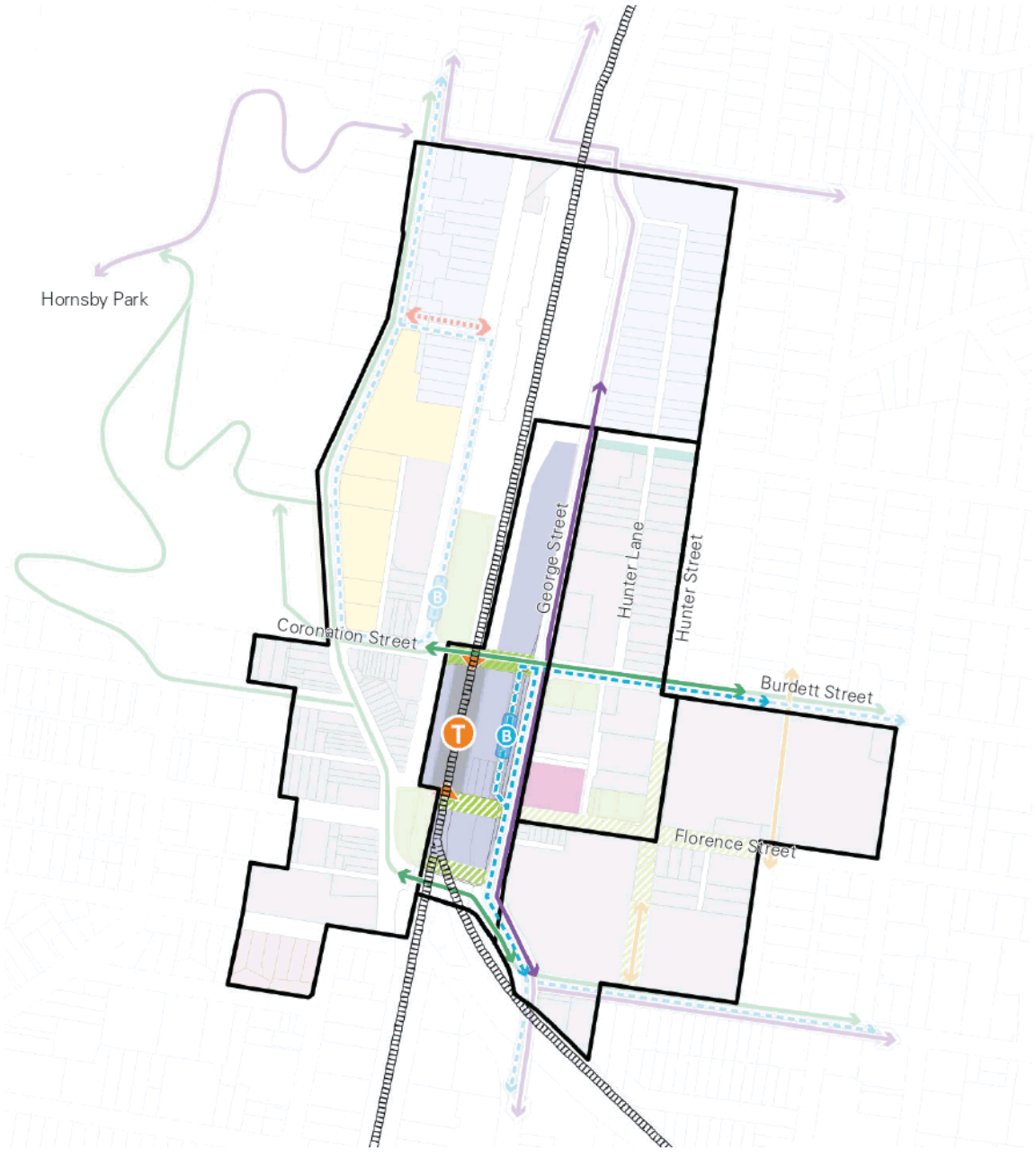
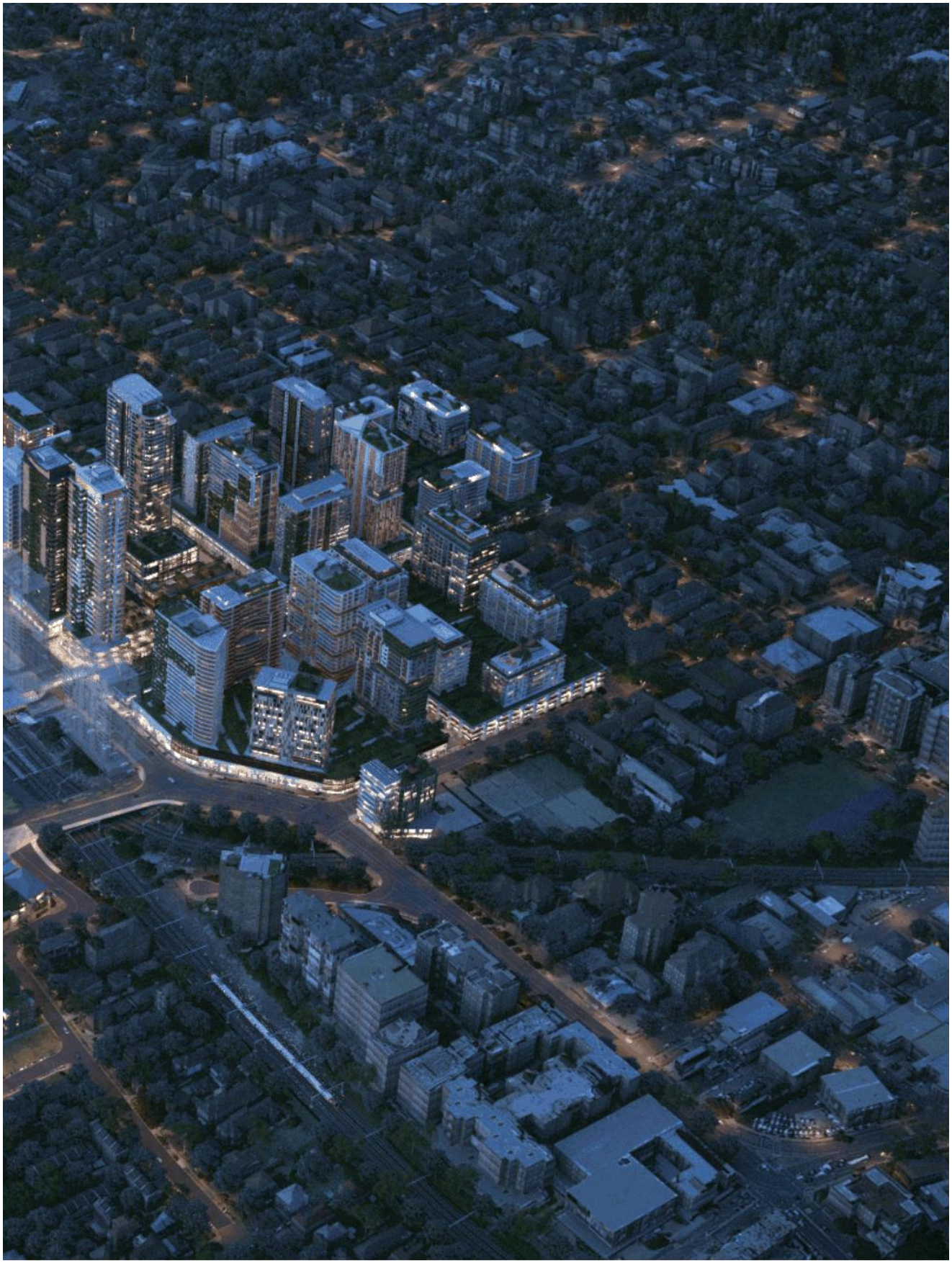


Figure 102: Central Heart Precinct structure plan

ATTACHMENT 1 - ITEM 8

Figure 103: Aerial Perspective



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Development Staging

The development staging outlines how and when the recommendations and developments identified through the Town Centre Review will be accomplished and by when.

Based on the development capacity study undertaken based on proposed planning controls, the Town Centre is forecast to achieve approximately 11,000 people living in 4,500 new dwellings and supporting the creation of 5,000 new jobs by 2036.

The staging aims to guide future development in line with forecasts and ensure growth occurs alongside the necessary actions and infrastructure upgrades.

The implementation process has been divided into two stages: Stage 1 focusing on a 0-5 year period; and Stage 2 focusing on full build-out across a longer timeframe of 5+ years.

The planning and delivery of development will be staged to accord with and achieve the following principles:

- Support growing residential population, worker, student and visitor population and supporting amenities and infrastructure at each phase
- Embody co-located, multifunctional facilities and collaborative approaches
- Contribute to an accessible and connected network
- Be equitably resourced
- Provide welcoming spaces and places where community can celebrate diversity
- Cater for day and night-time operation and support public activity in buildings and spaces outside of 'regular business hours'
- Ensure safe (passively surveilled and actively programmed) and universally accessible community infrastructure
- Provide opportunities for a variety of experiences and social interactions, and for structured and unstructured activities.

A detailed implementation plan is to be prepared as part of the next phase of work in aligning growth in consideration of the provision of community infrastructure, services and transport upgrades.

Growth forecasts

	Existing	0-5 years	5+ years
Total dwellings	181	1,696	4,671
Total population	464	4,213	11,445
Total jobs	5,966	6,642	11,046

Figure 104: Hornsby Town Centre development forecasts

Delivery of recommendations

		0-5 years	5+ years
Community and Experience	Provide a multi-purpose community facility	●	
	Foster business and innovation		●
	Adapt retail and activate streets		→
	Support the night-time economy	●	
	Create a connected sequence of destinations	●	
Public Domain and Landscape	Create a network of public spaces		→
	Expand and reconfigure Cenotaph Plaza		→
	Repurpose rail yards into Jersey Street Plaza	●	
	Provide Hornsby Square and Burdett Street Park		→
	Support a network of green and blue corridors		●
	Celebrate bushland character and views	●	
Urban Design and Built Form	Enable development over the rail corridor	●	
	Revise planning controls	●	
	Celebrate and re-purpose heritage assets		●
	Enhance permeability throughout the Town Centre		→
Movement and Place	Provide new and enhanced walking and cycling connections		●
	Reconfigure the public transport interchange	●	
	Adapt the road network to support a multi-modal centre		→
	Manage the allocation of parking	●	
	Plan for future transport needs and smart technologies		→

Figure 105: Indicative delivery timeframes for Hornsby Town Centre Review Recommendations

Stage 1: 0-5 years

Stage 1 is centered on near-term quick wins and the delivery of catalytic projects. Near-term quick wins include the proposed interchange upgrade, and delivery of housing through currently proposed projects.

Catalytic projects include the multi-purpose community hub and plaza, integrated with the Burdett Street pedestrian link. Several streetscape upgrades provide enhanced public amenity and local character.

Additional growth unlocked

- Dwellings: +1,515
- Population: +3,750
- Jobs: +670

Community and development

- 187-230 Peats Ferry Road
- RSL redevelopment
- Multi-purpose community hub
- Hornsby Park amenities
- Westfield at Burdett Street

Public domain and movement

- Jersey Street Plaza
- Hornsby Square
- Bus Interchange
- Jersey Street Link
- Burdett Street Link
- Hunter Lane upgrade
- Station Street upgrade
- Bridge Road upgrade
- Peats Ferry Road upgrade
- New retail links

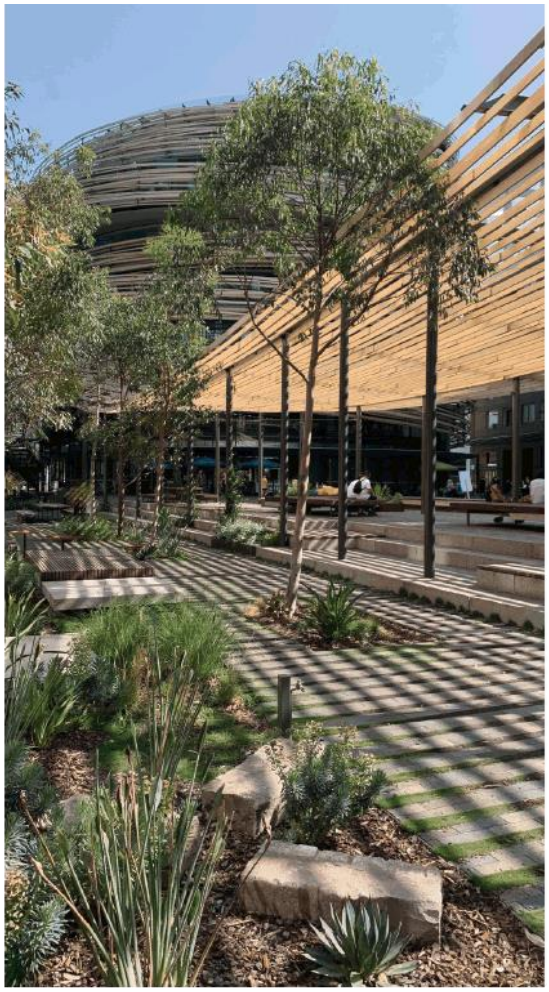


Figure 106: Darling Square, *ASPECT Studios* – shady groves of trees to access the library

Figure 107: Caulfield to Dandenong Level Crossing Removal, *ASPECT Studios – relevant for the Jersey Street Plaza proposal*

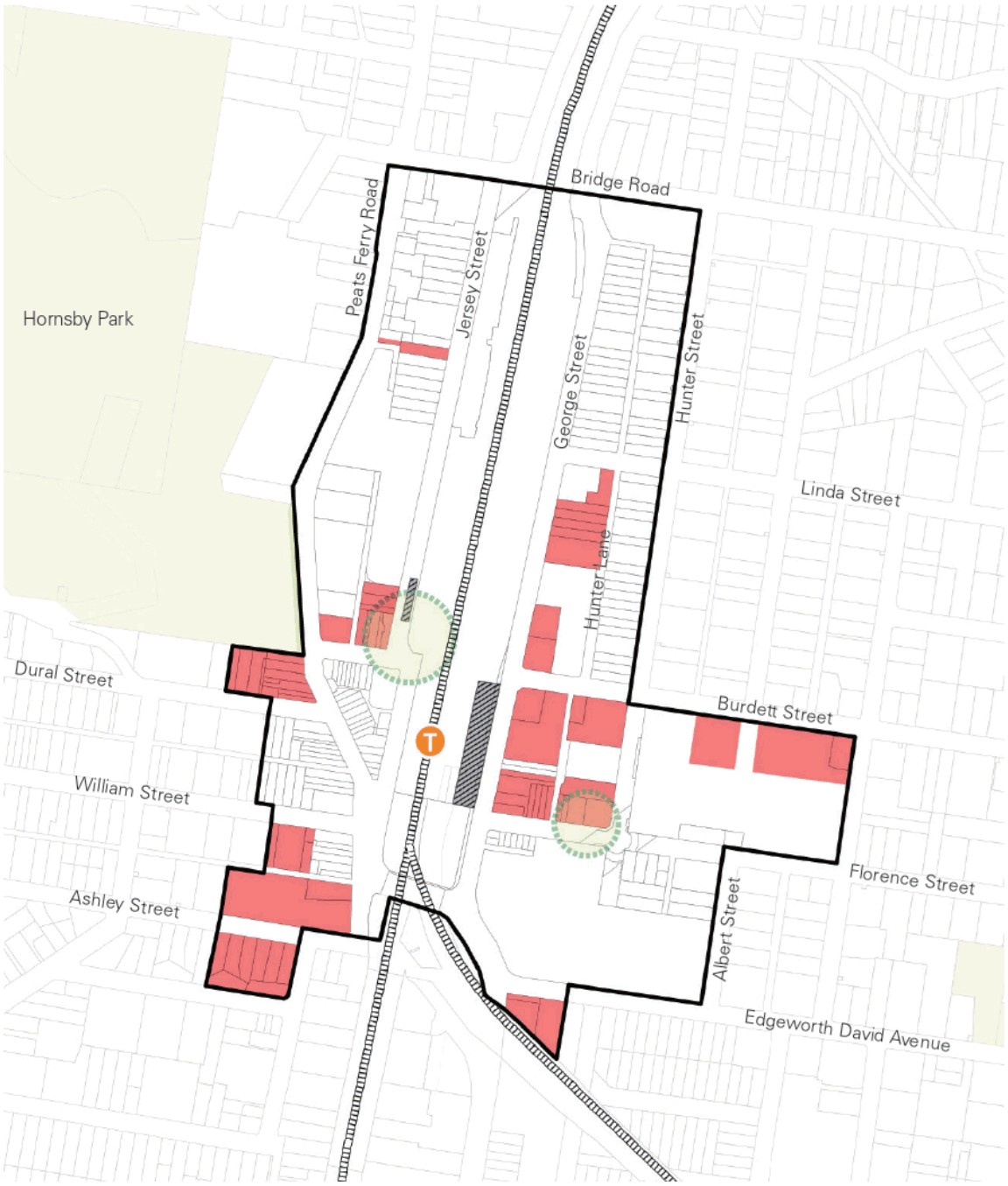


Figure 108: Stage 1 implementation

Stage 2: 5+ years (full build-out)

Stage 2 completes proposed amendments, including development in the rail corridor to unify the Town Centre, the provision of mixed use development in the commercial core, the redevelopment of the heritage character areas in the western Town Centre, and redevelopment of employment lands to the north.

Additional growth unlocked

- Dwellings: +2,975
- Population: +7,232
- Jobs: +4,404

Community and development

- Rail yards youth and recreation plaza
- Western Town Centre
- Westfield redevelopment
- Florence Street mixed use
- Northern employment lands redevelopment
- Central-east build-out

Public domain and movement

- Cenotaph Plaza
- Burdett Street Park
- Florence Street upgrade
- Linda Street upgrade
- Retail public links
- Streetscape upgrades

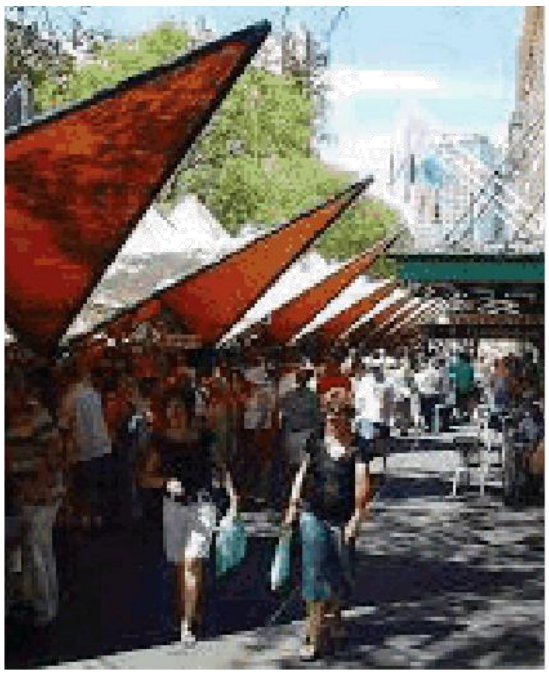


Figure 109: The Rocks Market, *Murray Lines – closure of a heritage lined street on a periodic basis to host community events*

Figure 110: Melbourne industrial laneways, *John Wardle – publicly accessible roof top spaces that can be incorporated in to the multi-purpose community facility*

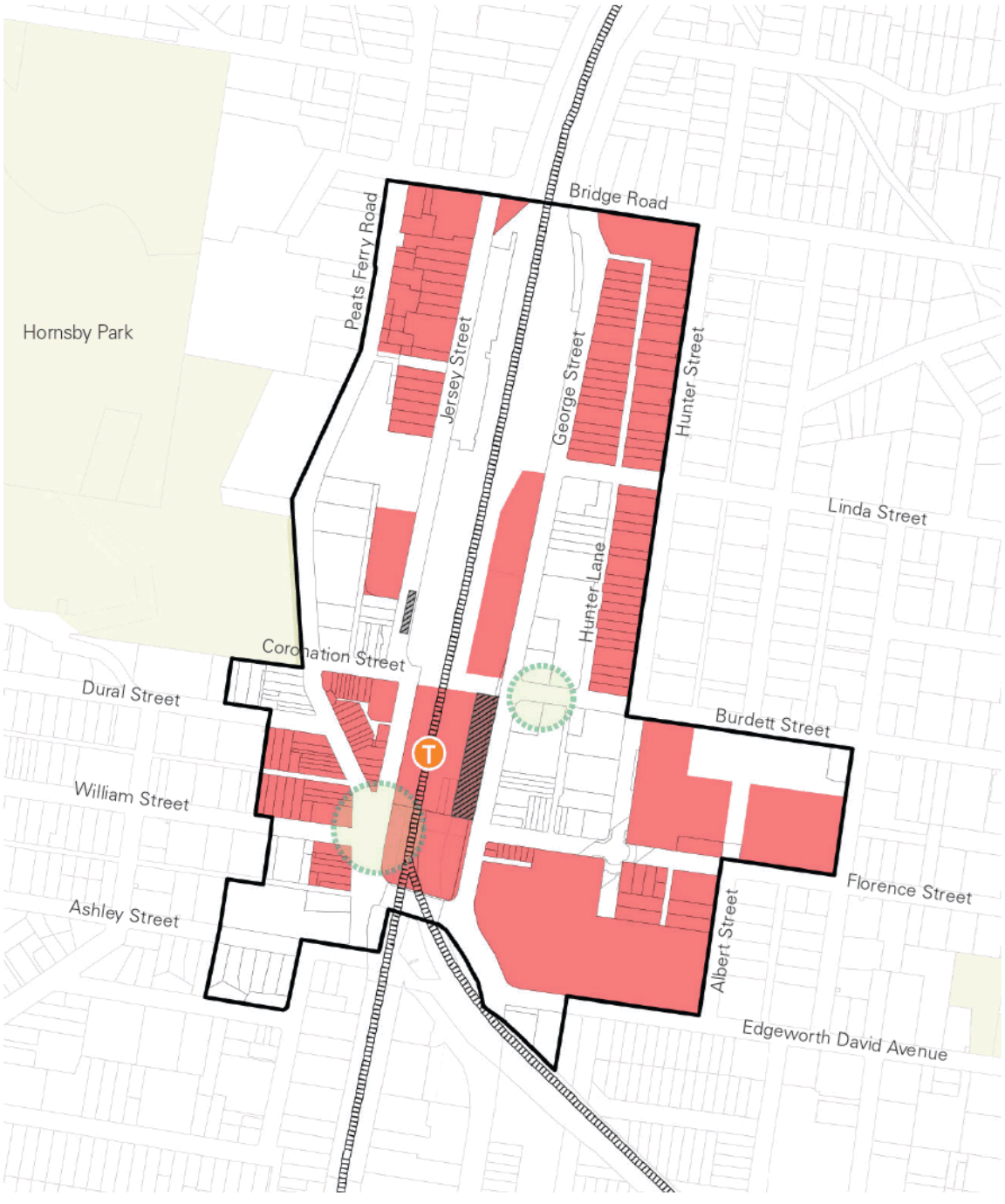


Figure 111: Stage 2 implementation

NEED HELP?

This document contains important information. If you do not understand it, please call the Translating and Interpreting Service on 131 450. Ask them to phone 9847 6666 on your behalf to contact Hornsby Shire Council. Council's business hours are Monday to Friday, 8.30am-5pm.

Chinese Simplified
需要帮助吗?

本文件包含了重要的信息。如果您有不理解之处，请致电131 450联系翻译与传译服务中心。请他们代您致电9847 6666联系Hornsby郡议会。郡议会工作时间为周一至周五，早上8:30 - 下午5点。

Chinese Traditional
需要幫助嗎？

本文件包含了重要的信息。如果您有不理解之處，請致電131 450聯繫翻譯與傳譯服務中心。請他們代您致電9847 6666聯繫Hornsby郡議會。郡議會工作時間爲周一至周五，早上8:30 - 下午5點。

German
Brauchen Sie Hilfe?

Dieses Dokument enthält wichtige Informationen. Wenn Sie es nicht verstehen, rufen Sie bitte den Übersetzer- und Dolmetscherdienst unter 131 450 an. Bitten Sie ihn darum, für Sie den Hornsby Shire Council unter der Nummer 9847 6666 zu kontaktieren. Die Geschäftszeiten der Stadtverwaltung sind Montag bis Freitag, 8.30-17 Uhr.

Hindi
क्या आपको सहायता की आवश्यकता है?

इस दस्तावेज़ में महत्वपूर्ण जानकारी दी गई है। यदि आप इसे समझ न पाएँ, तो कृपया 131 450 पर अनुवाद और दुभाषिया सेवा को कॉल करें। उनसे हॉर्न्सबी शायर काउंसिल से संपर्क करने के लिए आपकी ओर से 9847 6666 पर फ़ोन करने का निवेदन करें। काउंसिल के कार्यकाल का समय सोमवार से शुक्रवार, सुबह 8.30 बजे-शाम 5 बजे तक है।

Korean
도움이 필요하십니까?

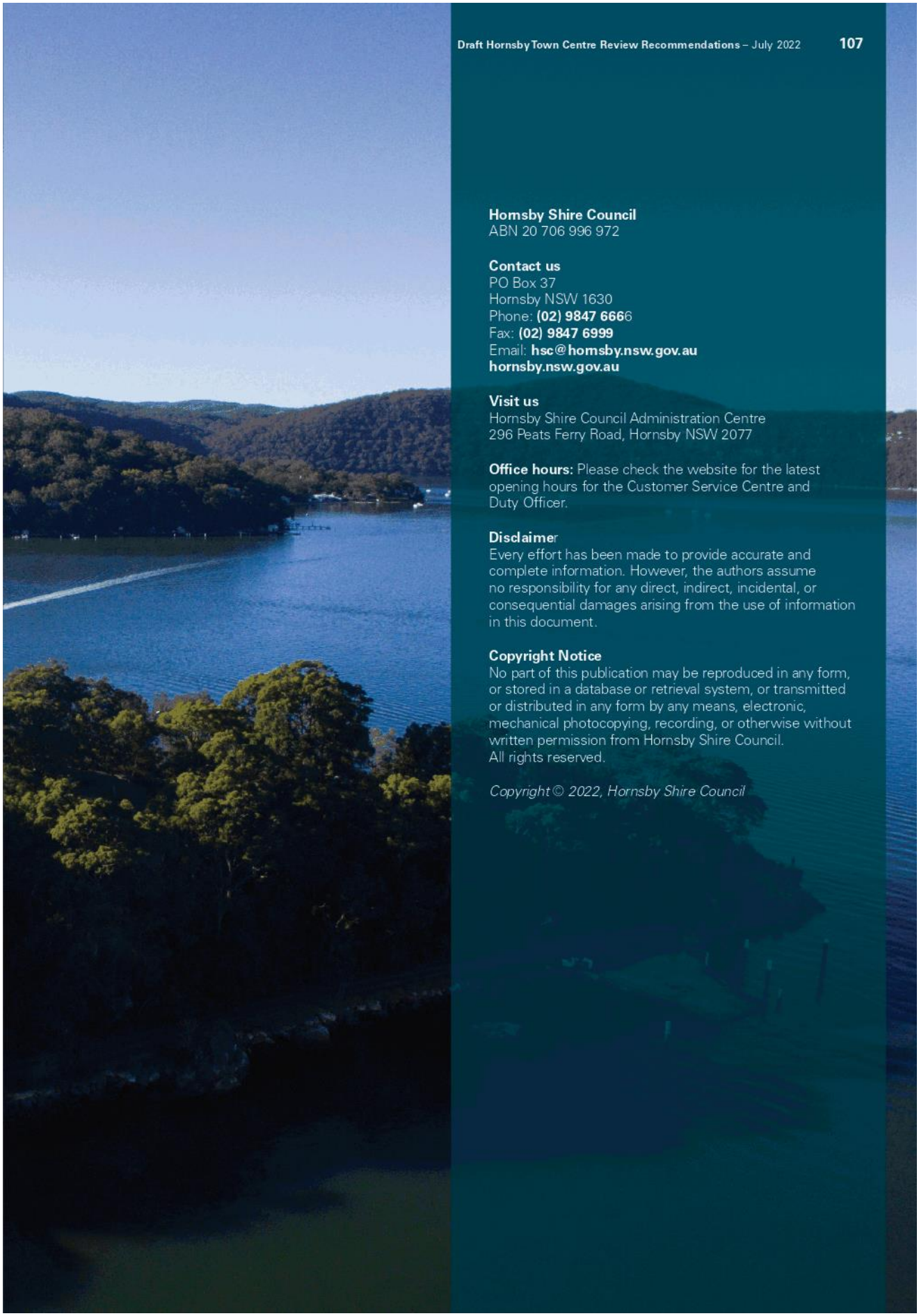
본 문서에는 중요한 정보가 포함되어 있습니다. 이해가 되지 않는 내용이 있으시면, 통역번역서비스(Translating and Interpreting Service)로 전화하셔서(131 450번) 귀하를 대신하여 혼즈비 셔 카운슬에 전화(9847 6666번)를 걸어 달라고 요청하십시오. 카운슬의 업무시간은 월요일~금요일 오전 8시 30분~오후 5시입니다.

Tagalog
Kailangan ng tulong?

Itong dokumento ay naglalaman ng mahalagang impormasyon. Kung hindi ninyo naiintindihan, pakitawagan ang Serbisyo sa Pagsasalinwika at Pag-iinterprete (Translating and Interpreting Service) sa 131 450. Hilingin sa kanilang tawagan ang 9847 6666 para sa inyo upang kontakin ang Hornsby Shire Council. Ang oras ng opisina ng Council ay Lunes hanggang Biyernes, 8.30n.u.-5n.h.

Farsi
نیاز به کمک دارید؟

این سند حاوی اطلاعات مهم می باشد. چنانچه آن را درک نمی کنید، لطفاً با خدمات ترجمه کتبی و شفاهی به شماره 131 450 تماس بگیرید. از آنها بخواهید از جانب شما با شماره 9847 6666 با شورای شهر هورنزبی شایر تماس بگیرند. ساعات کاری شورای شهر دوشنبه تا جمعه، از 8:30 صبح تا 5 بعدازظهر است.



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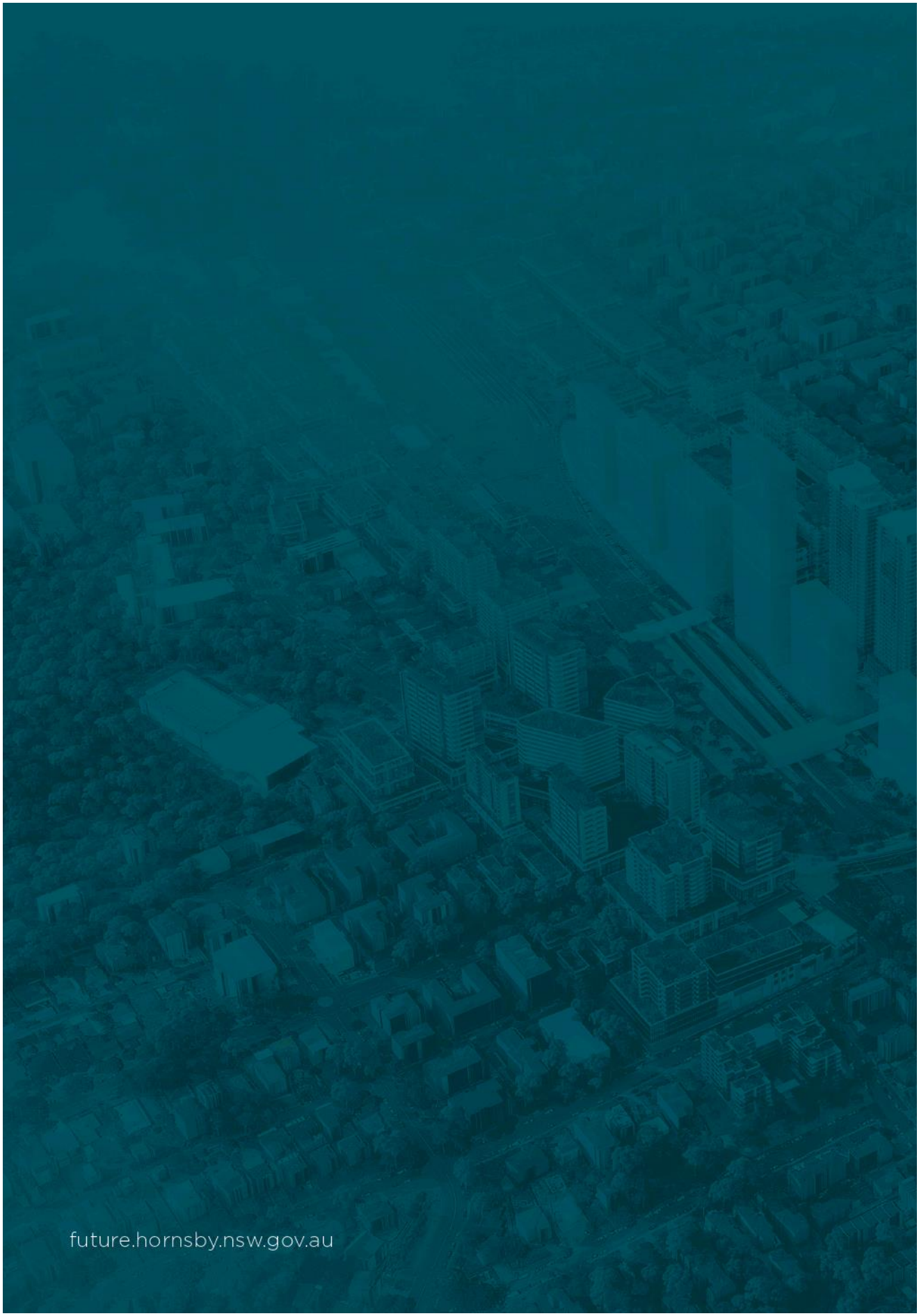
ATTACHMENT 1 - ITEM 8



ATTACHMENT 1 - ITEM 8

ATTACHMENT 2 - ITEM 8

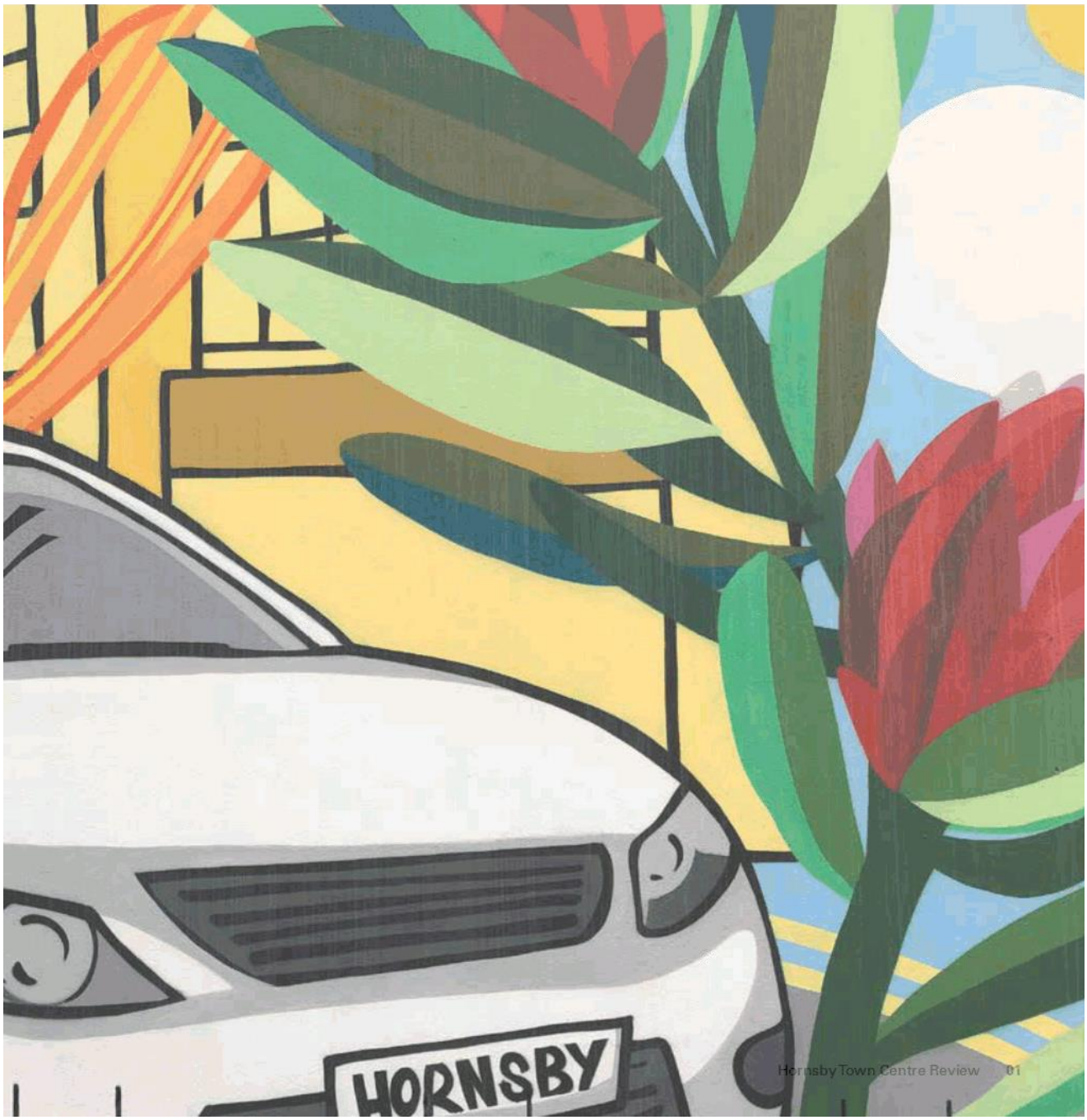
Hornsby Town Centre Review

Landscape and Public Domain
FINAL DRAFT - 06/06/2022

COX Tract URBAN APOSTLES BRICKFIELDS CONSULTING HECTOR ABRAHAMS ARCHITECTS JLL wsp

YOUR VISION. YOUR FUTURE. Hornsby Town Centre

HORNSBY SHIRE COUNCIL



QUALITY ASSURANCE

Hornsby Town Centre
Public Domain Plan

Prepared for Hornsby Shire Council

c/o HTCR Project Team COX WSP

Project Number
219-0015-00

Revision (see below)
04

Prepared By
Darren Huynh

Reviewed By
Anne Lucas

Project Principal
Matthew Easton

Issued
28 March 2022

Revisions

Rev	Issued	Details	Prepared By	Reviewed By	Project Principal
00	2 January 2020	Draft Report	AR	AL/ YX	JR
01	26 March 2021	Final Report Coordination Issue	AR	AL/ YX	JR
02	31 March 2021	Final Draft Report	AR	AL/ YX	JR
03	13 April 2021	Final Draft Report	AR	AL/ YX	JR
04	28 March 2022	Final Draft Report	DH	AL/ YX	ME
05	6 June 2022	Final Draft Report	DH	YX	ME

This majority of this study was undertaken between January 2012 to January 2020, with an update and review undertaken March - April 2021

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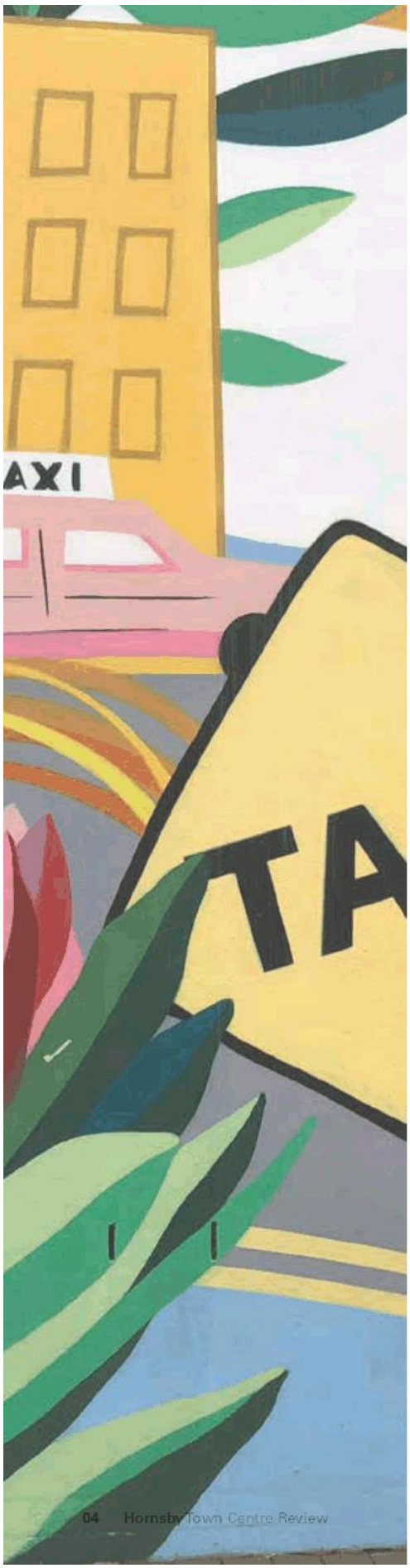


1.0 INTRODUCTION

ATTACHMENT 2 - ITEM 8

1.0 Introduction

'This document is intended to supplement the Hornsby Town Centre Review Summary Report and is supported by background literature, opportunities and issues reports, stakeholder engagement summaries and technical reports prepared for Council as part of Hornsby Town Centre Review. Strategies and improvements are outlined here to revitalise the public domain and support Council's objective to transform the town centre in to a liveable, green and accessible centre that enhances public life for local community and its visitors.'

1.1 Aim of Public Domain Plan

Improvement proposals for the Town Centre public domain are part of the overall urban design improvement strategy.

This 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.

1.2 Design Philosophy

Existing topographical, landform, vegetation and Town Centre character have been identified as being distinct local features. The Public Domain Structure Plan recommendations respond to these existing natural qualities, capitalizing on these aspects as having an advantage to shape precinct identity, landuse, movement corridors and materiality.

The Structure Plan creates a connected series of precincts which respond to character and reflect function, with the provision of new connections across the road and rail corridor, a cohesive approach to the Town Centre and establishment of vibrant and attractive destination.

Public domain strategies are identified which establish Open Space strategies, emphasizing green and blue networks to further reflect and strengthen these local assets.

1.3 Public Domain & Landscape Opportunities

The following have been identified as being opportunities to be embedded into Public Domain proposals.

- Reinforce the "City in the Bush" experience

- Increase green streets and places to offer meaningful landscape amenity and promote active movement

- Provide public spaces for all ages and abilities

- Reinvigorate existing laneways as attractive spaces

- Provide trees with enough space to be viable green public domain.

- Enhance legibility and connectivity

- Shape day and night attraction, identity, and safety

- Celebrate complex topography to enhance natural views and vistas while creating spatial interest and amenity

- Weave regional green networks into local connections, including Hornsby Park.

1.4 Document Structure

The structure of this chapter comprises of

1.0 Introduction.

2.0 Understanding Hornsby Public Domain. Analysis extracts which are pertinent to the understanding of the Public Domain in Hornsby and provide context for the basis of the public domain strategies and design principals.

- Open space analysis, of existing and proposed;

- Vegetation and existing green infrastructure;

- Landform, topography, hydrology and views;

- Sense of place, character and identity;

3.0 Strategic Direction. To support and guide implementation of the Public Domain Structure Plan with establishment of related networks to connect Green (vegetation), Blue (water) and Accessible and Liveable Public Open Spaces.

4.0 Public Domain Design Principles. Description and explanation of the Public Domain Structure Plan.

5.0 Public domain key places and elements. Concept design of specific public domain places and elements including public spaces and street typologies, this includes:

- Concept designs for key public domain areas

- Plans and sections of typical street typologies delineating optimum footpath and shared path configurations.

- Material palette for furniture, vegetation, lighting, paving.

2.3 Background documents

These documents have been used to inform and direct proposals outlined in this report.

2.0 UNDERSTANDING HORNSBY PUBLIC DOMAIN

ATTACHMENT 2 - ITEM 8

2.0 Understanding Hornsby Public Domain

2.1 Vegetation Analysis

Hornsby is a city 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.

The vegetation is dominated by the Blackbutt Gully Forest community to the west of the rail line. Isolated remnants within the streetscape and subdivision have not been identified.
Street tree planting is limited and inconsistent both within and beyond the study area. Streetscapes would benefit from more continuous planted treatments where conditions allow.

Active shopping streets such as the Hornsby Mall - Florence Street, and Peats Ferry Road have adopted a deciduous palette including Zelkova and Platanus (Plane Tree) species.
Other streets have adopted a predominantly native plant palette comprising Lophostemon confertus (Brush Box), Corymbia maculata (Spotted gum) and Angophora costata (Sydney red gum).

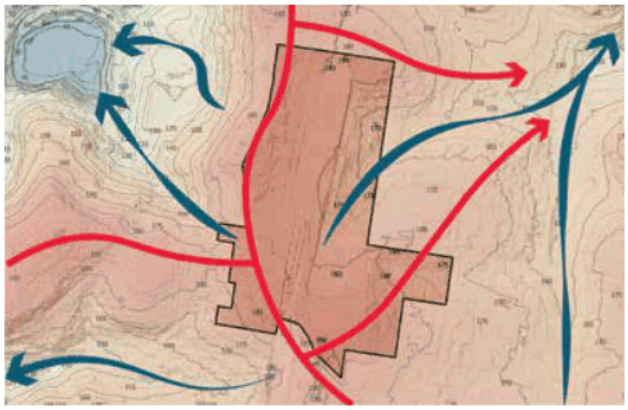
Top Left: Angophora costata - Sakadang Kuya
Top Right: Black Butt - Watersmeet
Middle Left: Plane Trees - Tract
Middle Right: Zelkova - Tract
Bottom Left: Brushbox - Tract
Bottom Right: Spotted Gum - Katanning Landcare

ATTACHMENT 2 - ITEM 8

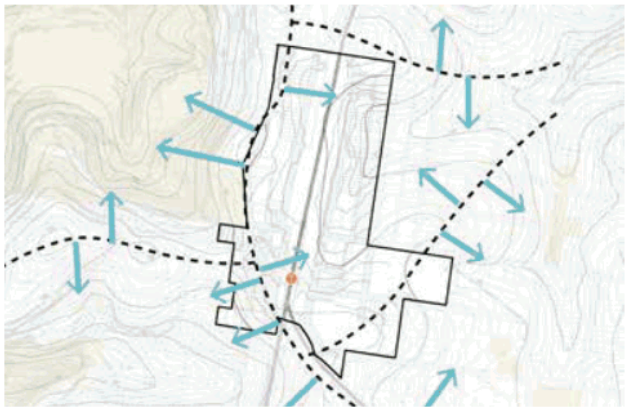
Key Plan

Hornsby Town Centre Review 09

2.2 Topology & Hydrology Analysis



KEY
Drainage Line
Ridgeline



KEY
Ridgeline
Water flow direction

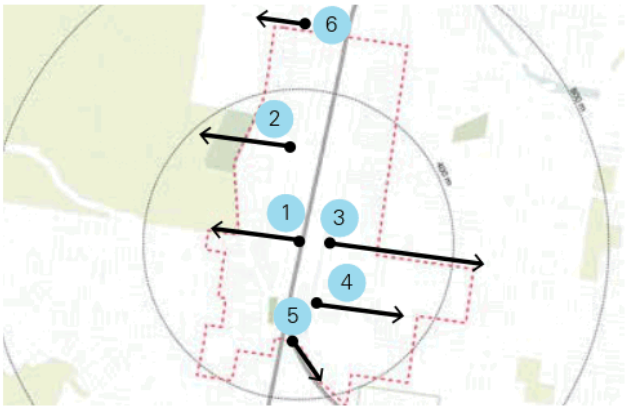
Hornsby Town Centre is situated at the top of a ridge. Peats Ferry Road follows the ridgeline and is a significant remnant of a movement line through the area that likely dates from pre-settlement times.

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. The high point of the site on the west side is 195m above sea level. Parts on Hunter Street on the east side drop down to 165m.

This topography gives the Town Centre unique vantage points which can be manipulated in the structure plan design. Many of the street have long vistas which should be maintained and enhanced.

This elevated position is unique within the Sydney Metropolitan Region and is reflected in that the Town Centre drains in to three distinct water catchments of Berowra Creek and Cowan Creek, north to the Hawkesbury River and the Lane Cove River to the south.

2.3 Vantage Points and Key Views.



Key view corridors are recognised and can be emphasised to acknowledge the opportunity for views out of the town centre, towards surrounding bushland. Emphasing these contributes to the creation of the town character.

These views are:

1. Coronation Street views west
2. Peats Ferry Road west
3. Burdett Street views east
4. Florence Street views east
5. Peats Ferry Road south
6. Bridge Street views east

Where topography and street alignment contains and constrains views, the experience of Hornsby Town Centre will continue to be of a well vegetated streetscape environment.

These views are:

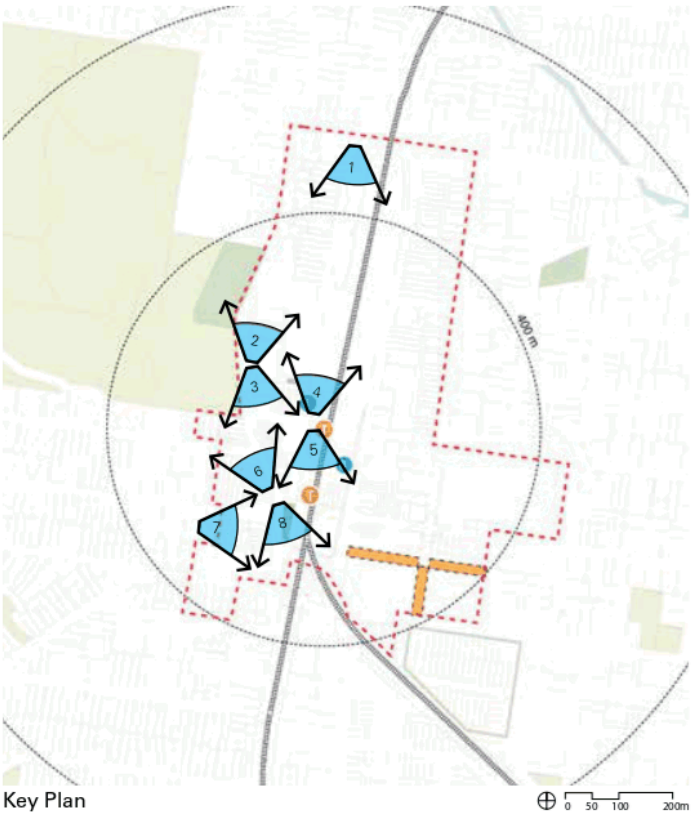
1. Peats Ferry Road views north and south
2. George Street views north and south
3. Hunter Street north and south
4. Jersey Street

2.4 Street Character - West

West of the rail line, the town character is reflected in a street frontage of European heritage buildings, retail and civic uses. Further from the centre, civic buildings transition into large villas with generous tree lined front garden spaces. This provides visual interest for the public domain experience with variety in built form, height and street corridor scale.

There are a number of notable civic brick buildings in this area which have influenced the recently upgraded footpath surface. The transport interchange area disrupts the character being utilitarian in its presentation. It is a large expanse of vehicle dominated surfacing with minimal pedestrian amenity beyond waiting shelters.

There are numerous established trees which provide a leafy canopy streetscape character. All views out of the Town Centre's west side are dominated by bushland trees.



Key Plan

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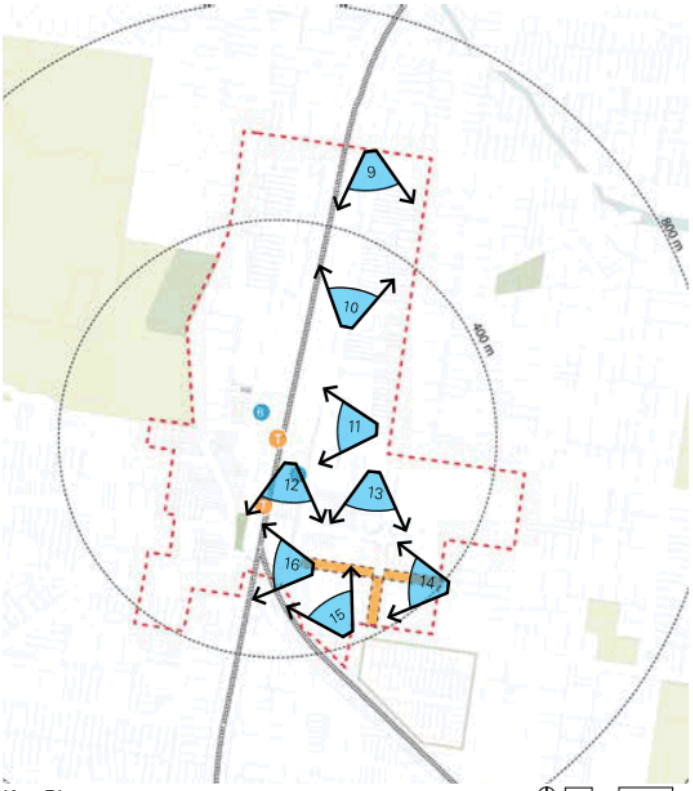
2.5 Street Character - East

Generally to the east of the transport corridor, public domain amenity is focused upon the retail shopping mall area in the core of the town centre. Built form is larger and there is less contrast of public domain streets and spaces.

George Street is a fast moving vehicle dominated environment which creates an uninviting pedestrian experience and adds to the barrier effect of the transport corridor between east and west.

Some streets are tree lined and most residential properties have a verge space suitable for increasing the presence of street trees and connected vegetation corridors.



Key Plan

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2.6 Study of Open Spaces

Catchment areas of existing parks were examined to assess a 200m walking zone from existing parks to assist with justification of where future open spaces should be located in the Town Centre structure plan. This align with "Greener Public Spaces Premier's Priority" and considers the accessibility of these spaces from residential areas.

The study area includes areas beyond the project scope to ensure a holistic approach to understand the existing provision and context for town centre open space.

The study shows that there is a notable east west division, with the east town centre generally having very little open space currently.

In the east of the study area, Florence Street shopping mall and laneways are included in the assessment, as they are an active and valuable area of public domain, (although noted as being a pedestrianised mall area and not a traditional open space park type place).

With the introduction of new residential dwellings to the town centre generally, the study indicates that provision of more open space, particularly to fill the notable gaps in the east town centre, is warranted to ensure future developments fulfil the Premier's priority for access to open space.

200m catchment of Existing Open Spaces

200M EXISTING PARK

PARK SPACES (ACTIVE)

GARDEN SPACES (PASSIVE)

URBAN (MALL) SPACES

TOWN CENTRE STUDY AREA

The provision of two new spaces within the Town Centre study area are recommended to address the gap as revealed through the investigations of the existing open spaces.

Increasing the areas of existing open space will further assist with improving the availability of open space:

- New open space provision at Jersey Street and Burdett Street increase the accessibility of open space for future residents of the town centre; with

- Enlarging the existing park space at Cenotaph Plaza, and providing additional urban plaza at Hornsby Square will increase the open space available for future residents.

200m catchment Proposed and Existing Open Spaces

200M EXISTING PARK

200M NEW PARK

PARK SPACES (ACTIVE)

GARDEN SPACES (PASSIVE)

URBAN (MALL) SPACES

TOWN CENTRE STUDY AREA

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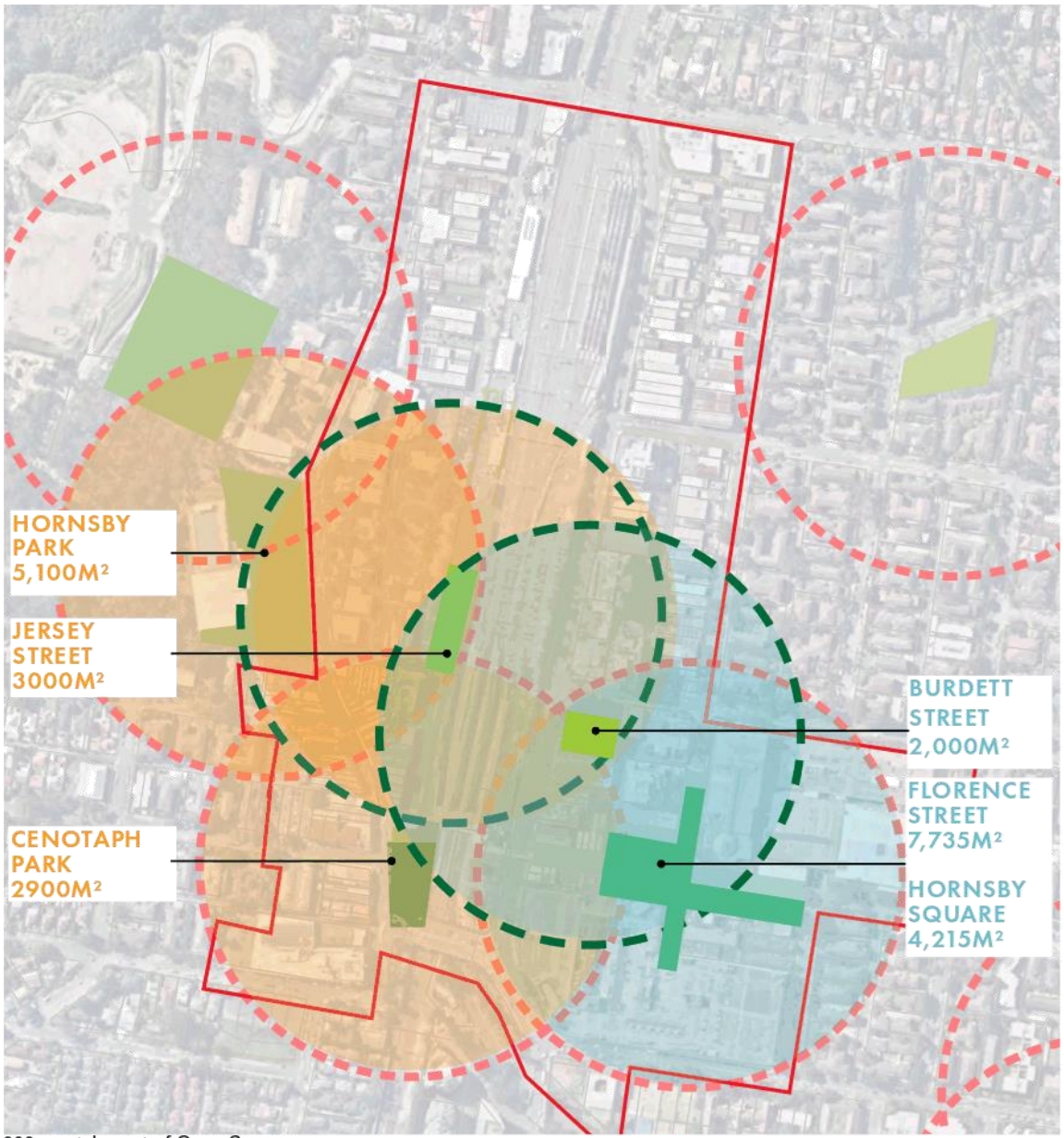
2.7 Study of Open Spaces - Town Centre Detail Assessment

Two new open spaces at Jersey Street and Burdett Street have 200m distance catchment zones which generously overlap with existing spaces, supporting accessibility, and availability, to both east and west sides of the rail corridor.



200m catchment of Open Spaces

WEST SPACES
EAST SPACES
200M FROM EXISTING OPEN SPACE
200M FROM PROPOSED OPEN SPACE
TOWN CENTRE STUDY AREA

Provision of new open spaces are recommended to meet accessibility requirements and also to ensure the spaces are programmed deliberately to work as part of the open space network:

- in relation to context and each other as companion places
- Future user needs and requirements;
- Functional requirements for the town centre; and
- Fonsideration for connected open spaces for amenity and ecology.

The quality of these open spaces is important for the town centre, however quantity of m2 per person assessments are also investigated. Based on these identified town centre open spaces and the likely population projection of 179,582 by 2031, there would be approximately 1.7m2 of open space per person.

This is examined in relation to east/ west provision below.

West Open Space Review

11,000 m² Approx open space

All potential dwellings are within 200m of open space

Jersey Street 3,000m2 (New)	Active space, town play space, adaptive heritage building reuse, civic uses, youth spaces multi sport.
Cenotaph Plaza 2,900m2 (Existing increased)	Connection to country, restful contemplative, community events, ceremonmial events, RSL connection.
Hornsby Park 5,100m2 (Existing, outside town study area)	Garden, restful, play, town hertiage.
Population	1,974 people*
Open space per person	5.57m2

East Open Space Review

13,950 m² Approx open space

All potential dwellings are within 200m of open space

Burdett Street Park 2,000m2 (New)	Garden park, play, rest, stay, connection to country.
Hornsby Square 4,215m2 (New) Florence Street 7,735m2 (Existing)	Urban square, retail meeting and resting place, pop up screen events, outdoor eating, community events, organised events.
Population	9,471 people*
Open space per person	1.47m2

Note * population numbers see supporting Hornsby Town Centre Review documents for further detail

ATTACHMENT 2 - ITEM 8

ATTACHMENT 2 - ITEM 8

3.0 STRATEGIC DIRECTION

THREE BIG MOVES
- GREEN & BLUE NETWORK
- ACCESSIBLE STREETS FOR PEOPLE
- LIVEABLE PLACES FOR PEOPLE

3.0 Strategic Direction

Green & Blue Network

Green and Blue Networks are a way of planning, based around waterways (Blue), and planting and parks (Green). These are managed together through a combination of infrastructure, ecological restoration and urban design to connect people across the city.

They provide an integrated green and blue network of connecting streets, bushland and open spaces, that will improve public amenity and reflect a city in the bushland vision.

- Prepare a street tree masterplan that will reinforce hierarchy of the street network and improve the urban ecology.
- Integrate Water Sensitive Urban Design into the new designs.
- Share the water story knowledge through interpretive features and to create a more visually interesting and culturally diverse public domain.

Accessible Streets for People

Create pedestrian and cycle-friendly street environments. Prioritise people, by designing an environment where priority is given to pedestrian presence and cycling infrastructure.

- Ensure streets and intersections are designed for pedestrian priority.
- Reduce traffic speed in high volume pedestrian areas.
- Improve physical and visual access through safe, activated and well connected streets and laneways.
- Improve footpath amenity.

Livable Places for People

Offer places with a diverse range of year-round uses, high public amenity and distinct design quality, where the stories of Hornsby are represented and celebrated.

- Revitalise the character of the Town Centre with enhancement of existing qualities and celebrate Indigenous and European heritage.
- Achieve desirable and inviting public open spaces with high level of amenity.
- Provide a variety of spaces that are inclusive of diverse needs and desires of different groups of people.
- Create an adaptable and flexible public domain, capable of accommodating a broad range of uses and events.

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4.0 PUBLIC DOMAIN DESIGN PRINCIPLES

4.0 Public Domain Design Principles

4.1 Environment & Ecology Overlay - Local Green Grid Network

Green grids highlight the unique and distinct local qualities of topography and vegetation to create a framework for public domain streets and open spaces.

Green infrastructure builds connected vegetation communities, has visual significance to relate to bushland surrounds plus provides comfort in the form of improved microclimate, access to shade and shelter.

The green network responds to and provides:

- A relationship with the ridge line, slopes and gullies

- A visual connection to context bushland.

- Ecological connections, to provide a network of vegetation corridors.

- Relationship with the water story of the place and connection to the district networks.

Green Infrastructure Network

4.2 Environment & Ecology Overlay - Blue Network

Blue infrastructure responds to topography, integrating drainage and stormwater needs into a deliberate and designed network which informs the character of the streets and public open spaces.

In conjunction with the green network and aligned with Hornsby Shire Council Water Sensitive Urban Design (WSUD) Strategies, the blue network will play a major role in providing functional landscapes in the Town Centre.

The development of a Blue network local drainage strategy enables the interpretation of the local water story and reflects the topography of the place. The key functions of the network can be summarised as:

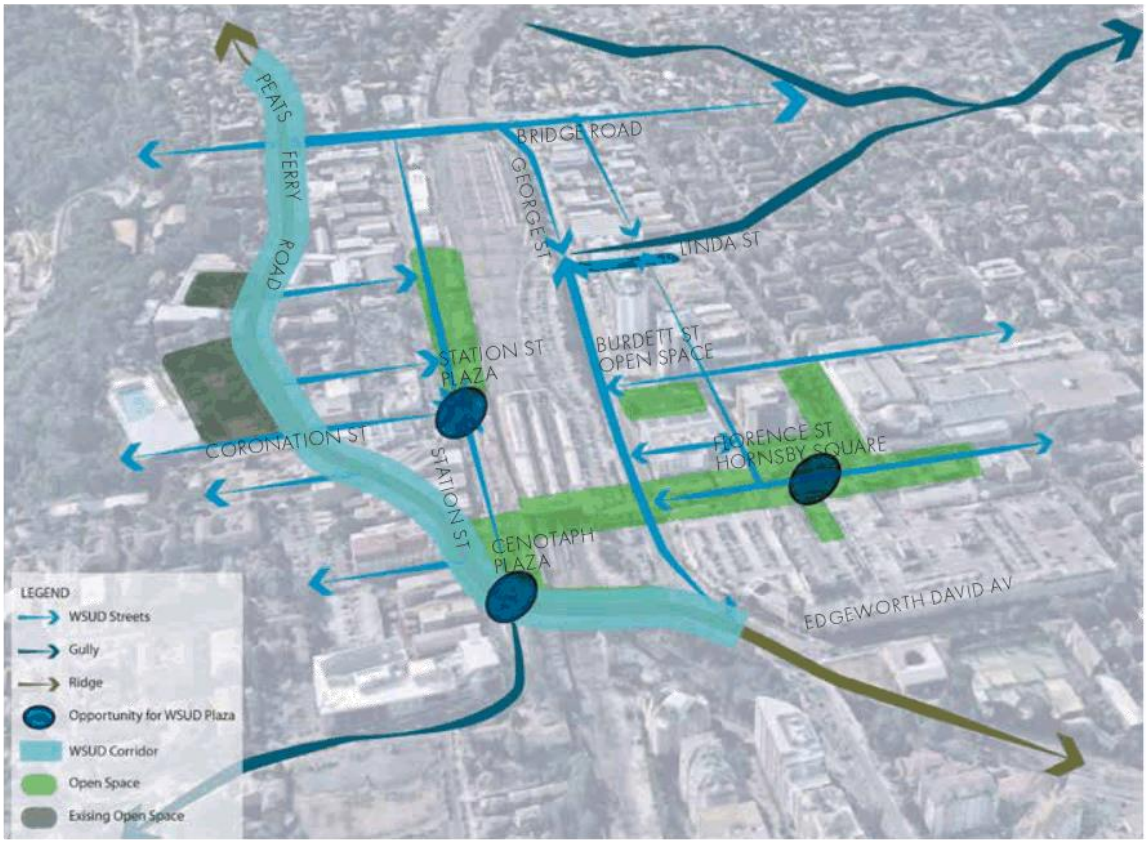
- Ridgelines form an important and symbolic movement line for this area and a starting point for representing water story.

- The Movement of water along streets to plazas which can play a role with WSUD collections points.

- WSUD Streets form a connected and functional landscape network

- Gullies are the final connections to the broader blue network, their location can help inform street typologies and urban form.

- Algin WSUD network with green corridors to support ecology networks



Blue Infrastructure Network

4.0 Public Domain Design Principles

4.3 Biodiversity Corridors

Hornsby Shire Council Biodiversity Strategy identifies a number of corridors to focus on the provision of biodiversity initiatives, which are embedded into Public Domain proposals.

A number of corridors in the town centre have been identified as Biodiversity Corridors. These are-

BURDETT ST	(75m wide)
PEATS FERRY RD	(50m wide)
RAIL CORRIDOR	(50m wide)
BRIDGE RD	(20m wide)
EDGEWORTH DAVID RD	(20m wide)
SHERBROOK RD	(20m wide)

Within these corridors, the following is recommended:

- Establishment of a street tree masterplan, promote interconnected tree canopies and increase the urban forest;

- Target road narrowing with installation of WSUD, to include additional shade trees and ground cover vegetation;

- Selection of porous surface materials to replace impervious ones;

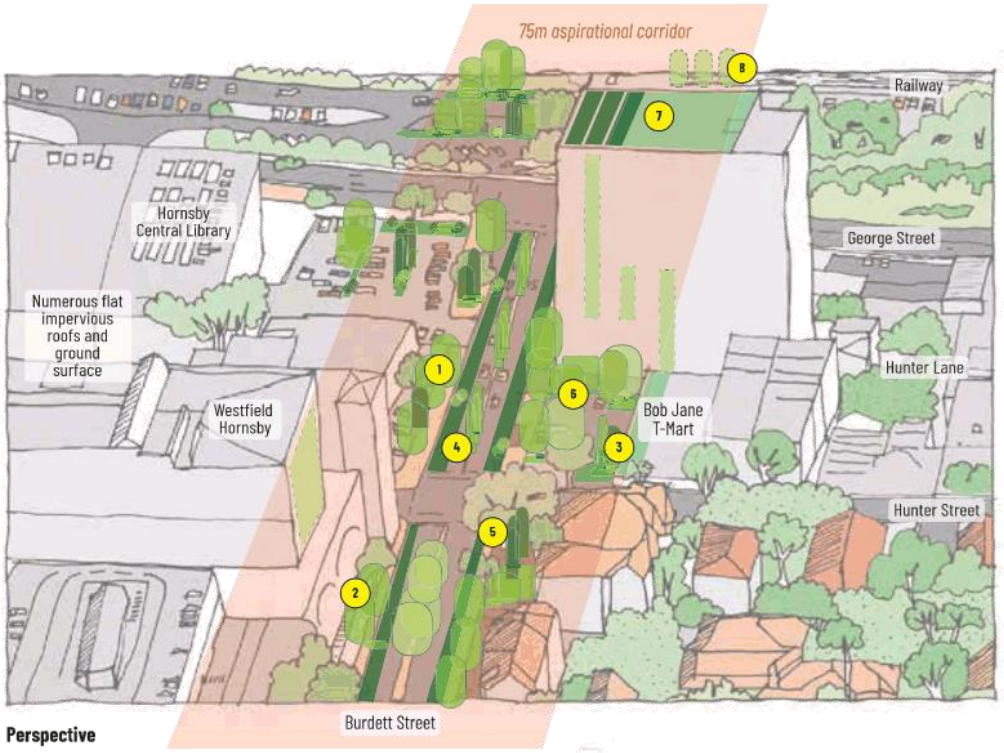
- Promote vegetation species selection which considers micro and macro habitat for urban wildlife;

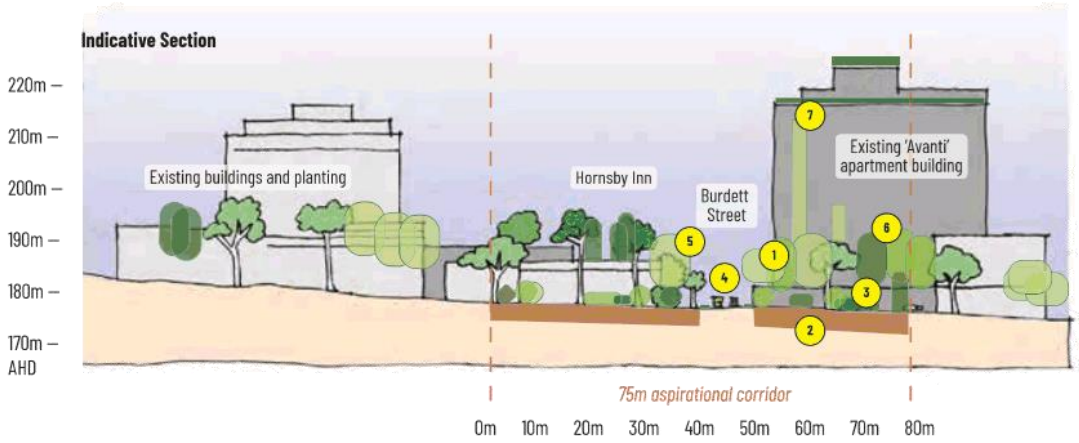
- Consider undergrounding of over head power cables to encourage canopy growth; and

- Inclusion of green walls and roofs where possible.

-Consider proposals which bridge over rail and road infrastructure barriers.

Biodiversity Network





1. Interconnect street canopy and support biodiversity by filling vacant street tree sites with mix of species appropriate for highly constrained urban environment and retaining and actively managing habitat trees via street tree planting plan
2. Protect and enhance front setbacks through DCP and apply deep soil requirements for commercial and med-high residential supported by solid landscape character statement
3. Select replacement of carparks, driveways and other impervious surfaces with additional trees and vegetation and increase opportunities for deep soil/associated planting zones
5. Work with AusGrid for aerial cable bundling/undergrounding of powerlines to facilitate urban canopy growth
6. Potential to collaborate with major landholders and community groups to increase urban forest
7. Green roofs/walls and bird firendly building design will be encouraged through the development of relevant Council policy
8. Work with Sydney trains to identify parcels of land that support and maintain for biodiversity and rail safety outcomes

Extract Hornsby Shire Council Biodiversity Conservation Management Plan:
Fig 54: Green Infrastrucuture Framework Visualisation: 75metre "aspirational" corridor

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4.0 Public Domain Design Principles

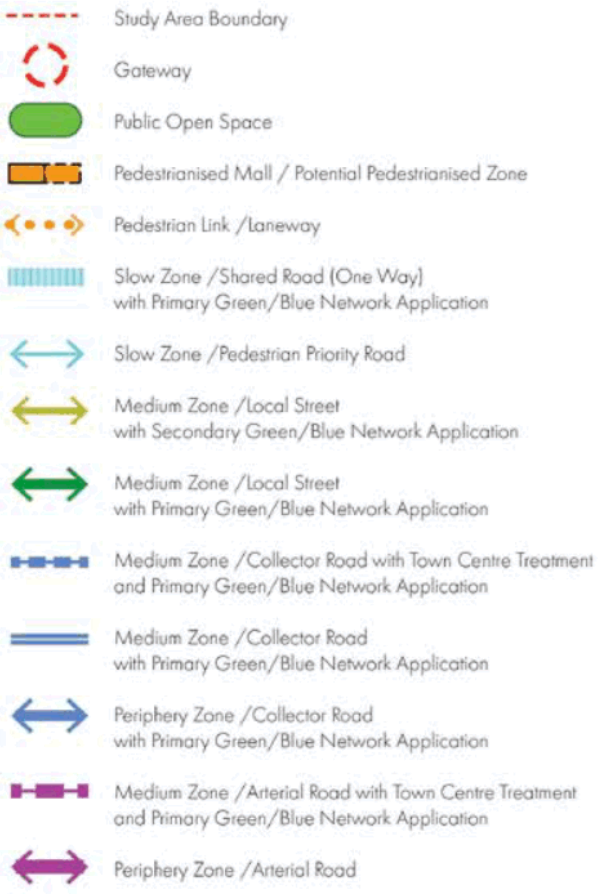
4.4 Public Domain Structure Plan

The public domain structure plan arranges a hierarchy of street typologies and open spaces in response to:

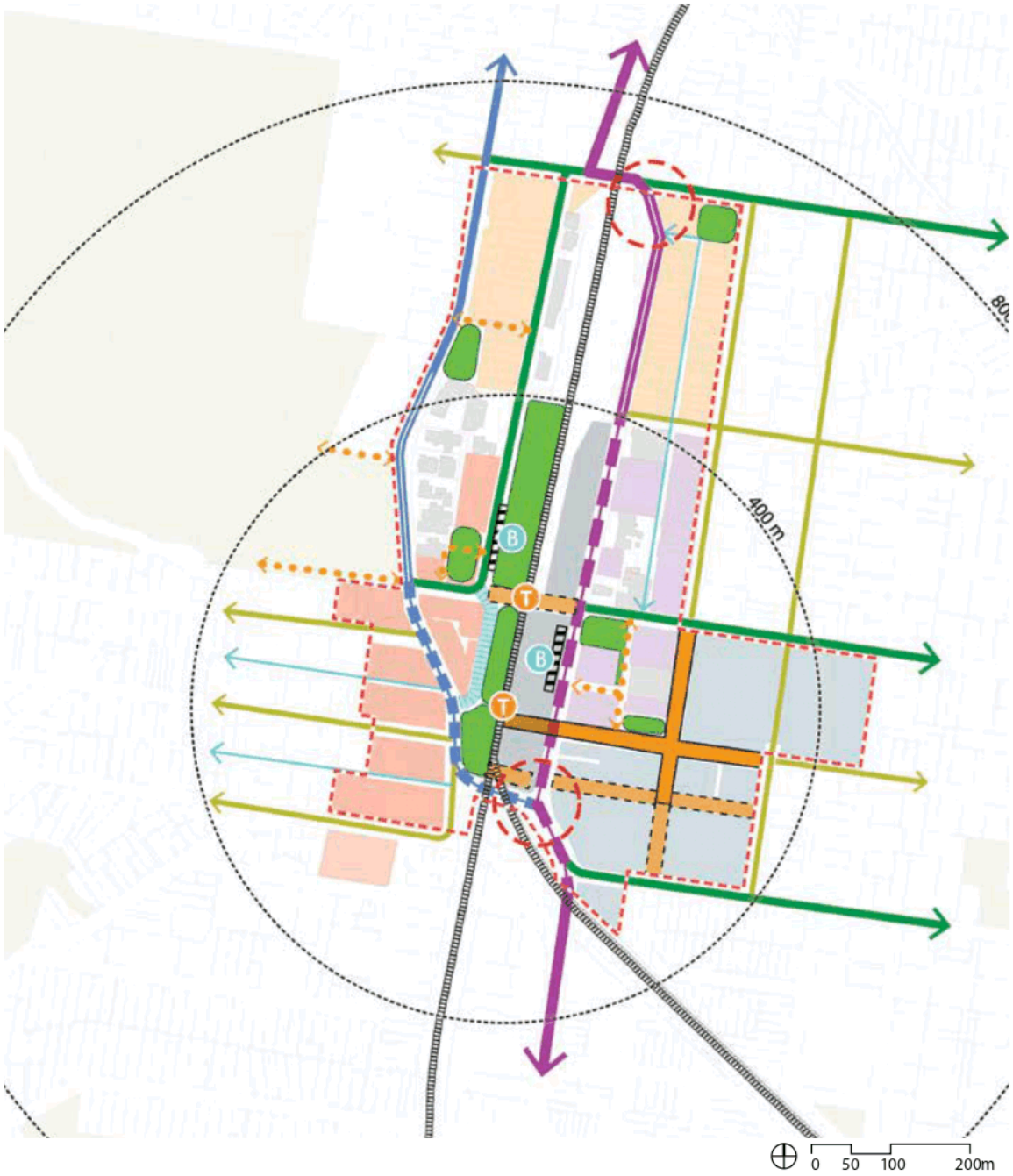
- Provision of connected green and blue networks throughout the town centre

- Requirement for improved and well connected public domain within the town centre with pedestrian focus.

- The needs of each precinct and the function/ type of activity to be accommodated and encouraged within the town centre.



ATTACHMENT 2 - ITEM 8



4.0 Public Domain Design Principles

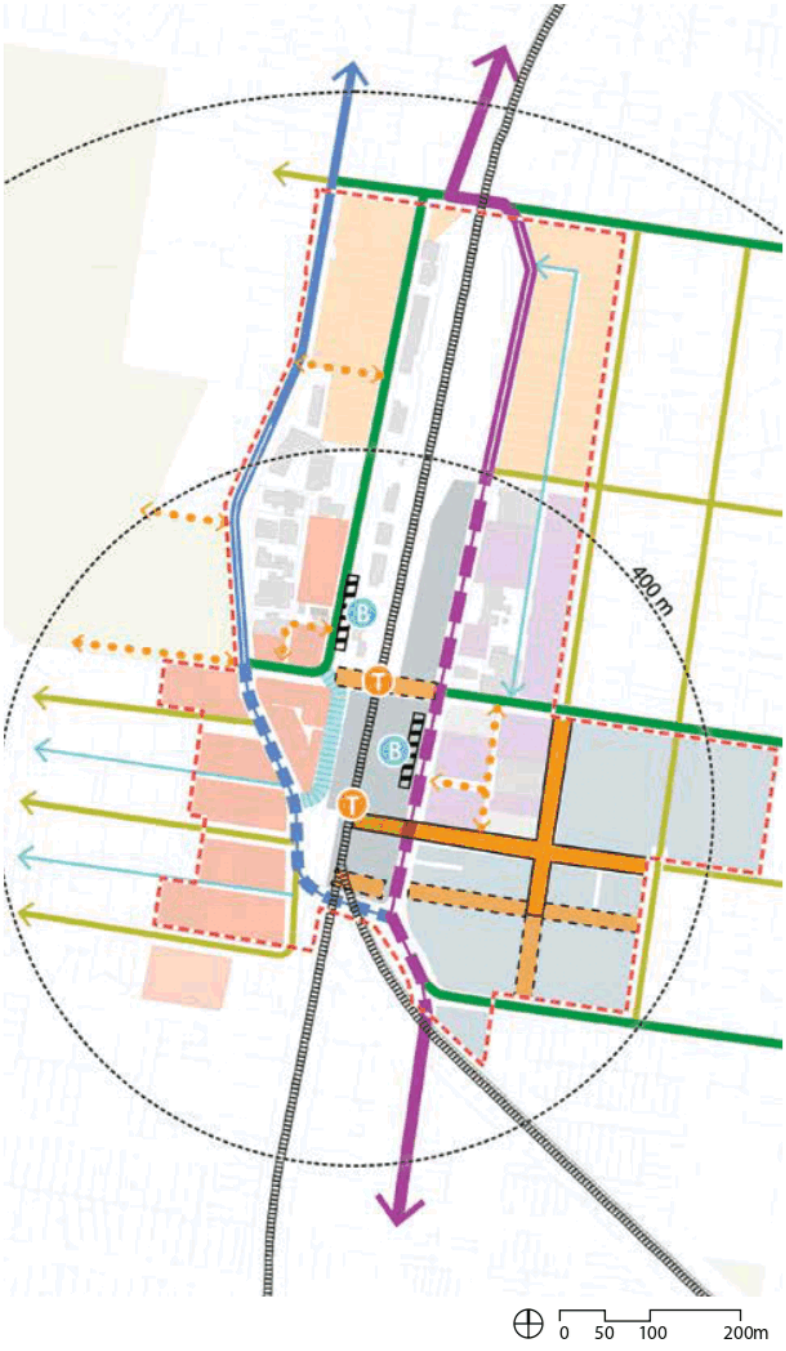
4.5 Street Typology Overlay

Streets are the fundamental elements of the public domain.

A clear street typology reflects the street hierarchy and defines the street character. It is critical in creating a liveable and sustainable urban environment and is important for people to inform and orient themselves around the town centre.

Street typologies are assigned to zones to promote pedestrian/cycle friendly environment:

- Prioritising pedestrians with slow-medium speed traffic in the Town Centre Core;
- Marginalising fast traffic to the Town Centre periphery.



- Slow Zone /Shared Road (One Way) with Primary Green/Blue Network Application
- Slow Zone /Pedestrian Priority Road
- Medium Zone /Local Street with Secondary Green/Blue Network Application
- Medium Zone /Local Street with Primary Green/Blue Network Application
- Medium Zone /Collector Road with Town Centre Treatment and Primary Green/Blue Network Application
- Medium Zone /Collector Road with Primary Green/Blue Network Application
- Periphery Zone /Collector Road with Primary Green/Blue Network Application
- Medium Zone /Arterial Road with Town Centre Treatment and Primary Green/Blue Network Application
- Periphery Zone /Arterial Road

4.0 Public Domain Design Principles

4.6 Public Domain - Open Spaces & Activation Overlay

Regular community events and activation of the public domain provide social and economic benefits, i.e. supporting the local economy and contributing to the identity of place and community.

Public domain activation opportunities include:

- Gateway;
- Public Open Spaces;
- Pedestrian Mall; and
- Pedestrian Links/Laneways.

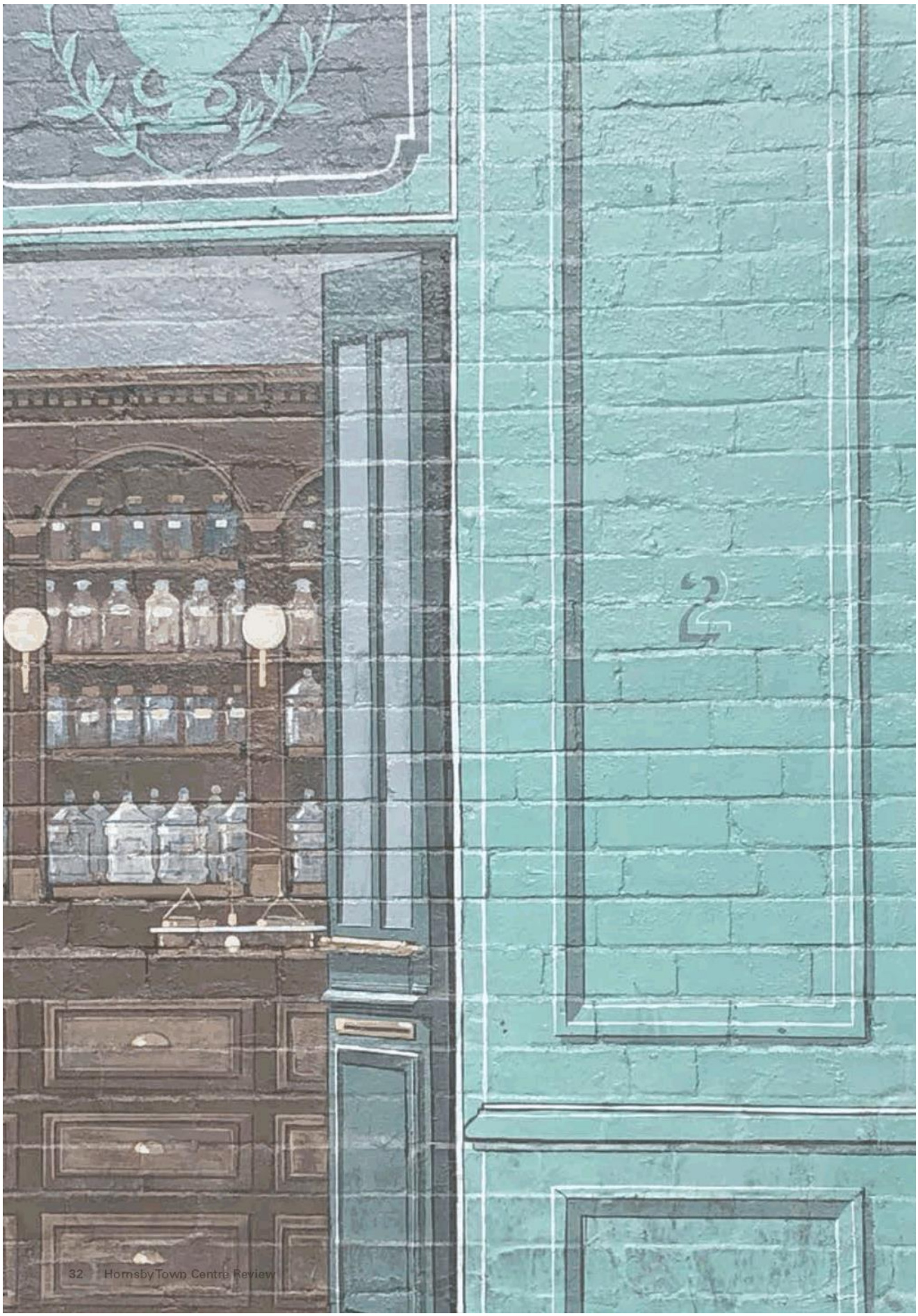
Three town centre Key public places have been identified as holding significant roles within the open space network, being:

1. Peats Ferry Road - Cenotaph Park: a central park at Gateway location;

2. Jersey Lane - Active Community Plaza and public open space; and

3. Hornsby Square - Urban Plaza

Study Area Boundary
Gateway
Public Open Space
Pedestrianised Mall / Potential Pedestrianised Zone
Pedestrian Link /Laneway



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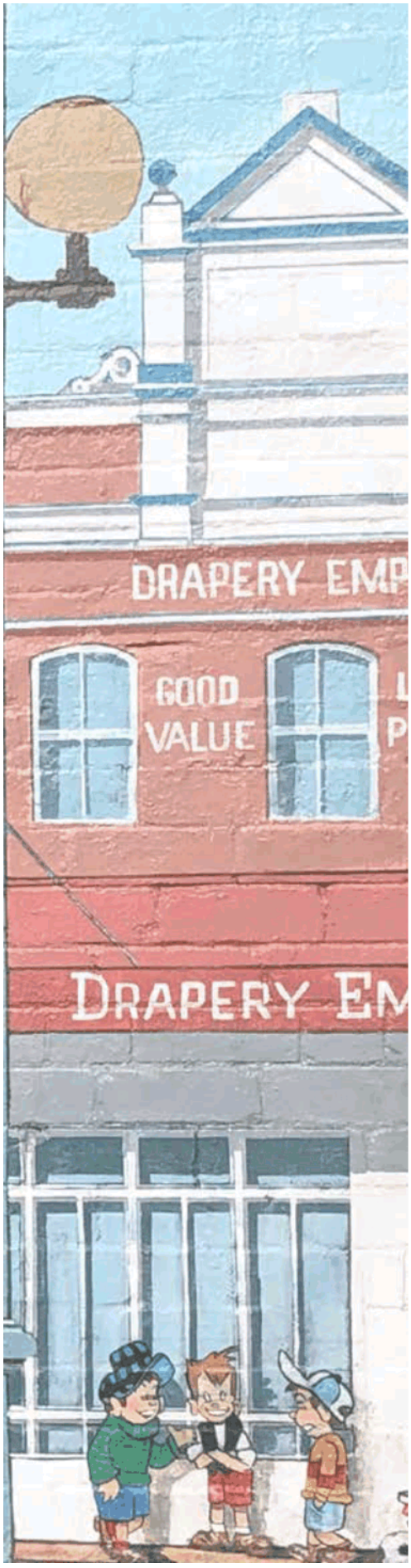


ATTACHMENT 2 - ITEM 8

5.0 PUBLIC DOMAIN KEY PLACES & ELEMENTS

5.0 Public Domain Key Places & Elements

5.1 Open Space Network

The provision of a series of connected open spaces are arranged within the town centre.

These are linked via walkable streets and increased over rail connections. These spaces will have a variety of scale, nature, programming and functions to support the range of needs of the increased Town Centre population.

- Increased provision of open space to support development proposals

- Provide a network of linked open space and vegetation corridors

- Encourage pedestrian movement with improved walkability

- Maximise existing opportunities within the Town Centre

- Encourage provision of equitable access to vegetation and open space

Study Area Boundary

Gateway

Public Open Space

Pedestrianised Mall / Potential Pedestrianised Zone

Pedestrian Link /Laneway

Three Key Places are highlighted within the Town Centre for further investigation to provide a vision each public domain space.

These are places in the heart of the town and are spaces which have numerous benefits for public domain improvements as part of open space network. The Key Places:

- are in locations that will increase provision and accessibility of open space within the Town Centre

- respond to different context within the Town Centre, therefore have different character, programming and user requirements; and

- provide a complimentary sequence of spaces which are significant as individual places as well as having a strong relationship together as part of a cohesive open space network.

5.0 Public Domain Key Places & Elements

5.2 Civic Precinct : Jersey Lane Community Plaza

Jersey Lane Community Plaza

A contemporary and active public domain space integrated with a new station entry, potential new railway corridor east west crossing and transport interchange.

A bright and vibrant place with a focus on youth programs, sports and play in a heritage civic setting.

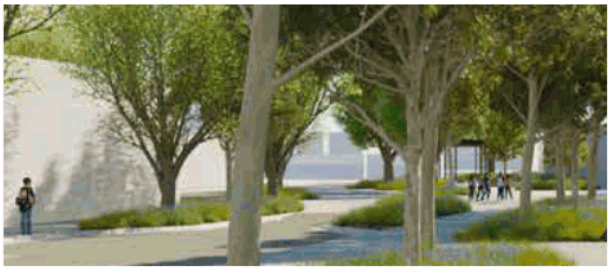
Integrated into the rich heritage character with opportunities for creative approach to greened fence structures providing vantage points and sculptural elements to the space.

A space which will have broad appeal for a diverse range of active and passive users, which will have a change of energy levels across the day, week/ weekend and seasons.

Proximity of a transport interchange will encourage activation and support bus access to use the facilities, empowering youth and older people who may not have car access.

Top Left: Place Laboratory - Landezine
Top Right: The Tide - MTLURB
Middle Left: Box Hill - Pinterest
Middle Right: MFO Park - Pinterest
Bottom Left: Place Laboratory - Landezine
Bottom Right: RMIT - Indesignlive

5.0 Public Domain Key Places & Elements



Links with Hornsby Quarry regional recreation destination

On arrival at this precinct from the introduced east/ west crossing, and possible new train station entry point there are notable views west along Coronation Street, towards the quarry and existing bushland. The visual and physical connections with the quarry can be celebrated here. The focus on physical activity in the Jersey Lane public domain provides a complimentary space to the regional recreation activities to be provided in Hornsby Park

Multi-sports courts

This space includes a shaded court area which can be marked for a number of sport codes, a kick-a-bout space and table tennis tables. Location of this activity area is deliberately set within a passively supervised space, near the transport interchange. Inclusion of shady seating and arranged within proximity of a formal play space will encourage a diverse mix from the community to engage with the space.

Play Areas

Two play spaces are considered in this precinct. One formal shaded play space within proximity of the multi-court spaces. There will be an opportunity for some programmable water play, play equipment for pre-school and primary school aged children and breakout opportunities into the nearby multi-sport courts space. An informal play space is also offered within the heritage courtyard where an interpretive play element which can be combined with a gathering/ seating space.

Bus Interchange Plaza

A generous shelter with ample seating and designed as a plaza gathering space allow this area to contributes to the Jersey Lane precinct presents an opportunity for this to be more than a bus stop and waiting area, and instead a valued community space.

Green fences element

Opportunity for a sculptural green wall boundary detail to the rail corridor. Vegetation would provide a useful screening/ protective fencing element as well as a dramatic backdrop for the multi purpose play space.

Station Street Streetscapes

Station Street is designed with a focus on pedestrian amenity, with opportunities for community markets or coffee carts and social meeting thoroughfare. Removing the bus interchange provides space for pedestrian uses and increased street trees and vegetation. Including a Water Sensitive Urban Design option in this streetscape will demonstrate the integration of the ecological vision in the heart of the Town Centre.

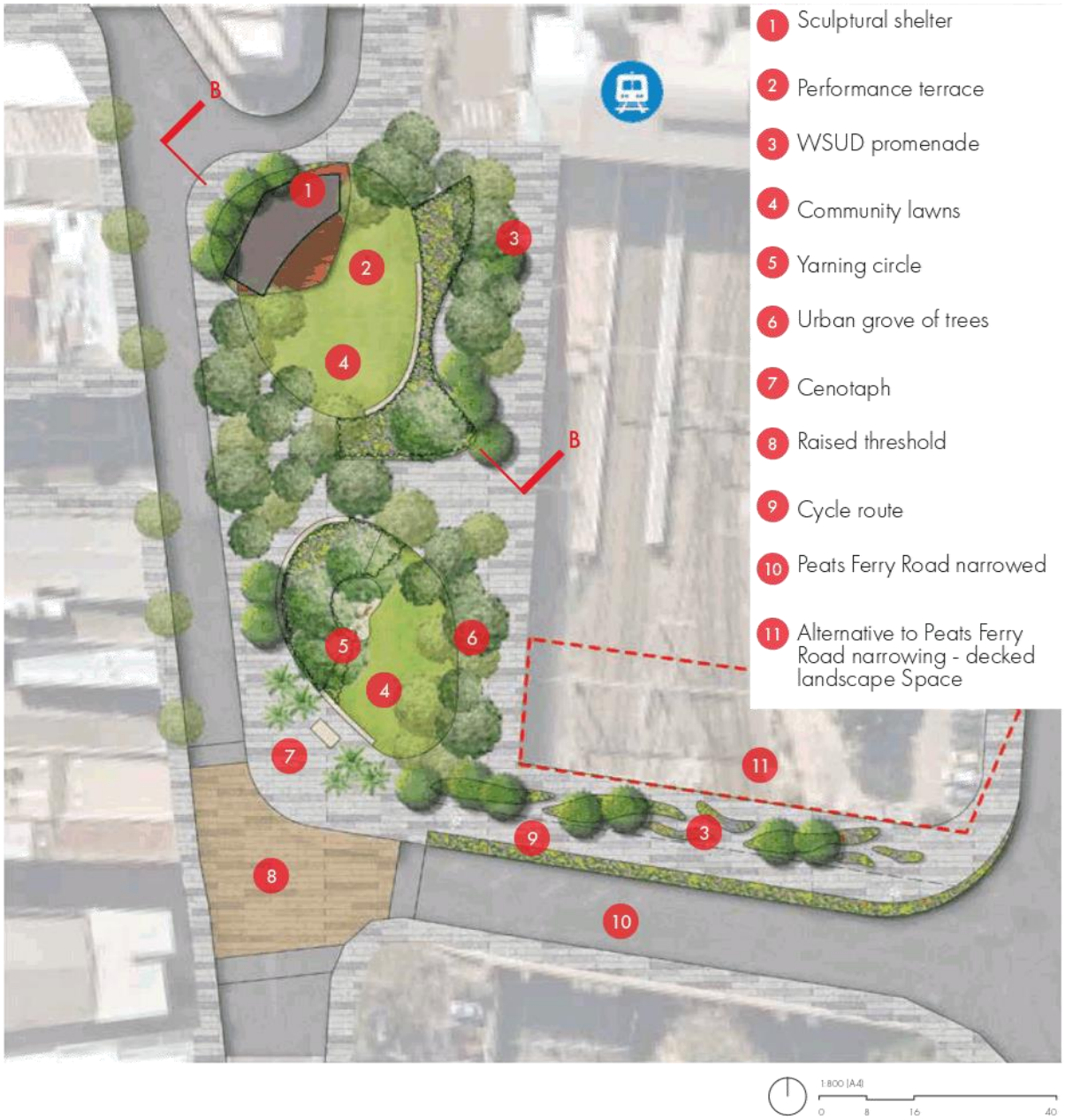
Artists Impressions: Jersey Street Community Plaza

ATTACHMENT 2 - ITEM 8

Artists Impression: Jersey Street Community Plaza

5.0 Public Domain Key Places & Elements

5.3 Central Precinct: Cenotaph Park



Cenotaph Park

A central park space which provides a unique Hornsby public domain environment.

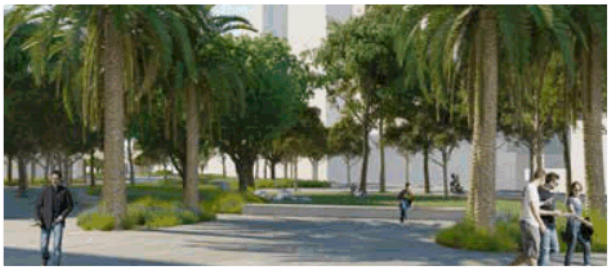
A clearing in the forest, a space for informal meeting, a place for reflection and community gathering. A park with contemporary materials and functions while reflecting a natural history.

Responding to organic forms, an acknowledgment of concealed landforms and perhaps ancient stories told by stones rubbed and weathered. A permeable leafy, shady park.

Cenotaph and flags are relocated to a prominent location fronting Peats Ferry Road. With strong visual connections to the RSL, formal events can have the opportunity to spill into the road corridor and RSL frontage space.

Top Left: Place del Pi - Pinterest
Top Right: Chippendale Green - Turf
Middle Left: La Place Franco - Pinterest
Middle Right: Sammons Park - ATPAC
Bottom Left: Calgary Urban Park - Cision
Bottom Right: Macquarie Uni Campus - Macquarie University

5.0 Public Domain Key Places & Elements



Artists Impression: Cenotaph Park

A Central Park in the Heart of Hornsby

A opportunity to return a park space back to Town Centre. A substantial place which is green, restful and comfortable to. The space welcomes those arriving from the south and reinforces the character of Hornsby to be one that celebrates its bushland context.

Movement and Access

Movement to/ from the train station, particular along desire lines from major pedestrian road crossing points, flows through the central paved spaces and around the lawns. Consideration is given to ensure general pedestrian movement is not impacted during any organised events.

Cenotaph Memorial space

Cenotaph remains a central element in this park. Relocated into a prominent position the memorial will feature as a gateway and landmark moment for the town centre with a strong visual connection to the RSL nearby. When in event mode, there is opportunity to take advantage of the whole southern space for formal occasions, with gathering space available around the memorial and flags.

Community lawns

Two reflective and passive lawn spaces with opportunity for informal gatherings. Providing two separately lawns offers flexibility for organised events and community programs. A companion green space to Hornsby Park and a contrast to Hornsby Square and commercial civic spaces.

Performance space and Sculptural Shelter

A decked covered area which will have multiple uses for entertainment both formal and informal. The shelter is located as a backdrop for the performance space as well as being a distinct visual element. Deliberately placed to provide a focal point for views south from Peats Ferry Road and as a pivot point on the corner of the park space.

Sheltered Yarning Circle

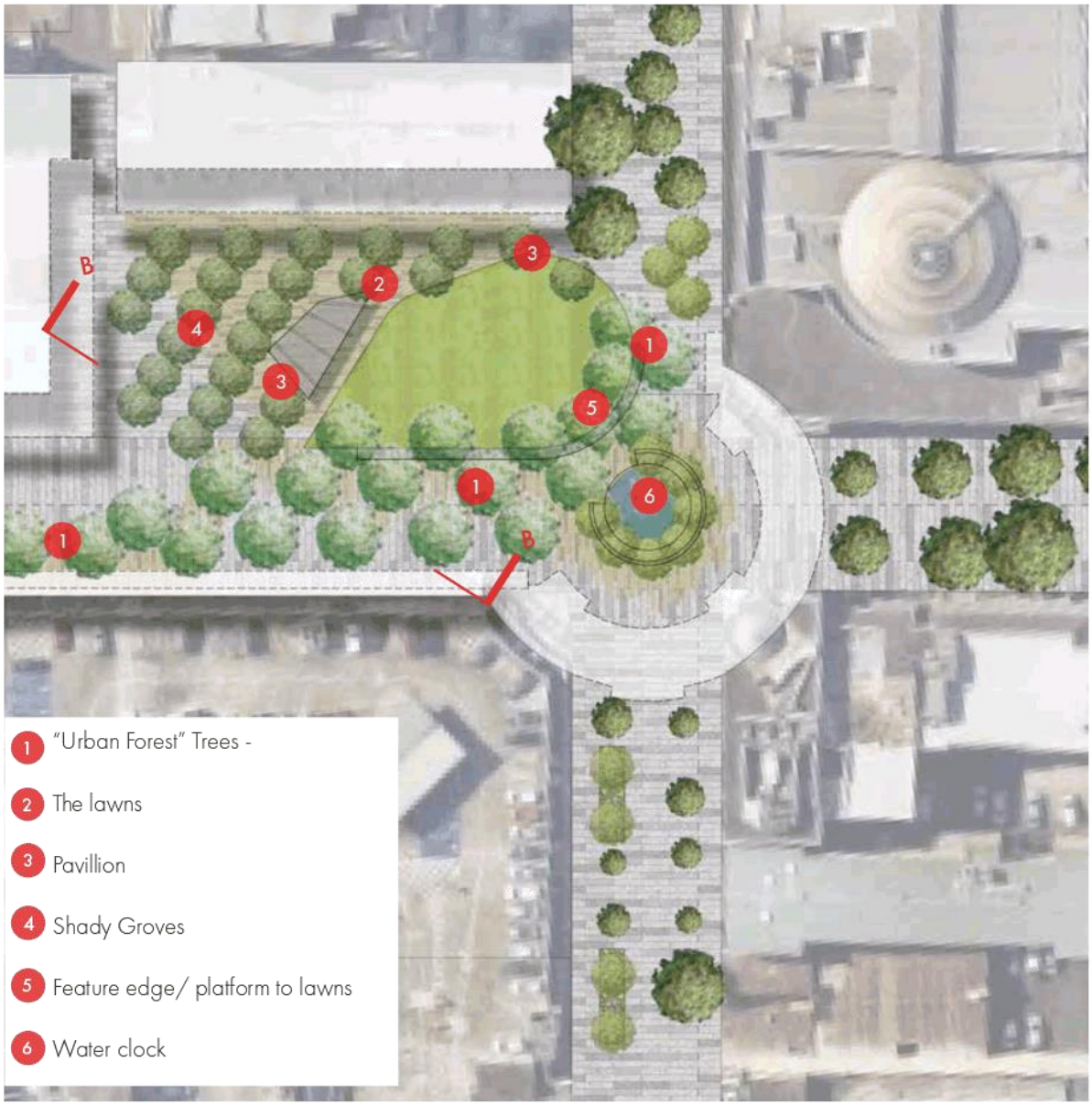
A protected shady and sheltered space which invites a moment of gathering, staying, resting and sharing. A symbolic and central gesture towards acknowledging the benefits of respecting existing and fostering new local community connections.

ATTACHMENT 2 - ITEM 8

Artists Impression: Cenotaph Park

5.0 Public Domain Key Places & Elements

5.4 Central Precinct: Hornsby Square/ Florence Street Mall



Hornsby Square and Mall

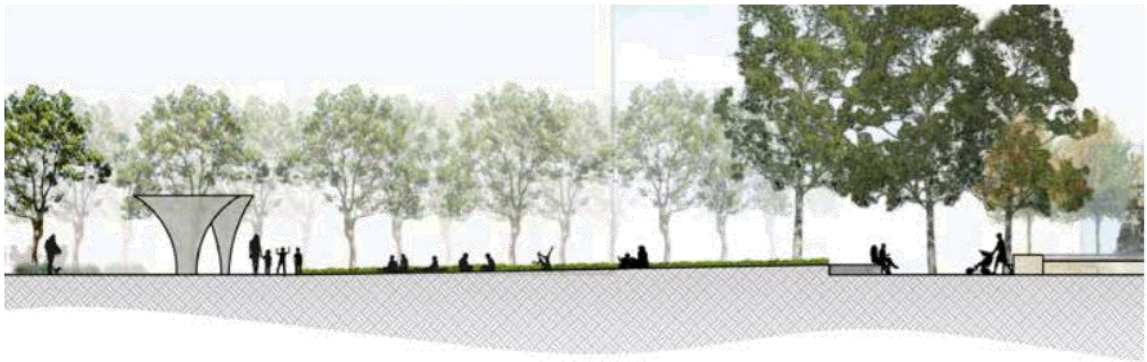
A lively urban plaza which provides a gathering and meeting place within the commercial Town Centre.

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

It is a space which enlivens the Town Centre and benefit the neighbouring laneways network. It provides a spill out for community civic buildings, outdoor eating for restaurants and café kiosks, quick meet ups, or opportunity for rest within the retail zone.

In this central public space, best practice Urban Forest and WSUD strategies can be displayed through innovative design. Introduction of trees with clever sub structural detailing to improve urban tree canopy experience, with deliberate use of stormwater and surface materials to celebrate and demonstrate WSUD techniques.

Top Left: David H. Koch Plaza- Pinterest
Top Right: Darling Square, ArchDaily
Middle Left: Darling Square, TRACT
Middle Right: Darling Quarter, TRACT
Bottom Left: MPavillion - ArchDaily
Bottom Right: Chandler History Museum - DLR Group



5.0 Public Domain Key Places & Elements

Artists Impression: Hornsby Square

Movement and Access
Within the Square, pedestrian desire lines are accounted and provided for, with generous provision around the square at shop fronts and intersection points. Spatial layout of the pavilion, lawn and shady grove allows for movement through the space without interrupting activities and use. Location of trees will accommodate vehicle operations and emergency access.

Pavilion
An architectural gem which creates a focus for the square. Can have multiple faces, with flexible roles. A shady kiosk within the grove of trees, a bandstand for entertainment, a screen for outdoor cinema, a stage for events, a community workshop space. It will be a visual highlight for the space from all angles and a night time sculptural lighting feature.

The Lawn
A local-scale turfed space, resting, for picnics, informal gathering, provides contrasting experience to the immediate commercial surroundings.

Gathering Edge
An architectural seating platform/ edge detail to form the raised lawn space. Provides an anchor for the street space while protecting and enclose the lawn, a magnet for informal gathering, meeting, resting and waiting.

Urban Tree Canopies
An opportunity to bring bush character right into the heart of Hornsby. Tall native trees provide a shade and wayfinding. Introduction of trees where ground conditions allow will encourage connection of local canopy into the broader urban forest network.

Shady Grove
A grove of smaller scale trees create a spill out space for library/ community buildings. Provides a forecourt to the civic buildings and become a seamless interface with the plaza space.

Hornsby Water Clock
Retained in place in this design as a local icon at the meeting point of the pedestrian streets. Introduction of small trees, with opportunity for raised planters to create a vegetated edge refreshes this local landmark. With the focus of the space realigned towards the Pavilion and the Lawn, design of Hornsby Square allows for future options to be flexible and removal will have no negative impact on experience or enjoyment of the space.

ATTACHMENT 2 - ITEM 8

Artists Impression: Hornsby Square

ATTACHMENT 2 - ITEM 8

5.5 PUBLIC DOMAIN KEY PLACES & ELEMENTS

STREETSCAPE DESIGN GUIDES

5.5 Streetscape Design Guides

5.5.1 Overview and Implementation

This section aims to provide a summary of town centre street typologies and provide a clear and consistent direction for Council, developers and stakeholders regarding the design, arrangement and materiality of the public realm within Hornsby Town Centre.

The intent is to make the streetscapes more consistent and legible, visually pleasing and well integrated.

Streetscape Design Principles:

- Be simple in design,consistent in material and economical in construction;

- Have clarity: The structure of the street should be clear, balanced and equitable;

- Be consistent: Patterns and colours should be visually unifying and complementary. Materials to be durable and relevant to the local character. Selections build upon existing Council pallets and acknowledge opportunity for more bespoke arrangements in gathering and plaza spaces.

- Be economical: Be easy to construct, replaced and maintained.

The streetscape design guidelines can be used by Council using a variety of implementation strategies:

- Requirements through planning instruments, guidelines and control plans:

- Public Domain concepts and guidelines can be integrated into all Council planning instruments to ensure these form part of any development approval mechanisms. This will guide future developments and outline Council expectations for new developments for the appropriate inclusion of high quality public domain.

- Planning and advance coordination of services and utilities:

Advanced planning of all future utilities and services needs is coordinated to provide a cohesive approach to provision of new services for developments. This will capitalise on opportunities to integrate service improvements which align with public domain proposals particularly with coordiantion of undergrounding of overhead power and design of stormwater/ WSUD best practice.

- Use Streetscape Guidelines as template for all new works:

Where public domain works are undertaken, use the materials and furniture palettes to guide all future development at all scales, allowing Hornsby identity to consolidate with smaller short term projects, while larger projects evolve.

5.5.2 Integrated Street Design

This is an opportunity integrate multi-user needs into the street design and reduce vehicle dominated character within the town centre.

Traffic geometry and operational requirements can be integrated into a streetscape which favours pedestrian and cycle movement.

Streets can also respond to the Structure Plan Precinct context and functionality with a hierarchy of street typology network. Each network serves a different function based on traffic, cycle and pedestrian circulation and the activities which occur within each Precinct.

For example:

- George Street will continue to be a regional road link through the town, however streetscape verge design can ensure Hornsby Town Centre is acknowledged within this road corridor;

- Peats Ferry Road is suggested to accommodate local traffic allowing streetscape designs to favour provision for pedestrians and cyclists; and

- Within the Central Precinct street designs favour high integration of pedestrian movement and gathering activity.

Integrated Street Design should be:

- Balanced to allow for equitable movement

- Designed to encourage healthy and active transportation modes of walking and cycling

- Ample with the provision generous footpaths

- Composed of durable, quality and aesthetically pleasing street furniture

- Encompassing of street trees, garden beds elements and WSUD best practice.

5.0 Public Domain Key Places & Elements

5.5.3 Northwest Precinct : Peats Ferry Road

KEY PUBLIC DOMAIN ELEMENTS

Street Type/ Character

- Collector Road/ Northwest Precinct
- Medium Zone 40km/h.

Location

- Peats Ferry Road

Street Geometry

- 20m road reserve
- Cycle route on shared path
- Footpath: 1.5m minimum allowance.
- 2.5m wide parallel parking
- 3.5m wide traffic lanes.

Footpath, Kerbs and Carriageway

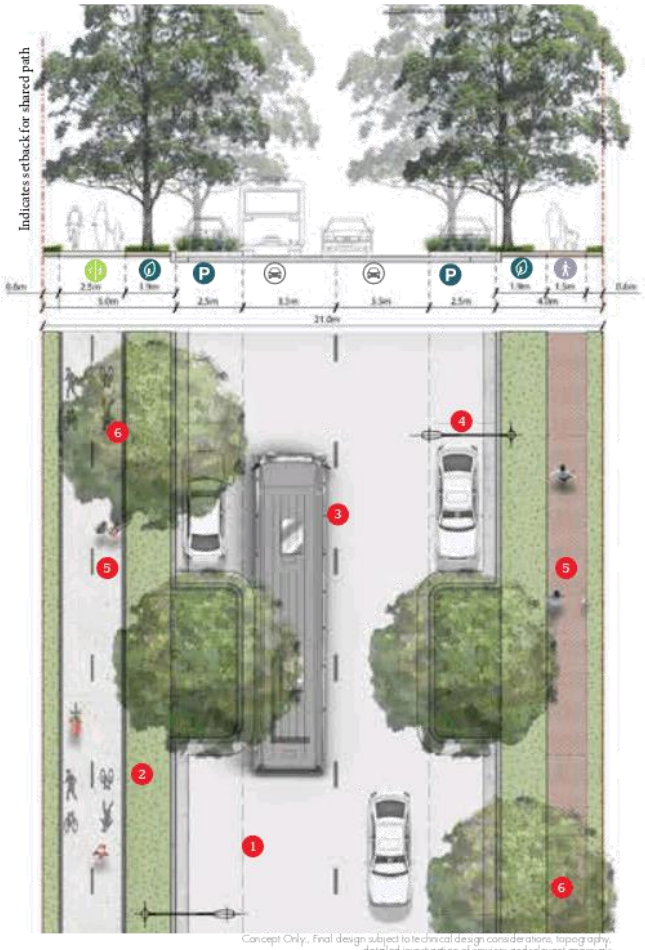
- Traditional kerb and gutter treatment. Passive irrigation collected to trees in parking strip

Streetscape Elements

- Brick paved footpaths
- Public domain furniture - litter bins and wayfinding signage
- Multi function street lights with banner and pedestrian lights

Landscape Treatments

- Grass verge with street tree planting
- Street trees - tree trench root zone to extend under paving with structural support detail to ensure effective root zones available.



Planting WSUD / Bio-Swales Footpath
Parking Carriageway Shared Path
Cycleway Public Transport

Legend

1 **Shared Path**

2 **Grass Verge**
With street tree planting

3 **Road Carriageway**
With parallel parking

4 **Street Lights**
Multi function poles in staggered arrangement

5 **Footpath**
Brick paved footpath material

6 **Street Tree Planting**
For all new trees in paving. Tree pit to be 4m x 2.5m min with structural support under hard surfaces

5.5.4 Central Precinct : Peats Ferry Road

KEY PUBLIC DOMAIN ELEMENTS

Street Type/ Character

- Collector Road/ Civic Precinct
- Medium Zone 40km/h.

Location

- Peats Ferry Road

Street Geometry

- 28m road reserve (Approx)
- Cycle route on shared path
- Allow to retain existing median planting

Footpath, Kerbs and Carriageway

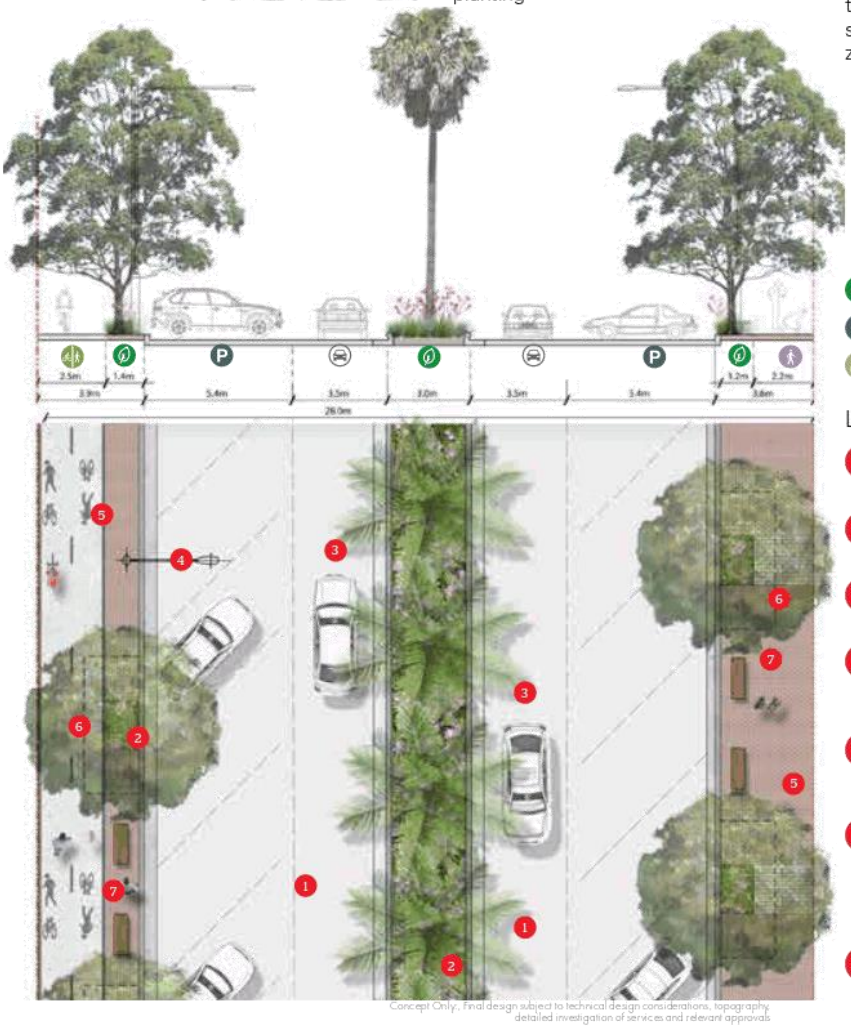
- Traditional kerb and gutter treatment

Streetscape Elements

- Brick paved footpaths
- Public domain furniture - in association with civic uses nearby
- Multi function street lights with banner and pedestrian lights.

Landscape Treatments

- 1.5m wide planted tree pit
- Street trees - tree trench root zone to extend under paving with structural support detail to ensure effective root zones available.



Concept Only. Final design subject to technical design considerations, topography, detailed investigation of services and relevant approvals

Legend

1. **Shared Path**
2. **Planted Garden bed**
   With street tree planting
3. **Road Carriageway**
   With angle parking
4. **Street Lights**
   Multi function poles in staggered arrangement
5. **Footpath**
   Brick paved footpath material
6. **Street Tree Planting**
   For all new trees in paving. Tree pit to be 4m x 2.5m min with structural support under hard surfaces.
7. **Street Furniture**
   Amenities located along the street for pedestrian comfort

5.0 Public Domain Key Places & Elements

5.5.5 Western Heritage / Central Precinct : Peats Ferry Road

KEY PUBLIC DOMAIN ELEMENTS

Street Type/ Character

- Collector Road/ Central Precinct
- Medium Zone 30km/h.

Location

- Peats Ferry Road

Street Geometry

- 20m road reserve
- Cycle route on road
- Footpath: 4.0 m wide verge
- 2.5m wide parallel parking
- 3.5m wide traffic lanes.

Footpath, Kerbs and Carriageway

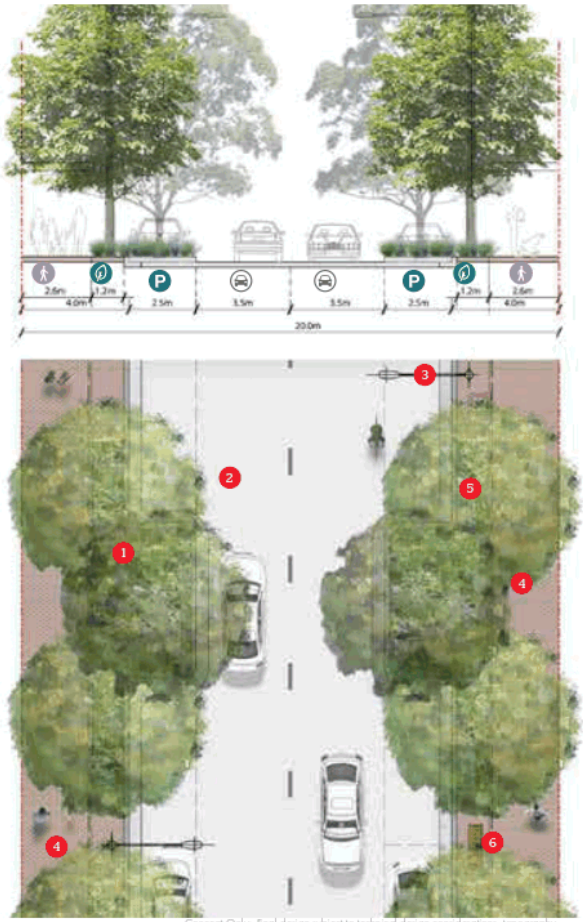
- Traditional kerb and gutter treatment. Passive irrigation collected to trees in parking strip

Streetscape Elements

- Brick paved footpaths
- Public domain furniture - seats, litter bins, bike racks and wayfinding signage
- Multi function street lights with banner and pedestrian lights

Landscape Treatments

- Planted verge with street tree planting
- Street trees in paving to have trench root zone extend under paving with structural support detail to ensure effective root zones available.



Concept Only, final design subject to technical design considerations, topography, detailed investigation of services and relevant approvals

Note : Overhead options for under grounding, or bundling overhead power to be assessed in each street

Planting WSUD / Bio-Swales Footpath
Parking Carriageway Shared Path
Cycleway Public Transport

Legend

1. **Planted Verge**
   With street tree planting
2. **Road Carriageway**
   With parallel parking
3. **Street Lights**
   Multi function poles in staggered arrangement
4. **Footpath**
   Brick paved
5. **Street Tree Planting**
   For all new trees in paving. Tree pit to be 4m x 2.5m min with structural support under hard surfaces.
6. **Street furniture**
   Amenities located along street for pedestrian comfort

5.5.6 Northeast Precinct / Eastern Precinct : George Street

KEY PUBLIC DOMAIN ELEMENTS

Street Type/ Character

- Arterial Road/ Northeast and Central Precinct
- Medium Zone 50km/h.
- Interface between Precincts

Location

- George Street

Street Geometry

- 26.3 m road reserve (Approx. subject to agreed set-back beyond road corridor)
- Footpath: 3.5m wide southern verge along retail strip

Footpath, Kerbs and Carriageway

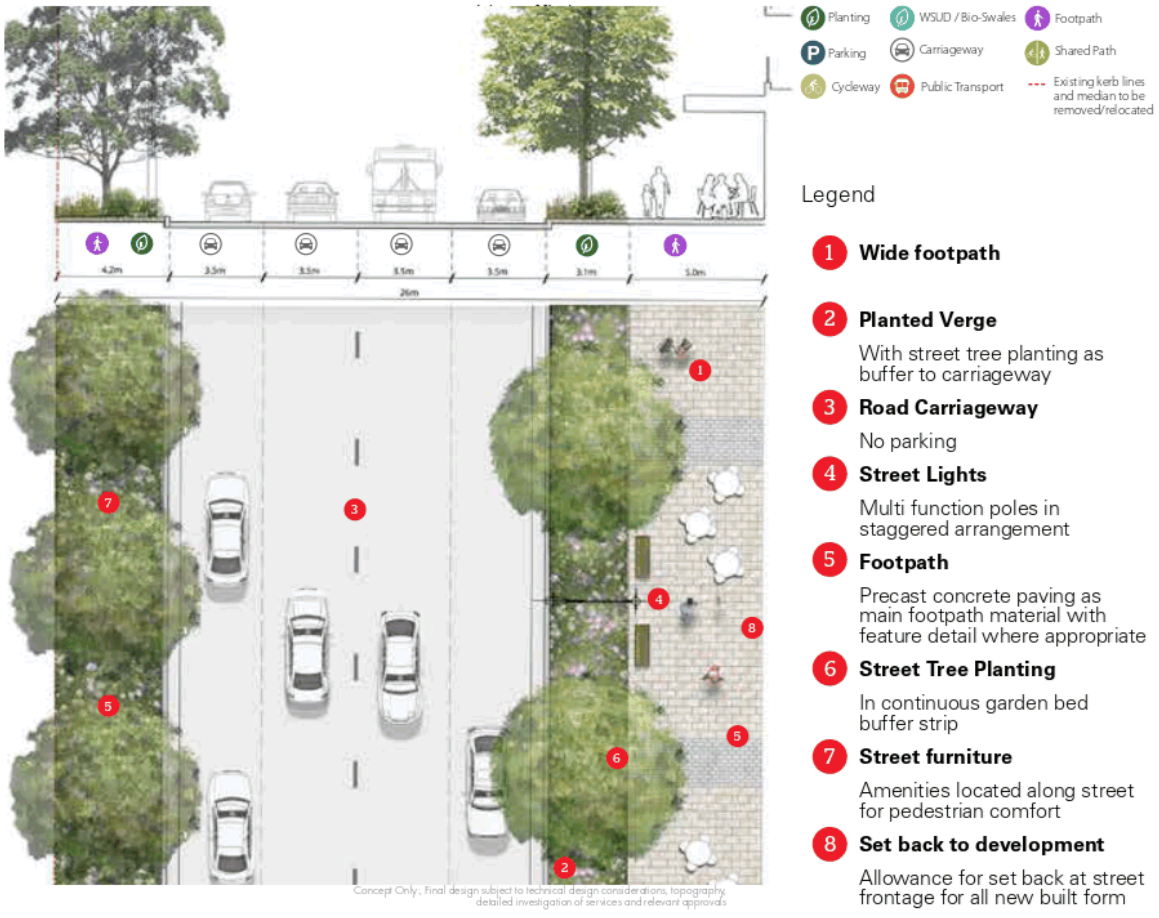
- Traditional kerb and gutter treatment

Streetscape Elements

- High quality precast paving footpath material generally, with feature paving in focus areas.
- Public domain furniture - seats, litter bins, bike racks and wayfinding signage
- Multi function street lights with banner and pedestrian lights

Landscape Treatments

- Continuous planted verge under street trees.



Concept Only. Final design subject to technical design considerations, topography, detailed investigation of services and relevant approvals

Legend

1. **Wide footpath**
2. **Planted Verge**
   With street tree planting as buffer to carriageway
3. **Road Carriageway**
   No parking
4. **Street Lights**
   Multi function poles in staggered arrangement
5. **Footpath**
   Precast concrete paving as main footpath material with feature detail where appropriate
6. **Street Tree Planting**
   In continuous garden bed buffer strip
7. **Street furniture**
   Amenities located along street for pedestrian comfort
8. **Set back to development**
   Allowance for set back at street frontage for all new built form

Note: Overhead options for under grounding, or bundling overhead power to be assessed in each street

5.0 Public Domain Key Places & Elements

5.5.7 Central Precinct : George St

KEY PUBLIC DOMAIN ELEMENTS

Street Type/ Character

- Arterial Road/ Central Precinct

- Peripheral 50km/h.

Location

- George Street

Street Geometry

- 32.3m road reserve (Approx. subject to agreed set-back beyond road corridor)

- Footpath: 4.0m minimum

- Travel Lanes subject to detailed traffic review

Footpath, Kerbs and Carriageway

- Traditional kerb and gutter treatment

Streetscape Elements

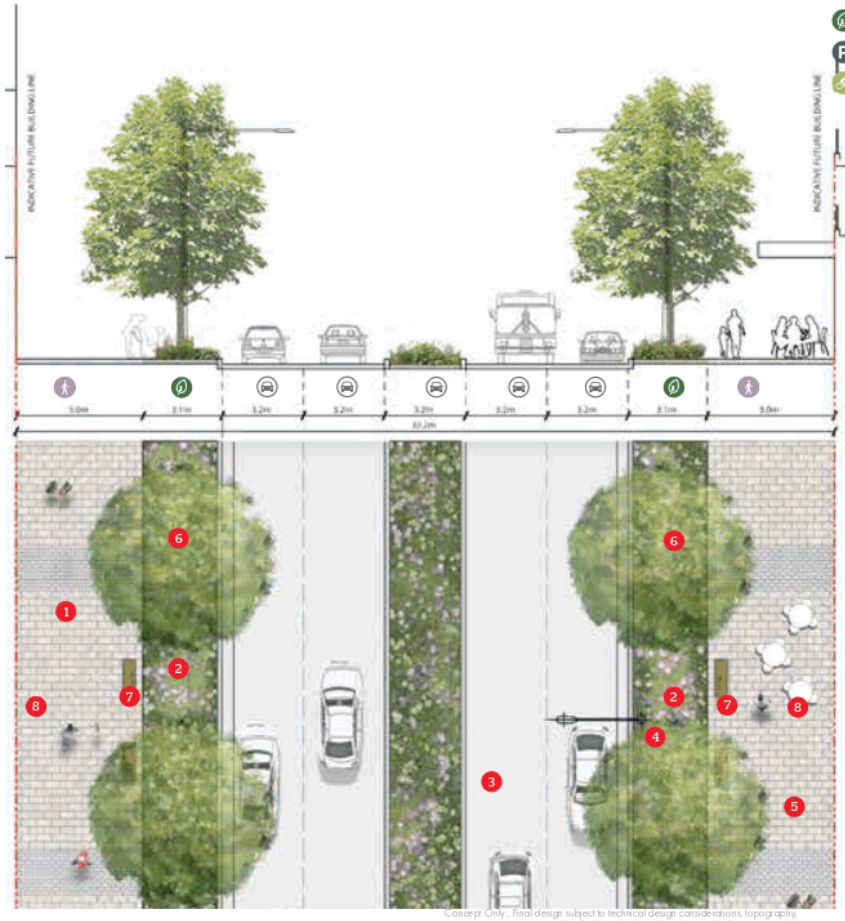
- Public domain furniture - seats, litter bins, bike racks and wayfinding signage

- Multi function street lights with banner and pedestrian lights

Landscape Treatments

- 1.4m planted verge with continuous street tree planting

- Street trees in paving to have trench root zone extend under paving with structural support detail to ensure effective root zones available.



Note: Overhead options for under grounding, or bundling overhead power to be assessed in each street

Legend

1 **Wide footpath**

2 **Planted Verge**
With street tree planting as buffer to carriageway

3 **Road Carriageway**
No parking, right hand turn lane

4 **Street Lights**
Multi function poles in staggered arrangement

5 **Footpath**
Precast concrete paving as main footpath material with feature detail where appropriate

6 **Street Tree Planting**
In continuous garden bed buffer strip, breaks in bed to be coordinated with crossing points, service access.

7 **Street furniture**
Amenities located along street for pedestrian comfort

8 **Set back to development**
Allowance for set back at street frontage for all new built form

5.5.8 Commercial Core Precinct : Burdett Street

KEY PUBLIC DOMAIN ELEMENTS

Street Type/ Character

- Local Street/ Central Precinct
- Medium Zone 50km/h.
- Interface between Precincts

Location

- Burdett Street

Street Geometry

- 20m road reserve
- Footpath: 1.5m wide to verge at residential interface
- Footpath 4.0m to verge at retail/ commercial interface
- 2.5m wide parallel parking
- 3.5m wide traffic lanes.

Footpath, Kerbs and Carriageway

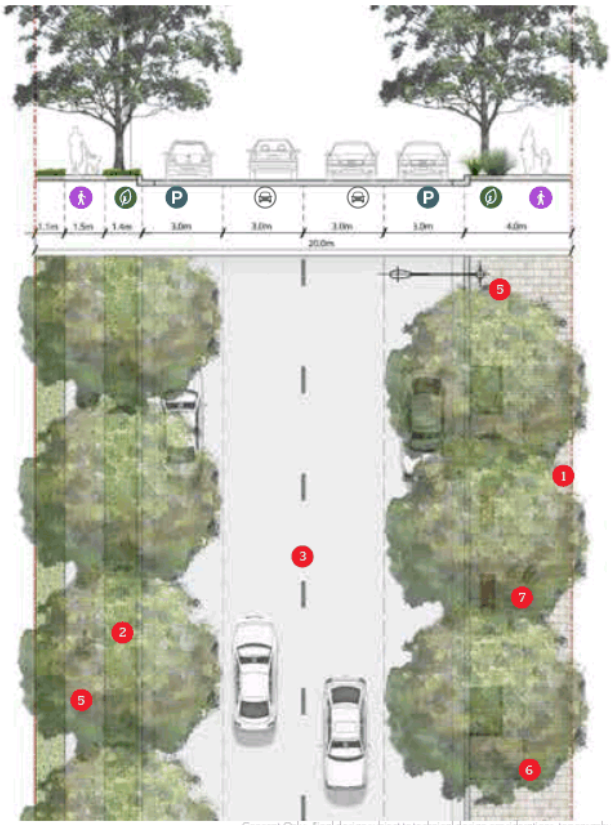
- Traditional kerb and gutter treatment

Streetscape Elements

- Public domain furniture - seats, litter bins, bike racks and wayfinding signage
- Stone paving to feature areas. High quality precast paving footpath material generally, insitu concrete footpaths to residential interface
- Multi function street lights with banner and pedestrian lights

Landscape Treatments

- Grass verge with street tree planting along residential side.
- Street trees in paving to have trench root zone extend under paving with structural support detail to ensure effective root zones available.



Concept Only. Final designs subject to technical design considerations, topography, detailed investigation of services and relevant approvals

Note : Overhead options for under grounding, or bundling overhead power to be assessed in each street

Planting · WSUD / Bio-Swales · Footpath
Parking · Carriageway · Shared Path
Cycleway · Public Transport · Existing kerb lines and median to be removed/relocated

Legend

1 **Wide footpath**

2 **Grass Verge**
With street tree planting

3 **Road Carriageway**
With parallel parking

4 **Street Lights**
Multi function poles in staggered arrangement

5 **Footpath**
Precast/ insitu concrete paving as main footpath material with feature detail where appropriate

6 **Street Tree Planting**
For all new trees in paving. Tree pit to be 4m x 2.5m min with structural support under hard surfaces.

7 **Street furniture**
Amenities located along street for pedestrian comfort

5.0 Public Domain Key Places & Elements

5.5.9 Commercial Core Precinct : Florence Street

KEY PUBLIC DOMAIN ELEMENTS

Street Type/ Character

- Local Street/ Commercial Core Precinct
- Medium 40km/h.
- Interface between Precincts

Location

- Florence Street

Street Geometry

- 20m road reserve
- Footpath: 1.5m wide insitu concrete paving
- 2.5m wide parallel parking
- 3.5m travel lanes.

Footpath, Kerbs and Carriageway

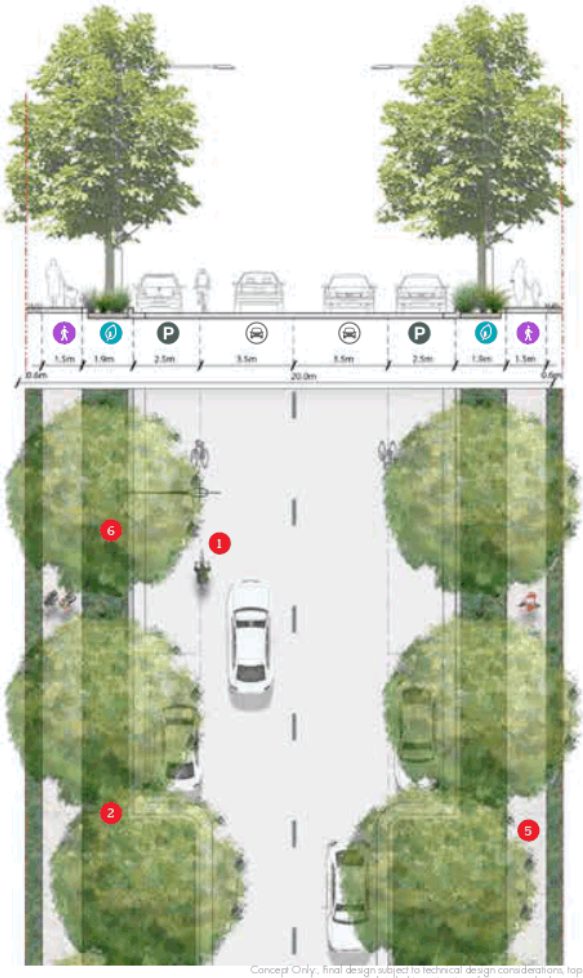
- Traditional kerb and gutter treatment

Streetscape Elements

- Multi function street lights with banner and pedestrian lights

Landscape Treatments

- 1.9m WSUD verge treatment, with traditional 600mm wide grass clearance strip along boundary.



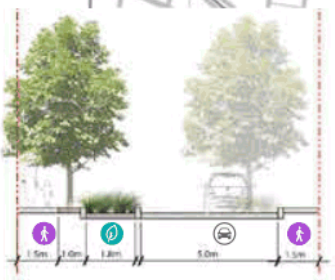
Concept Only.. final design subject to technical design considerations, topography, detailed investigation of services and relevant approvals

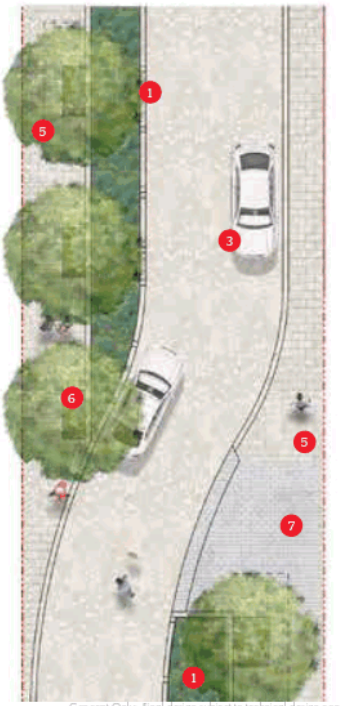
Legend

1. **On Road Cycleway**
2. **Planted WSUD bed**
   With street tree planting detail
3. **Road Carriageway**
   With parallel parking
4. **Street Lights**
   Multi function poles in staggered arrangement
5. **Footpath**
   Precast/ insitu concrete paving as main footpath material with feature detail where appropriate
6. **Street Tree Planting**
   For all new trees in paving. Tree pit to be 4m x 2.5m min with structural support under hard surfaces.

Note : Overhead options for under grounding, or bundling overhead power to be assessed in each street

5.5.10 Commercial Core Precinct : Hunter Lane





Concept Only. Final design subject to technical design considerations, topography, detailed investigation of services and relevant approvals

Note : Overhead pedestrian footbridge to be structurally assessed and retained only if feasible

KEY PUBLIC DOMAIN ELEMENTS

Street Type

- Laneway
- Slow Zone 25km/h.

Location

- Hunter Lane

Street Geometry

- 11.5m road reserve max
- Footpath: 1.5m wide staggered to suit adjoining access requirements
- 5.0m wide two way traffic lane.

Footpath, Kerbs and Carriageway

- WSUD kerb and gutter treatment

Streetscape Elements

- Precast paving footpaths

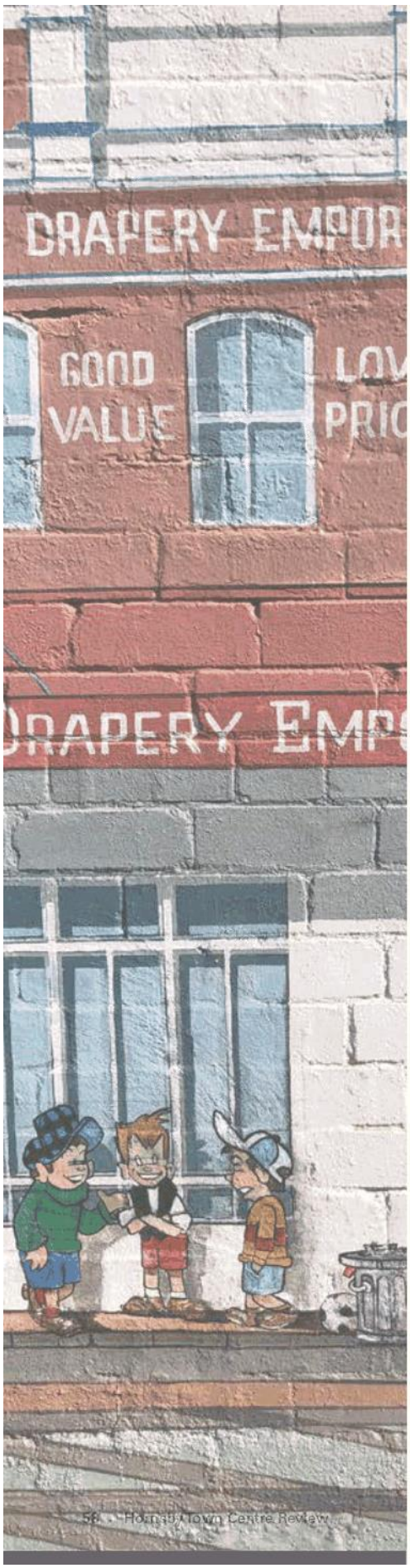
Landscape Treatments

- WSUD detail to be coordinated with street trees - in paving to be planted into engineered root cells to ensure effective root zones

Planting · WSUD / Bio-Swales · Footpath
Parking · Carriageway · Shared Path
Cycleway · Public Transport · Existing kerb lines and median to be removed/relocated

Legend

1. **WSUD garden bed detail**
2. **Grass Verge**
   With street tree planting
3. **Road Carriageway**
   No parking
4. **Street Lights**
   Laneway poles in staggered arrangement
5. **Footpath**
   Precast/ insitu concrete paving as main footpath material with feature detail where appropriate
6. **Street Tree Planting**
   For all new trees in paving. Tree pit to be 4m x 2.5m min with structural support under hard surfaces.
7. **Arrangement for driveway access**



ATTACHMENT 2 - ITEM 8

5.6 PUBLIC DOMAIN KEY PLACES & ELEMENTS

MATERIAL PALETTES

5.6 Material Palettes

5.6.1 Vegetation and Street Tree Selections

Street trees are a significant component of the urban fabric. Street trees have the ability to transform the physical appearance of the street, provide environmental, aesthetic and economical benefits.

Vegetation are selected to represent existing local species in locations that symbolically represent their role in a natural landscape - Ridge, gully and transitional areas.

Street trees and vegetation are to be included as a priority in any new streetscape design. This is important for amenity, microclimate and the support of ecological communities, as well as for visual connections and to enhance and promote the Hornsby Town Centre "city in the bush" character.

5.6.2 Pavement Design Considerations

Street pavements are a significant part of the public realm and their quality has a direct effect on the pedestrian experience of a place.

Pavements should reinforce streetscape hierarchy, while being a unifying element in the streetscape.

Pavements should provide clear distinction between pedestrian priority footpaths and vehicle use areas.

Pavements should be comfortable and allow ease of movement for all users including people with different degrees of abilities.

Pavements should be a consistent pattern with occasional textural, size and colour variations to provide relationship to built form and space function, or to alert users of change of conditions or hazards.

Pavement material should be high quality, durable, robust, easy to maintain and are easy to install, remove and relay.

5.6.3 Furniture Selection and Other Elements

Street furniture creates settings for resting, sitting, dining and social gatherings with friends and family. These settings are important for the elderly, less mobile and young families as they provide relief and comfort. Properly selected and placed furniture can encourage people to venture outside and enjoy/activate the public domain.

The furniture palette should be consistent across the Town Centre, and feature bespoke items dedicated to special streets and special places. The main objective is to create easily maintained, convenient and publicly accessible amenities that do not interrupt the pedestrian or traffic flow.

The placement of street furniture should be based on the street function and relate to the patterns and design of the hard landscape elements on site. Street furniture should not give an appearance of being cluttered. Where possible amenities should be grouped and arranged in a linear sequence along a street.

Street Furniture should be selected to meet the different needs of users and be constructed from safe materials to prevent injury, without sharp edges or entrapment gaps. Furniture should be securely mounted onto the sub-surface blinding slab to conceal fasteners.

The choice of material should depend on the context and be suitable for the local character. The designs should be simple in form.

5.0 Public Domain Key Places & Elements

5.6.4 Vegetation: Street Tree Masterplan

The street tree network is designed to create a series of well connected landscape thoroughfares.

Green corridors will be distinctive, functional and appealing, with a focus on enhancement and showcasing of the local natural biodiversity, particularly the opportunity to bring physical and visual representation of the bushland setting.

Overhead powerlines are accepted as a constraint. Powerlines are mapped to inform and identify benefit to the street tree network should future development take the opportunity to underground them.

Supplementing the existing street tree network with infill tree planting will assist with physical and visual connections to the town centre surrounds, as well as enhancing the immediate street experience and amenity.

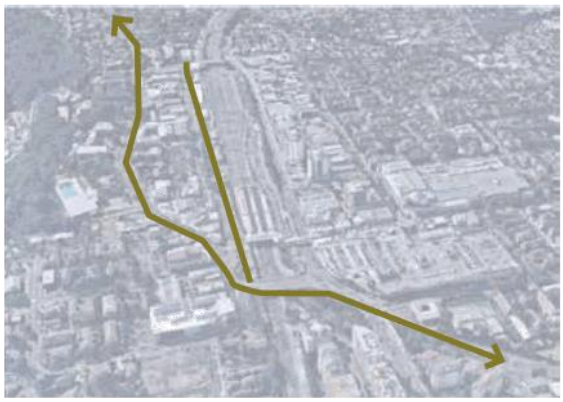
Selection of street trees species in each locations relates to:

- Environmental and Ecology overlay
- Immediate context and functionality
- Opportunities to enhance vegetation links

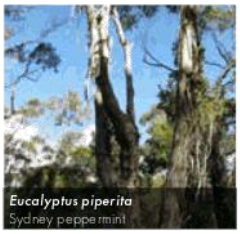
ATTACHMENT 2 - ITEM 8

5.0 Public Domain Key Places & Elements

5.6.5 Vegetation: Ridgeline



Indicative Ridgeline Species List



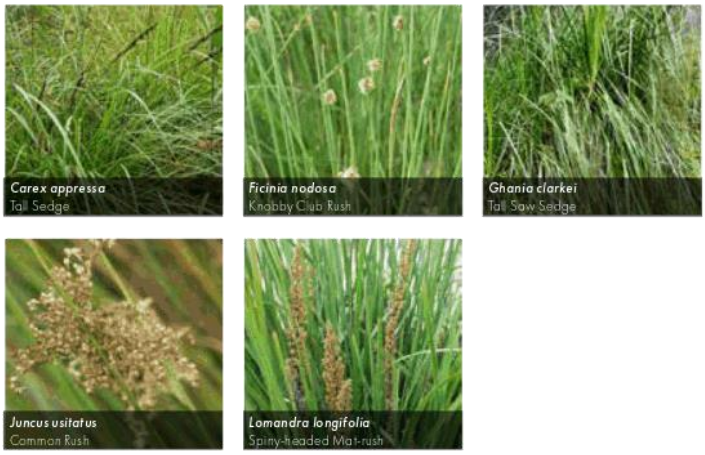
5.6.6 Vegetation: Gully

Indicative Gully Species List

5.0 Public Domain Key Places & Elements

5.6.7 Vegetation: WSUD Streets / Plazas

Indicative Swampland / WSUD Species List



5.6.8 Pavements and pedestrian hard surfaces

Large format surfacing, Community plazas and gathering spaces

- Granite pavers, textured finishes
- Be-spoke and complimentary pre-cast concrete pavers

Left: Parramatta Square - Tract
Right: Granite Paver - Tract

Medium format surfacing, streets and pedestrian connections

- Pre-cast concrete pavers

Left: Wynard Walk - Tract
Middle: Darling Harbour Park - Tract
Right: Darling Harbour - Tract

Small format surfacing, laneways, contrasting detail and spaces with heritage/ central precinct focus

- Brick pavers
- Small unit pre-cast concrete pavers

Left: Reclaimed Antique Paver - Historicalbricks
Middle: Permeable Pavers - Pinterest
Right: Parramatta Park - Pinterest

5.0 Public Domain Key Places & Elements

5.6.9 Street Furniture

Bench Seats

Streets and pedestrian connection, community plaza and gathering spaces

Simple and elegant bench seating which meet equitable access requirements.

Top Left: Hub Street Furniture
Middle: Mos Urban
Right: Parramatta Park - Pinterest

Bike Racks
Bollards
Drinking Fountain and Re-fill stations
Multi Function Poles

Streets and pedestrian connection, community plaza and gathering spaces

Top Left: Bikerack - Tract
Middle: Bollard - Street Furniture Australia
Right: Drinking Fountain - Street Furniture Australia
Bottom Left: Multi Function Pole - Multipole

Litter Bins and Recycling Centres

Streets and pedestrian connection, community plaza and gathering spaces

Left: Mos Urban
Right: CSA

5.6.10 Place Based Elements

Cycle share paths though high pedestrian areas

Streets and high pedestrian traffic areas.

- Line-marking
- Colour contrast materials

Interpretive Paving

Streets, laneways, community plazas and gathering spaces

- Story telling and knowledge sharing
- Opportunity for art integration

Top Left, Top Middle, Top Right: Tract
Bottom Left: Tract
Bottom Right: Pinterest

Shelters and bespoke furniture

Community plazas and gathering spaces

- Provide orientation and town centre signature
- Opportunity for art integration

Left: Darling Quarter Sun Shade - Flickr
Middle: Arch Daily
Right: Landezine

Bespoke seating and level change elements

- Signature elements, with a suite of related walls, secondary seating and stand alone seating elements

Left: City Walk: Tract
Right: Landezine

5.0 Public Domain Key Places & Elements

5.6.11 Play elements

Formal play equipment

Urban style play elements, selections to consider requirement for all abilities play, pre-school and primary school age groups.

Muliti use sports play areas

Multi-use courts to be adaptable and flexible, with additional markings to allow for solo practice. Includes table tennis tables and kick-a-bout space.

Heritage referenced play spaces

Play spaces which incorporate art elements or re-use of heritage artefacts to share stories about Hornsby's rich history

Water play

Inclusion of water jets and adapted equipment are a small inclusion with a big impact

Programmable to allow for controlled use at appropriate times.

Creates memorable destinations in town centre.

Top Left: Play Concept - Pinterest
Top Middle: Urban Play - Pinterest
Top Left: Park in Badalona - Pinterest
2nd Row Left: Box Hill - Pinterest
2nd Row Middle: University Campus - Pinterest
2nd Row Right: University Campus - Pinterest
3rd Row Left: Pavilion Architecture - ArchDaily
3rd Row Middle: Pak Tsz Lane Park - Archinect
3rd Row Right: Sub Base Platypus - Bumpintomums
Bottom left: Water Play - Pinterest
Bottom Right: Pirrama Park - MidCoast

5.6.12 Green Walls and living elements

Green Walls

Community plazas, screening elements, barriers and fence element.

- Barrier or screening edge detail
- Orientation and view screening
- Story telling and knowledge sharing

Living sculpture

Community plazas and gathering spaces

- Interpretive play
- Orientation and way-finding
- Story telling and knowledge sharing
- Opportunity for art integration

Top Left: Green Wall - Pinterest
Top Middle: Green Facade - Pinterest
Top Left: Green Wall - Pinterest
Left: Arbor- Greenscreen
Middle: Pinterest
Right: Parklet - Pinterest

ATTACHMENT 2 - ITEM 8

ATTACHMENT 3 - ITEM 8

Hornsby Shire Council

JUNE 2022

Hornsby Town Centre Review

Transport Plan

wsp

Question today
Imagine tomorrow
Create for the future

Hornsby Town Centre Review
Transport Plan

Hornsby Shire Council

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B	08/06/2022	Revised Final

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Approved by:	S. Black	08/06/2022	

WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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PS114290-WSP-P&M-REP-007-RevB - TransportPlan June 2022

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Executive summary

Hornsby is identified as Greater Sydney's northern gateway. Hornsby Town Centre (HTC) has advantages as a growing regional centre with a broad range of community and retail services, residential and employment potential, and increasing recreational and entertainment facilities. Underpinning this is access to frequent train services in three directions – along the North Shore to Sydney CBD, to Epping and Strathfield and north to the Central Coast and Newcastle. This makes it easy to get to for employees and for residents to travel to the wider city via a sustainable mode of transport that will improve into the future.

The Hornsby Town Centre Review aims to assess the impact of making use of these advantages by locating the majority of Hornsby Shire Council's growth targets within HTC, subject to the limits of the wider transport network to accommodate this growth. This growth aims to support Council's vision to revitalise HTC into a "liveable, green, and accessible centre that enhances public life for the community".

The objective of this Transport Plan is to investigate the existing traffic and transport and parking issues of HTC, and develop a framework to effectively address and manage the issues currently and into the future to 2036. The key principal identified for transport is that the infrastructure provided needs to support the vision in terms of well-located bus, train, commuter parking, cycling and pedestrian modes and linkages.

Transport context

Hornsby Shire Council identified that the best way it could achieve the principles of *Future Transport 2056* (Transport for NSW, 2020) was to plan for locating its future growth within an easy walking distance of its best connected public transport node – Hornsby Station. To align with the Future Transport 2056 vision, the following should be considered for HTC's road, public transport and active transport networks:

- **Road network** – Perform in an efficient manner making the best use of the available road space, enhanced by the application of technologies. HTC is bypassed to the east by the M1 Motorway. The main traffic route through it (George Street) provides access from north to south and to HTC. Edgeworth David Avenue provides access to the east. A local bypass to the east, Sherbrook Road, has the potential for greater use to take pressure off George Street. A historic route of the Pacific Highway, now called Peats Ferry Road, has been traffic calmed to discourage its use.
- **Rail network** – The rail network through Hornsby supports intercity, local and rail freight services within Greater Sydney, and NSW regional connections. Improving access to Hornsby Station is seen as a strategy to maximise the benefit of this key strength for Hornsby.
- **Walking, cycling and public transport lower environmental impacts** – While the rail line is a key strength, it is also a barrier to east-west walking and cycling trips. With a new regional park planned to the west of HTC, civic facilities west of the rail line, and the retail centre and Hornsby Ku-ring-Gai Hospital located to east of the rail line, improving east-west connections is essential to promoting a cohesive town centre. A greatly expanded walking and cycling network is planned to make local movement easier and to link the communities within and outside HTC to jobs, services, schools, public transport and recreation facilities. Hornsby Station and Transport Interchange will be a key focus of this network, reducing reliance on car travel.
- **Integrating walking and cycling networks** – The walking and cycling networks will seek to connect HTC to the areas beyond its boundary to provide a safe, connected network. This will help the area achieve its part in growing the cycling mode share in the Greater Sydney area from one per cent in 2016 to five per cent in 2056.
- **Air quality/health impacts** – Active transport connections to the new bushland park, west of HTC, are planned to make this bushland space accessible to all residents, visitors and workers of HTC and the wider area. Focussing development within HTC is designed to promote live and work opportunities and to make public transport travel via Hornsby Station and Interchange a part of normal life.

Existing transport

Road network

The major traffic route through HTC is the corridor running from Peats Ferry Road and Jersey Road North in the north, along Bridge Road and George Street to the Pacific Highway in the south. Edgeworth David Avenue is a Regional Road that acts as the eastern entry to HTC and functions as both an access route to the retail core and a through traffic route. Peats Ferry Road is a historic path of the Pacific Highway that has now become a busy retail centre on the western side of the rail line. Traffic calming has been applied to make it safer for pedestrians and improve the surrounding amenity. However, higher traffic volumes persist.

The confluence of these traffic routes results in the nearby intersections of George Street/Peats Ferry Road/Westfield entrance and Pacific Highway/Edgeworth David Avenue being critical to the performance of the HTC Road network. At the northern end of the road network, the intersections of Bridge Road with Peats Ferry Road, Jersey Road North and George Street act as a system that distributes traffic in several directions. In the east, the intersection of Edgeworth David Avenue and Sherbrook Road experiences large traffic volumes as the eastern gateway to HTC.

Pedestrian and bicycle

The current road network prioritises vehicular movement to the detriment of cyclists and pedestrians. Exceptions include the Florence Street and Hunter Street pedestrian malls and traffic calming treatments applied to Peats Ferry Road. A pedestrian bridge links the Florence Street mall to Hornsby Station, catering for large volumes of pedestrians. The station concourse also provides the main pedestrian connection between the east and west sides of the rail line. There are limited parking facilities for cycles, with the most facilities provided at Hornsby Station. Council has been progressively constructing a cycle corridor along Peats Ferry Road from the north.

Public transport

Hornsby Station is the focus of the public transport network in Hornsby. Its five platforms are used by trains on the T1 – North Shore Line, the T9 – Northern Line, as well as the NSW TrainLink InterCity and regional services. The variety of destinations and frequency of services means that Hornsby Station is popular for commuter parking. Bus services radiate out from Hornsby Station to the north, east and south. Hornsby Interchange is located on the west side of the Station.

Parking

Hornsby town centre currently has a mix of on-street, public and private off-street and commuter parking, with a total of over 5,000 spaces available to the public, including:

- 3,000 in Westfield Hornsby
- 700 commuter parking spaces located in various locations around the station
- 700 on-street spaces with the majority being timed to restrict their use as commuter parking
- 400 off-street public parking spaces located in land on the south side of Burdett Street and behind the shops on the western side of Hornsby and in a facility shared with Hornsby RSL.

Some off-street parking areas have parking fees applied after a specific time limit to reduce their use by commuters.

Future demand

There are currently approximately 500 residents and 6,000 jobs in Hornsby Town Centre. Future growth in HTC is likely to occur based on current planning controls. Transport for NSW forecasts indicate that this could include 600 new residents and 1,500 extra jobs by 2036.

The Hornsby Town Centre Review investigated the potential to increase the population to 11,445 people and number of jobs to 11,040. This much larger increase will place additional pressure on the transport system. However, by locating this increase within close proximity of high-capacity public transport, and by matching the population increase with an employment increase (to encourage people to live and work in the same area) it is hoped to minimise this transport impact.

Transport upgrades

The transport impacts of the Hornsby Town Centre Review development can be mitigated by a series of road, active transport and public transport improvements that complement the land use and urban design changes.

Road network

The road impacts of the future development with and without the Hornsby Town Centre Review were tested in a VISSIM traffic model of the area. From this, upgrades at a number of locations were identified. These are summarised in Figure ES.1 and described in Table ES.1 overleaf. A summary of the main changes are:

- Reinforce the Peats Ferry Road (north), Jersey Road North, George Street and Pacific Highway north-south corridor as the major traffic route with intersection upgrades and road widening to improve traffic flow.
- Peats Ferry Road between Bridge Road and George Street in the south would retain its role of servicing the western side of Hornsby with a higher local access function.
- The local bypass route along Sherbrook Road would be improved to encourage traffic away from Edgeworth David Avenue, Peats Ferry Road and George Street.
- Changes to Coronation Street (one-way westbound), Station Street (one-way northbound) and the relocation and splitting of the bus interchange to enable urban domain improvements alongside Hornsby Station.
- A revision of access to Florence Street (from George Street) and Hunter Lane to support changes in the blocks bounded by George Street, Florence Street, Hunter Street and Burdett Street.
- A new east-west laneway connection between Peats Ferry Road and Jersey Street near the current Jersey Lane to break up the long north-south block, accommodate buses accessing the new bus interchange and enable the urban design changes proposed for Coronation Street.

Pedestrian and bicycle

The master plan presents a multi-modal and connected urban centre that successfully balances place and the movement of people. The active transport network supporting the Hornsby Town Centre Review plans a strengthening of existing pedestrian spaces with the addition of new links to improve permeability. A large expansion of the bicycle network is proposed to improve Hornsby Town Centre's connection to the residential areas surrounding it. Key elements include:

- A new east-west connection for pedestrians and cyclists across George Street and the railway, via a new northern concourse to Hornsby Station, connecting Burdett Street and Coronation Street. As well as reducing the barrier effect of the rail line, this also reduces the walk distance for much of the new residential development to Hornsby Station and facilitates interchange between the new split bus interchange.
- The implementation of new pedestrian links through the Westfield site, facilitated by redevelopment, to improve pedestrian connections into and within the commercial precinct, and south-east to Edgeworth David Avenue.
- New facilities for cyclists will be provided through shared paths on:
  - The western side of Peats Ferry Road, improving access to the TAFE and Hornsby Aquatic and Leisure Centre
  - Station Street south of Coronation Street through to Peats Ferry Road (northern side) and Edgeworth David Avenue, improving east-west connectivity for cyclists

  - Sherbrook Road and Florence Street, connecting the east to the retail core.
- New on-road cycling links will also be provided on:
  - Jersey Street, providing a key north-south connection from the north-west into the station and town centre
  - Hunter Street, providing a key north-south connection from the north-east into the town centre and station
  - William Street, providing a key east-west connection from the south-west into the station and town centre
  - Frederick Street, providing a key north-south connection into Hornsby Park
  - Dural Street, providing a key east-west movement from Coronation Street into Hornsby Park.

Public transport

A review of how Hornsby's existing transport infrastructure is designed, planned, and delivered in the town centre sought to maximise the benefit for workers, residents and visitors. The master plan proposes a new station entrance to the north, integrated with the new east-west pedestrian and cycling bridge. This improves access for residents and workers and increases the pedestrian catchment to the public transport network. This will encourage residents working outside of Hornsby as well as workers living outside of Hornsby to use public transport. This supports the goal for public transport to become the preferred means of travel to and from Hornsby.

The existing bus interchange requires buses from the east and south to cross the rail line before setting down passengers. It is proposed that bus services can be made more direct with better rail connections by splitting the interchange with southern and eastern buses relocating to a new interchange on the east side of Hornsby Station with access from George Street and northern buses moving position slightly to Jersey Street (south) near the new northern concourse. Relocating buses from the area at the existing interchange on Station Street would reduce vehicle movements in the western side of Hornsby and allow for the area to be redesigned to create a more pedestrian-friendly community space.

The recommended future improvements to public transport include:

- A comprehensive review of bus services is proposed to improve the efficiency of bus operations and how they serve the town centre and the two interchanges also provides scope for improvements to the bus network serving Hornsby.
- Real-time bus information at key locations within the town centre, including real time information displays in waiting areas, building foyers and at transit nodes.
- Bus layover relocation to the edges of the centre, or alternatively at the other end of the service, rather than within the interchanges, where possible.

Parking

On-street parking will be retained where possible to keep streets active. To facilitate other changes, on-street parking would be reduced by 64 spaces (out of approximately 700), with some reductions on Coronation Street, Station Street, Peats Ferry Road and Jersey Street. The retained on-street parking will be prioritised for:

- Disabled parking – closest to activity centres.
- Loading zones – to facilitate short-stay deliveries, prioritised for the morning and early afternoon.
- Short and medium stay parking – with the duration of stay governed by the adjacent land uses.
- Access to transport prioritised around the boundary of Hornsby Station and Interchange.

Current **public off-street parking** areas would make way for land use changes to support the Hornsby Town Centre Review. However, alternative facilities will be integrated into new developments to increase the overall supply by approximately 800 spaces. To assist drivers to find this parking, it is recommended that the public parking facilities be connected to a smart parking management systems and wayfinding signage.

Private off-street parking will increase with the additional development by an estimated 5,271 spaces (residential and non-residential) if development occurs to its maximum. However, revised parking rates recommended for the development control plan are designed to reduce parking, reflecting the higher access to public transport and improved active transport connections, assisting affordability. A parking range (minimum and maximum) is proposed with those choosing the minimum parking rates required to complement the on-site parking with a cash-in-lieu payment for consolidated parking.

An increase in **bicycle parking** is proposed to support the overall package of bicycle improvements. For commercial floorspace, end of trip facilities are required. Additional on-street bicycle parking is recommended at locations around the HTC area to support the intensification of land use.

A commitment was given in 2018 by the NSW Government that 700 **commuter parking** spaces would be maintained in Hornsby until a permanent facility is built. Transport for NSW has been undertaking further investigations of the disused TAFE car park. It is envisaged that it could include 147 spaces as an at-grade facility. It is proposed that the remaining 553 spaces would be consolidated in a multi-story facility on the existing east side commuter car park. Access would be via the intersection of George Street with Burdett Street and exit to the intersection of George Street and Linda Street.

Future ready

To position HTC to flourish in the rapidly changing transport environment, the Transport Plan needs to promote the flexibility to adopt upcoming changes.

Support increasing use of electric vehicles

Electric vehicle (EV) charging infrastructure and spaces should be incorporated into public off-street parking areas to satisfy the increasing use of these vehicles and reduce range anxiety. New apartment buildings should include the necessary cabling, electrical infrastructure and car park planning so that they are EV ready, able to add on charging capability as demand arises.

Smart management of road and parking resources

Current and future technologies (sensors, cameras, responders, signage) will facilitate the smart monitoring of traffic flows and enable predictive management of traffic to relieve traffic congestion. Smart parking systems (similar to those used in Hornsby Westfield, but applied to the HTC area) are recommended with connected wayfinding signage at strategic entry points to the Town Centre.

Support new active travel

Improve infrastructure (and programs) to facilitate and encourage the use of more sustainable modes, potentially including: bicycle hire programs, bike sharing, E-bikes – with charging/docking facilities for electric bikes and bicycle servicing hubs. In addition traffic signals should be managed to improve pedestrian and cycle safety and efficiency.

Travel demand management

To support the sustainable transport objectives of the master plan and to help reduce pressure on the transport network in and around the town centre, transport demand management (TDM) measures should be put in place. These "softer", generally non-infrastructure initiatives, should be implemented as early as possible in the realisation of the master plan to establish behaviours from the outset rather than attempting to change them later on, (notwithstanding the desire to change behaviours of existing workers/residents/visitors of the precinct).

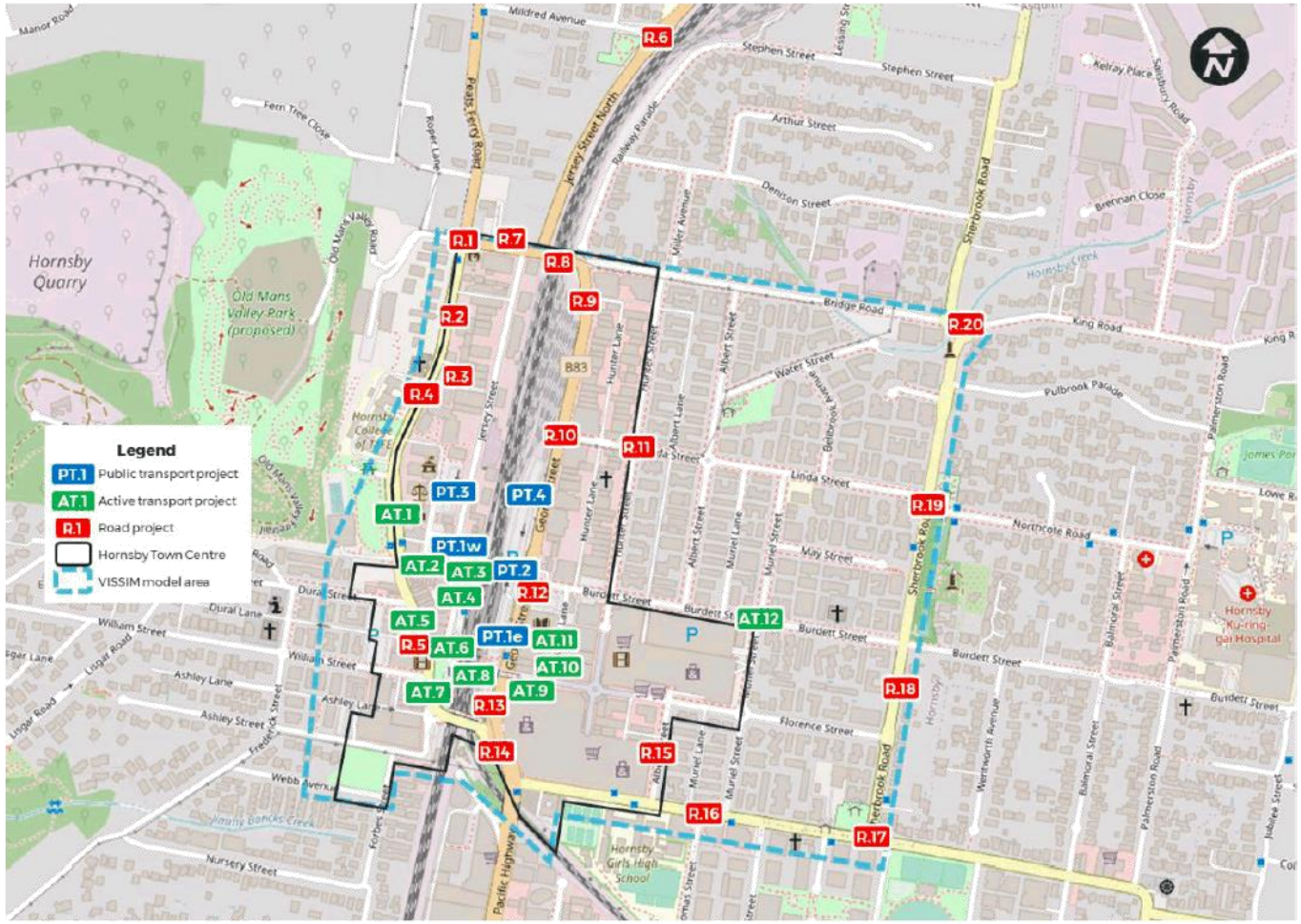

Figure ES.1 Location of transport upgrades to support the Hornsby Town Centre Review

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Table ES.1 Proposed transport upgrades to support the Hornsby Town Centre Review

ID number	Item	Description	Reason for inclusion
Public transport improvements			
PT.1w	Split Interchange West – Jersey Street south	Split Interchange – Northern bus routes.	Supports urban design treatment for western side of Hornsby Station and Cenotaph Park, locates bus termini close to the approach location.
PT.1e	Split Interchange East – George Street	Split Interchange – Southern and eastern bus routes.	
PT.2	Hornsby Station Northern Concourse	New paid and unpaid concourse connecting Coronation Street with Burdett Street.	Reduce the barrier impact of the rail line, facilitate the new split interchange.
PT.3	TAFE commuter parking spaces	147 commuter parking spaces on the site of the former TAFE car park.	Initiative from Transport for NSW to achieve 700 commuter parking space commitment
PT.4	Commuter car park between rail corridor and George Street	Consolidate remaining 553 spaces of commuter parking to east side.	Achieve 700 commuter parking space commitment.
Active transport improvements			
AT.1	Enhance cycle network	Provide cycle paths on the routes identified in section 5.2.2.	Invest in a high-quality network to reduce car travel to and around Hornsby Town Centre.
AT.2	Coronation Street one-way westbound	Convert Coronation Street to one-way westbound between Jersey Street south/Station Street and Peats Ferry Road.	Reallocate road space for wider pedestrian area and cycle path.
AT.3	Coronation Street, Station Street and Jersey Street south intersection signalisation	Conversion of one-lane roundabout to traffic signals.	Provide safer signalised crossings for pedestrians at the new Station entrance and active transport corridor.
AT.4	Station Street one-way northbound	Convert Station Street to one-way northbound between Peats Ferry Road and Jersey Street south/Coronation Street.	Relocate Bus interchange, revise passenger drop-off/pick-up and taxi rank, and reallocate road space for wider pedestrian area and cycle path.
AT.5	Peats Ferry Road 30 km/h zone	Between George Street/Pacific Highway and new Jersey Lane.	Speed limit reduction to improve pedestrian and bicycle safety and improve amenity.

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ID number	Item	Description	Reason for inclusion
AT.6	Peats Ferry Road and Station Street pedestrian signals	Replace marked pedestrian crossing with signalised crossing linked to Dural Lane traffic signals.	Revised layout of Cenotaph Park provides the opportunity to provide clearer pedestrian crossing location with reduced traffic volumes and reduced delays for vehicles.
AT.7	South pedestrian crossing at William Street	Add signalised pedestrian crossing from Cenotaph Park to western side of Peats Ferry Road, south of William Street.	Connects Cenotaph and Hornsby Statin to Hornsby RSL via a direct pedestrian connection, supporting urban design.
AT.8	Increased bicycle storage facilities at Hornsby Station	Expanded bicycle facilities similar to existing bike room with increased capacity at new north concourse and existing south concourse.	Facilitate intermodal changes and reduce car access to Hornsby Station.
AT.9	Florence Street closed George Street to Hunter lane	Reduced access to service and emergency vehicles only.	Supports the urban design treatment for the blocks bounded by George Street, Florence Street, Hunter Lane and Burdett Street, promote active transport while maintaining minimum level of vehicle access.
AT.10	Hunter Lane closed: Florence Street to new lane		
AT.11	New lane George Street to Hunter Lane	New laneway between George Street to the remaining section of Hunter Lane, one-way eastbound with footpaths.	
AT.12	Burdett Street and Muriel Street intersection signalisation	Conversion of one-lane roundabout to traffic signals.	Provide safer signalised crossings for pedestrians along this busy pedestrian route.
Road network improvements			
R.1	Peats Ferry Road and Bridge Road intersection upgrade	Implement Hornsby Council's plan with extended through lane on Peats Ferry Road (north).	Increased traffic capacity and access to Hornsby Park.
R.2	Peats Ferry Road lane guidance	Linemark one continuous lane in each direction with turn bays and medians where needed.	Reduce the need for lane changes, provide clear guidance on travel path, calm traffic.
R.3	Upgrade Jersey Lane	New two-way laneway with footpaths from Peats Ferry Road to Jersey Street south, traffic signals at intersection with Peats Ferry Road.	Reduced block size between Coronation Street and Bridge Road, allows other changes such as conversion of Coronation Street to one-way.

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ID number	Item	Description	Reason for inclusion
R.4	Peats Ferry Road and TAFE car park exit – Keep Clear	Install "KEEP CLEAR" pavement text and signage.	Minimise delays exiting the car park in the PM peak.
R.5	No Right Turn Peats Ferry Road to Dural Lane	As described.	Improves pedestrian priority at Station access and traffic flow along Peats Ferry Road.
R.6	Jersey Street North and Mildred Avenue intersection signalisation	Conversion of Give Way sign-controlled intersection to traffic signals.	Enable right-turns to be reinstated with increased traffic capacity.
R.7	Bridge Road widening	Widen on north side of Bridge Road between Peats Ferry Road and Jersey Road North for extra westbound lane.	Increased traffic capacity.
R.8	Jersey Street North/Bridge Road/ George Street intersection upgrade	Bridge widening to create three lanes in each direction plus wider footpath on southern side.	Increased traffic capacity and improved pedestrian/cycle access to Hornsby Park.
R.9	George Street and Hunter Lane median	Install narrow median to reinforce right-turn bans.	Improved safety and traffic flow.
R.10	George Street and Linda Street intersection signalisation/upgrade	New traffic signals, connection to exit from commuter car park exit.	Increased traffic capacity, car park exit.
R.11	Linda Street and Hunter Street intersection signalisation	Conversion of one-lane roundabout to traffic signals.	Increased traffic capacity.
R.12	George Street and Burdett Street intersection upgrade	Connection from new eastern bus interchange and entry to commuter car park, additional lanes.	Increased traffic capacity, bus interchange exit, car park entry.
R.13	George Street widening	Additional lane between Peats Ferry Road and Linda Street.	Increased traffic capacity.
R.14	George Street/Peats Ferry Road/Westfield Access and Pacific Highway/Edgeworth David Avenue intersection upgrade	Widening to create three through lanes in each direction, reconfigured entry to Peats Ferry Road, traffic signal improvements.	Increased traffic capacity at this critical location.
R.15	Reconfigure Albert Street/Westfield Entry/ Exit	Signalise intersection, amalgamate Westfield car park exit and Albert Lane.	Tidy up complex turning movements, increased traffic capacity, signalised/safer pedestrian crossings.

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ID number	Item	Description	Reason for inclusion
R.16	Edgeworth David Avenue/Romsey Street	Review traffic signal settings to improve traffic signal coordination and reduce delays.	Increased traffic capacity.
R.17	Edgeworth David Avenue/Sherbrook Road right turn	Change pavement arrows and traffic signals to allow right-turns from the middle westbound lane (dual-right turn).	Increased traffic capacity, assist bypass route.
R.18	Sherbrook Road upgrade	Linemark as two lanes in each direction.	Promote a bypass route for traffic on Edgeworth David Avenue and Peats Ferry Road.
R.19	Sherbrook Road and Northcote Road intersection signalisation	Conversion of one-lane roundabout to traffic signals.	Increased traffic capacity, assist bypass route.
R.20	Bridge Road/Sherbrook Road/King Road roundabout amalgamation	Amalgamate two closely spaces one-lane roundabouts into a single two-lane roundabout.	Increased traffic capacity, assist bypass route.

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1 Project background

Hornsby Town Centre (HTC) is the major commercial centre within Hornsby Shire and encompasses a commercial core surrounded by light industrial, community, civic and residential development of varying density all anchored by Hornsby Station. The project aims to facilitate the revitalisation of the HTC to create a liveable, green, and accessible centre that enhances public life for the community.

1.1 Origin of study and desired outcomes

The Hornsby Town Centre review (HTCR) (this study) will look to understand the various influencing elements within the town centre including urban design, transport, employment and feasibility; and pursue to provide principles and a framework to yield social, cultural, economic and environmental benefits to current and future communities, business and visitors to HTC. The review aims to support Council's vision to revitalise HTC into a "liveable, green, and accessible centre that enhances public life for the community".

The desired outcomes from the project include:

- Increased investment and economic activity through employment opportunities and increased land capacity
- Pedestrian friendly public domain offering day and evening activities to improve the destination value of the area
- Improved liveability for existing and future residents through enhanced mobility and a mixed-use offering of residential, educational, community, commercial and cultural amenity
- Design excellence
- A dignified town centre, accessible and safe for all ages and abilities
- A sustainable built environment which improves the health, wellbeing and climate resilience for all Hornsby Shire residents and visitors.

1.2 Background of Hornsby Town Centre

Key roads

Hornsby is identified as Greater Sydney's northern gateway and is considered to be a key junction for thousands of commuters due to its high accessibility to key employment centres including the Sydney CBD, Parramatta, North Sydney and Chatswood. In addition to functioning as a major transport interchange, Hornsby 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 active transport movement throughout the town centre. The consolidation of future development within the town centre has the potential to increase traffic and congestion, reduce the amenity of the street and further reduce the uptake of active transport within Hornsby.

Parking and private vehicles

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. In total, it is estimated that Hornsby town centre has over 1,000 on-street parking spaces. However, some of the public off-street parking occupies land that could provide valuable opportunities for redevelopment. During peak parking times, on- and off-street parking is approximately 90 per cent occupied, indicating that there is limited capacity to accommodate future increases in demand. Some parking facilities have parking fees for users, including Hornsby Westfield, some levels of the Hornsby RSL multi-story off-street parking facility, and the Hornsby TAFE and Hornsby Aquatic and Leisure Centre. Approximately 450 un-timed free commuter parking spaces are available at several locations alongside the rail corridor, along with approximately 300 reduced fee commuter spaces in Hornsby Westfield.

The 2016 Census indicated that the suburb of Hornsby (wider than the town centre) had an overall car ownership of 1.3 vehicles per dwelling. Benchmarking of Hornsby Shire Council DCP's car parking rates (less than 800 m from Hornsby Station) indicate that it is approximately mid-range in terms of the amount of parking provided for residential dwellings, offices and retail space. That is, there is scope to reduce the amount of future parking for new developments to encourage greater use of public transport.

The town centre configuration currently prioritises the spatial requirements for vehicular circulation, with several key public spaces being designed to accommodate vehicle movement, at the detriment of pedestrians and urban amenity. This is evident from the bus interchange which sits west of the train station, at the heart of the town centre and in the arrival point to the historic town area. Vehicular movement is prioritised within this space, offering little pedestrian amenity and discouraging people from seeking out or dwelling in this space.

Active transport

The existing active transport cycling arrangements (i.e. cycling facilities and pedestrian links) are fairly limited when approaching and travelling within the Hornsby Town Centre. It is clear that a connected, permeable street network through the precinct with focal points making for easy wayfinding, together with attractive vistas where possible is paramount.

The Town Centre is divided in two halves (western and eastern) by the railway line, which disrupts east-west movement for pedestrians and cyclists. Permeability from east to west is limited to a single footbridge over George Street into and through the rail station. Otherwise, the only other east-west connections are the Peats Ferry Road overbridge to the south or Bridge Road, over 700 m to the north.

Hornsby Shire Council is currently implementing a cycle corridor along Peats Ferry Road from the north (in the north-south direction) as well as in Hornsby Mall along the pedestrian thoroughfares of Florence Street and Hunter Street.

Public transport

Hornsby Station represents the junction of the T1 – North Shore Line, the T9 – Northern Line, as well as the NSW TrainLink InterCity and regional services. The station serves as a "gateway" to the Sydney Trains network from the north. From here, passengers can directly access much of metropolitan Sydney.

The bus interchange currently consumes a large area of land on the west side of the station. While the interchange provides an important function connecting people to and from the Hornsby town centre and the station, its current position and layout brings all the buses through a high pedestrian activity area. It also requires buses from the south and east to cross the rail line, adding time and distance to the route.

1.3 Vision, objectives, principles

Vision for Hornsby Town Centre

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. The highlighted points below indicate the objectives and principles that guide the parking strategy for HTC.

Key project objectives

- Develop an Urban Design Framework for Hornsby Town Centre that will enhance amenity, movability, efficient land use and spaces within the Centre and its immediate surrounding. With a focus on improving access and mobility within and to and from HTC, for people of all ages, abilities and mobility.
- Investigate the options available and to develop concept designs for renewal and revitalisation of the Hornsby transport interchange area.

- **Investigate the existing traffic and transport and parking issues of HTC, and develop a framework to effectively address and manage the issues currently and into the future to 2036 (addressed in this report).**
- Investigate and analyse the economic and employment land use potential of HTC.
- Develop a housing framework to facilitate the timely provision of required housing within HTC to 2036, complimented by a framework that identifies the current and future demand for affordable housing.
- Develop a Public Domain Plan with concept designs for the revitalisation.
- To identify the current and future needs of multifunctional community facilities and suitable locations for their provision.
- Identify other social and community infrastructure needs of the growing population.
- Creating a safer, healthier, diverse and sustainable centre by design, ensuring public and private developments actively contribute to greening and protect areas of environmental, cultural and heritage significance.

Principles

1 A centre that reflects the Shire through the use of tree canopy, landscape, water, sandstone, storytelling and linkages to Hornsby Park.

2 A centre that builds on the mall and expands the type and variety of public spaces that are both accessible and attractive.

3 A centre that supports a diversity of employment including start-ups, day to day services, businesses and offices, and employment catalyst such as a university or Government hub.

4 A cultural centre through provision of a range of community facilities connected to open spaces.

5 A centre that is viewed as a whole and integrates the east and west sides of Hornsby Town Centre seamlessly.

6 A centre that promotes and exhibits design excellence.

7 An active 18-hour economy creating a vibrant and attractive place.

8 Creation of public and private domain that support an increased tree canopy.

9 Development that results in human scale and fine grain.

10 A destination in its own right.

11 **Transport infrastructure that supports the vision in terms of well-located bus, train, commuter parking, cycling and pedestrian modes and linkages (assessed in this report).**

12 Development over the rail line at a scale that supports the aspirations of the centre.

13 A range of housing of high amenity at a variety of densities and scale to deliver greater housing diversity and housing choice including affordable housing options.

14 Identify, reinforce and protect important elements that contribute to the character of the centre. e.g. heritage buildings, place and landscape, mall, war memorial clock.

15 Identify limits to the centre and designate areas of activation.

16 Ensure built form and spaces have a human scale and that scale transitions are managed to maintain this scale.

17 Provide accessible public and private spaces easily navigated.

18 A centre that exhibits best practice environmental sustainability.

1.4 Transport principles

The Transport Plan is underpinned by a Transport Direction and transport principles to deliver a transport network that meets the needs of the town centre by becoming more sustainable, accessible and inclusive and less car dependent.

Generic transport directions

- Plan and deliver a network of accessible walking and cycling pathways and infrastructure to encourage more active lifestyle choices.
- Provide safe, easily understood, comfortable and shaded walking paths and footpaths to connect to local services, shopping, schools and public transport.
- Develop, implement and promote awareness and behaviour change programs to encourage more people to walk and cycle.
- Use technology and other incentives to encourage people to adopt active travel.
- Provide public, active and road transport connections to recreation areas, parks, open spaces and sporting facilities.

Generic transport plan principles

- **People first** – Transport must meet people's needs and provide suitable choices for movement of people and goods, taking a customer first approach.
- **Safety** – Support the safety of people using transport networks and those who may be impacted by the networks.
- **Accessibility** – Provide accessible transport options to meet the needs of all residents and visitors.
- **Sustainability** – Make transport decisions that are financially, socially and environmentally sustainable.
- **Environmental management** – Manage transport to protect and enhance the town centre air, water, vegetation and natural habitats.
- **Effectiveness** – Transport infrastructure and services should be fit-for-purpose and deliver intended outcomes.
- **Connectivity** – Transport provides easily understood and connected paths of travel from trip start to finish.
- **Reliability** – Transport networks and services shall have a high reliability and resilience to external impacts.
- **Integration** – Transport networks and services must work together and operate in partnership with land use and economic activities.
- **Demand management** – Manage demands and influence transport choice for movement of people and goods to improve network efficiencies and reduce or delay the need for new infrastructure.
- **Asset utilisation** – Address transport performance and whole-of-life economic, social and environmental costs and reduce or delay the need for new infrastructure.

1.5 Study area

This study focuses specifically on transport issues within HTC, shown in Figure 1.1. However, it is understood that there is an inter-relationship between transport conditions inside and outside the HTC boundary, with other path options available via the M1 Motorway for through traffic travelling north-south.

The red outline in Figure 1.1 shows the Hornsby Town Centre study area for the study and the blue dotted outline depicts the boundary used for traffic modelling using the VISSIM software package.

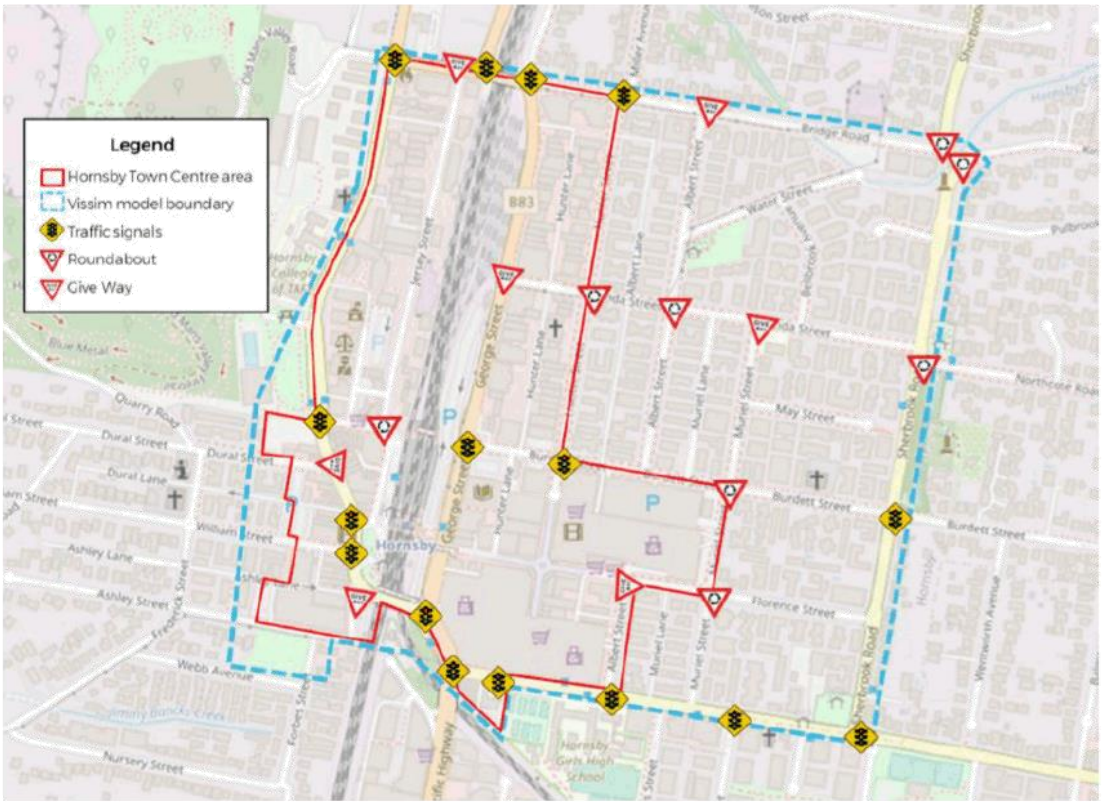


Figure 1.1 HTC study area, including the boundaries used for traffic modelling and traffic control locations

Both the eastern and western sides of the Town Centre include retail and commercial land use. However, the quantity of on the eastern side is larger than the western side. The western side contains a number of significant civic land uses including the Council chambers, court, TAFE, public swimming pool and park. Residential development within the town centre is increasing, with new developments occurring in recent years.

1.6 Study purpose and structure

This Transport Plan supports 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. This Transport Plan recommends 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.

This report is structured as follows:

- Section 2 examines the key policy documents relevant to Hornsby Town Centre and reviews some of the relevant previous studies for the area.
- Section 3 presents the proposed land use changes for Hornsby Town Centre and investigates what this could mean for transport mode share.
- Section 4 estimates the transport implications of the new land use including the number of trips and parking spaces.
- Section 5 assesses how the transport network will fit into the revised Town Centre.
- Section 6 considers the parking situation in more detail to determine what space is required for parking, how to influence demand and how this parking can be integrated into the Town Centre.
- Section 7 investigates emerging technologies and future transport strategies to be considered as part of this transport plan.
- Section 8 contains a summary of the HTCR recommendations and information on how they can be delivered, including staging.
- Section 9 summarises the main conclusions for transport for the Hornsby Town Centre Review and suggests potential next steps to progress the transport strategies.

2 Policy context and previous studies

The Hornsby Town Centre Review focuses on the transport characteristics of the Hornsby Town Centre. This study is aligned with the government planning framework and is complemented by previous studies conducted in the project area, which are detailed in this section.

2.1 Future Transport 2056

Future Transport 2056 (Transport for NSW, 2020) is a suite of strategies and plans that set the 40-year vision, directions and principles for customer mobility in NSW, guiding transport investment over the longer term. It focuses on the transport-related decisions the NSW Government needs to make now to address Greater Sydney's and Regional NSW's growth and change.

This study's road network, public transport and active transport plan aligns with the Future Transport 2056 vision of:

- **Road network** – efficiency of the road network is increased through the application of technologies and more efficient utilisation of the available road space. An efficient road network is therefore critical to ensuring the economic growth of Greater Sydney.
- **Rail network** – The next step in the development of the 2056 vision for the rail network is to integrate these changes with planned fast rail, intercity and rail freight services within Greater Sydney.
- **Walking, cycling and public transport lower environmental impacts** To encourage more people out of their cars we need to continue to make walking and public transport more attractive options. ensure walking and cycling are the most convenient option for short trips to key destinations and within centres.
- **Integrating walking and cycling networks** – develop a connected metropolitan bicycle network, which will provide a safe, connected cycling network and grow the cycling mode share in the Greater Sydney area from one per cent in 2016 to five per cent in 2056.
- **Cycling requires safe and connected cycling infrastructure** to enable customers to ride more often. Appropriate cycling infrastructure linking communities to everyday destinations, such as centres, jobs, services, schools, public transport and parks.
- **Air quality/health impacts** – Transport considers the air quality and health impacts from the delivery and operation of the transport network. We design and construct our transport projects to minimise operational air quality emissions, such as diverting traffic away from local roads and by reducing congestion.

The issue of the amount of parking provided within Hornsby Town Centre is important to produce a liveable and viable town centre. Future Transport 2056 considers the following influences on parking and how it can support reduced car mode share and greater use of more sustainable transport modes:

- Continuing management of private vehicle congestion in high demand areas through the Parking Space Levy.
- Use of smart parking, supported by technology platforms to compliment traditional "modes" of transport. This could include embedding sensors and intelligent transport systems technologies in car parks.
- Improvement to commuter car parks as part of the Transport Access Program.
- Use of technology for Mobility as a Service (MaaS) that recognises car parking as a component of an end-to-end journey, offering a seamless multimodal journey.
- Providing parking in a way that supports access by alternative modes of transport to, from and within a vibrant centre. Parking spaces in busy locations may be used for other purposes, such as for wider footpaths, public transport or loading zones to create better street environments.
- Providing bicycle parking at the transport interchanges to extend the reach of public transport.
- Developing and implementing a Greater Sydney Parking Guideline in collaboration with local government to provide parking in a way that is consistent with the level of access by alternative modes of transport, including addressing the future provision of commuter car parks.

2.2 Hornsby Junction remodelling and commuter car park

The proposed remodelling of Hornsby Junction (for improved train operation) and the Hornsby commuter car park was reviewed by Transport for NSW in 2015. The Review of Environmental Factors (REF) concluded that the existing commuter car park at Hornsby Station (prior to works) had insufficient capacity to meet demand (Arup 2015). It estimated that an additional 143 unrestricted parking spaces would be required to accommodate the forecast 2036 parking demand (Arup 2015).

The Hornsby Station commuter car park provides approximately 374 unrestricted parking spaces. The REF assessed the impact of a new multi-storey commuter car park, providing for approximately 230 additional commuter parking spaces (approximately 600 spaces in total). The Proposal would also include a new vehicular entry and exit from the George Street/Burdett Street intersection (via reconfigured traffic signals).

The REF considered two locations for the commuter car parking, as shown in Figure 2.1 – on the eastern side between the rail corridor and George Street and in the car park of the TAFE on the western side of the rail corridor.

The TAFE car park site would have a smaller capacity (approximately 120 spaces) as that of the east side option. These spaces would be provided in addition to the existing 374 spaces. The REF acknowledged that the TAFE option would potentially conflict with Council's broader plans to redevelop land on the western side of the rail corridor.

The car park option between the rail corridor and George Street on the east side was the preferred site as it would:

- Be located on RailCorp (now Sydney Trains) land avoiding acquisition
- Have traffic efficiency and could have access from existing intersections
- Be in close proximity to Hornsby Station
- Maximise the number of spaces offered.

Since this REF was prepared, Transport for NSW has continued to pursue a commuter parking area on the TAFE site. Responding to concerns from Hornsby Shire Council regarding the impact of the facility on the amenity of the surrounding area, Transport for NSW has kept the facility at its smaller capacity, currently estimated to be 147 spaces.

Figure 2-1 | Options considered for the location of the commuter car park

Source: Hornsby Junction Remodelling and Commuter Car Park Review of Environmental Factors, Transport for NSW, 2016

Figure 2.1 REF options for commuter car parking

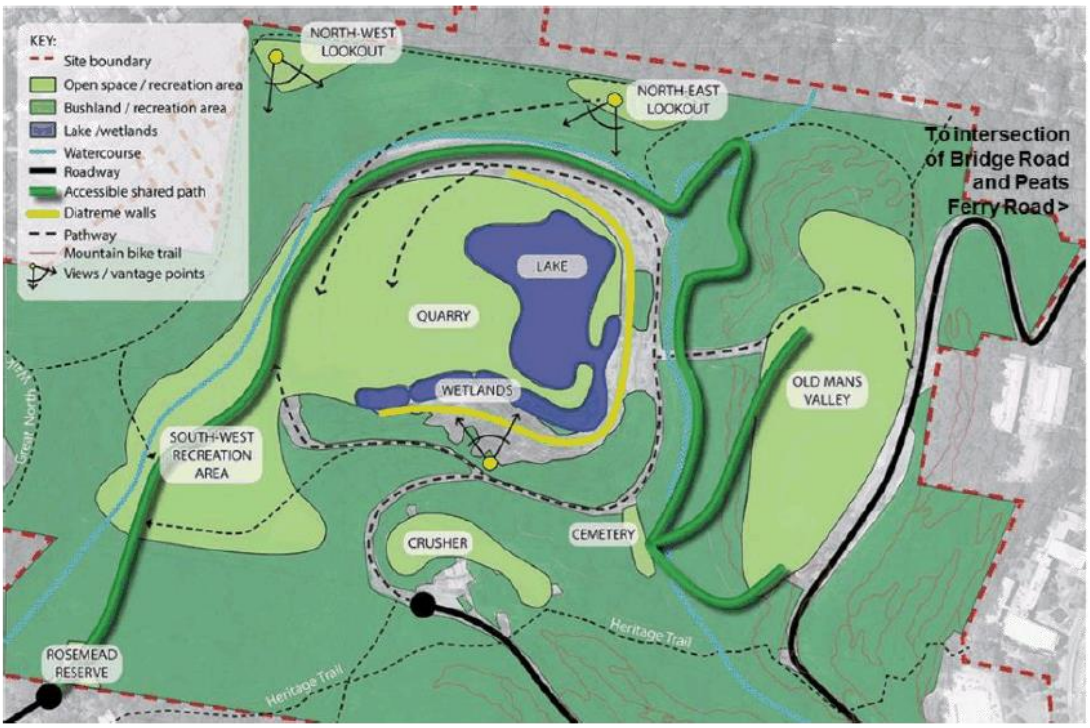
2.3 Hornsby Park

Hornsby Quarry is a former breccia hard rock quarry that was operated by private business from the early 1900s before ceasing operations in the late 1990s. In 2002 the site was acquired by Hornsby Shire Council from CSR. In 2016, the NSW Department of Planning and the Environment approved the delivery of spoil into Hornsby Quarry from the construction of the NorthConnex Tunnel. Fill received from the NorthConnex project is now completed, raising the bottom of the quarry void by approximately 50 m. Fill was also placed within Old Man's Valley to provide a usable platform for recreation.

A Master Plan for the site has been adopted by Council that provides direction for the future development of the site. Landform, access, environmental and heritage conservation, recreation provisions (passive, active and adventure), amenities, commercial opportunities are addressed in the Master Plan.

Hornsby Shire Council has committed to developing the Hornsby Quarry Park (Hornsby Park) as a landmark attraction for a wide range of local, residential and tourist visitors. In addition to more traditional natural area recreation opportunities such as bush walking and bird watching, there is significant opportunity to consider development of the Site for adventure style recreation activities such as "zip-lines" and other aerial activities, high ropes, luge, abseiling, rock climbing and water-based activities. The site will accommodate active recreational opportunities and there is also the potential for the site to host community events, celebrations, performance and cultural activities, whilst still providing for local recreation needs.

Figure 2.2 shows the potential layout of the Park (currently being assessed by Council). Vehicle access will be provided via the intersection of Bridge Road and Peats Ferry Road (shown in figure). Another vehicle access point from Dural Street would be reserved for service and emergency vehicles.



Source: Hornsby Shire Council: Hornsby Park Website: (http://hornsbypark.com.au)

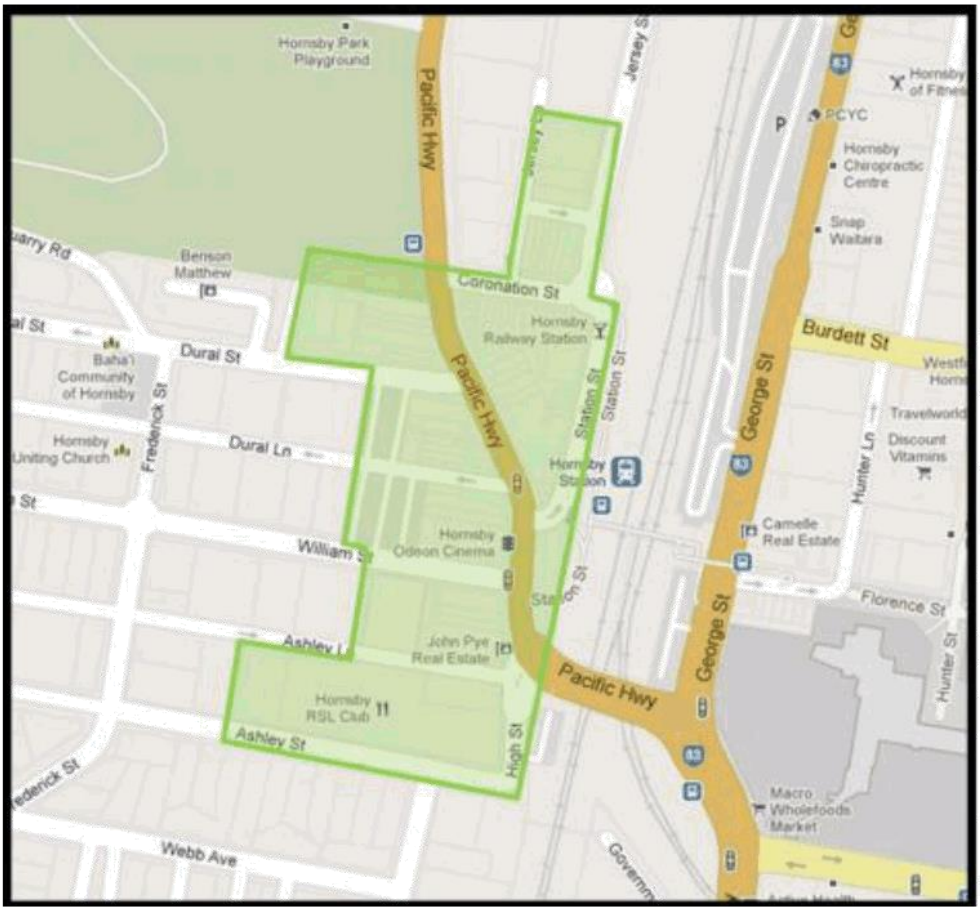
Figure 2.2 Potential plan of Hornsby Park

2.4 Hornsby West Side Traffic Study

Bitzios Consulting, May 2013, *Hornsby West Side Traffic Study version 003*, Hornsby Shire Council, Sydney

The aim of this traffic and parking study is to assist with the review of the planning proposal that would facilitate housing and employment targets under the NSW Government's *Metropolitan Plan for Sydney 2036*. The target includes 11,000 new dwellings and 9,000 new jobs of which 3,000 are expected to be within the Hornsby Town Centre by 2031.

In the Hornsby West Precinct, Hornsby Shire Council proposes to increase the existing height control and floor space ratios to permit higher density residential and commercial development. The assessment proposes a development yield of approximately 1,000 additional apartments and 18,000 m^2 for retail and commercial uses. The study concentrates on the area shown in Figure 2.3.



Source: Bitzios, 2013

Figure 2.3 Location map – Hornsby West Precinct

The Paramics microsimulation model investigates the impact of development yield increase. The study concluded that the redevelopment is feasible, subject to some modifications to the public domain plan to maintain traffic capacity at key intersections, and some modification to existing traffic signal phasing timing and coordination to improve certain movements at intersections.

2.5 Hornsby West Side Car Park Options Assessment

Bitzios Consulting, December 2014, Hornsby West Side Car Park Options Assessment, Hornsby Shire Council

This study assessed the impact of the increased traffic volumes on the local road network for the year 2021 and 2031. Two alternative car park options were considered for the study and a preferred option identified. Option 1 is a shared car park at Jersey Street TAFE (420 spaces) and a multi storey car park at William Street (325 spaces). Option 2 is a car park in Burdett Street (500 spaces).

A VISSIM microsimulation model was developed for the Hornsby West Side precinct in order to assess the proposed car park options in both 2021 and 2031 with 50 per cent and 100 per cent proposed development yields respectively. The model was further modified with upgrades deemed necessary to optimise the 2031 networks.

The results of the modelling show that car park Option 1 with the combination car park at William Street and TAFE car park at Jersey Street would result in an overall road network performance that is more acceptable. These two car parks would subsequently increase the traffic on Peats Ferry Road and worsen the minor approach performances on Peats Ferry Road.

2.6 Hornsby Area Strategic Model (HASM) – Model Development Report

Bitzios Consulting, 2015, Hornsby Area Strategic Model (HASM) model Development Report version 002, Hornsby Shire Council

To update the existing Hornsby Area Strategic Model (HASM) with the latest census data (updated to 2011) and STM zoning system (updated to 2011 Transport Zone System – TZ11). The model also incorporated changes to the road network between 2011 and 2016 including the reduction of speed limit to 40 km/h High Pedestrian Activity Area on Peats Ferry Road and intersection upgrade works at various locations.

The 2011 AM and PM peak Hornsby VISUM model has been calibrated and validated as closely as possible to the RMS Modelling Guidelines without adversely affecting the forecasting logic of the model. The model is considered fit for the purpose to be used as a base model in assessing the effects of 2016 and 2021 development and infrastructure upgrades within Hornsby Shire Council.

2.7 Parking Management Review

GHD, December 2010, Parking Management Review Hornsby Town Centre, Waitara and Hornsby Hospital Area, Hornsby Shire Council

This report is a parking management review with the aim of providing a strategic overview of existing parking issues and broadly identifying the initiatives, policies and measures needed to determine a long-term strategy for parking supply and management in the Hornsby Town Centre.

The objective was to assist Hornsby Shire Council to develop a holistic approach in developing a policy framework for a Parking Management Strategy for Hornsby Town Centre (East and West), Waitara and Hornsby Hospital areas. The review recognises the competing demands for car parking and sets out a broad framework to manage the use of parking for the benefit of the wider community. The aim is to stimulate activity in Hornsby Town Centre by enabling short term parking for access to facilities and services, while providing for longer stay commuter and employee parking in appropriate locations such as dedicated facilities or outside of major centres.

The report includes an analysis of existing parking conditions including key parking issues, supply and utilisation, a review of parking management practices, and a recommended strategic approach for parking management. Key findings and recommendations include:

- Review of parking time limits and restrictions, specifically reducing time limits within 400 m of the Town Centre
- Parking utilisation is high for on- and off-street parking – more short stay parking is required
- Review of locations of public and employee parking
- Developer parking contributions should be reviewed ($22,000 per space at time of study)
- Review of pay parking and residential parking schemes.

2.8 Hornsby Shire Council Car Parking Management Study

ARRB completed the Hornsby Shire Council Parking Management Study (HSCPM) on behalf of Hornsby Shire Council. It was adopted by Council in September 2020.

Relevance to HTC Review – The study considered options and initiatives for parking in commercial and high activity centres to contribute to sustainable goals. These include regulating the supply of public parking to support parking and transportation objectives including:

- Regulating users and limiting the types of vehicles that may use certain parking spaces
- Favouring higher value uses – such as for service vehicles, deliveries, customers and access for people with disabilities
- Encouraging remote parking by offering benefits to employees to encourage them to use alternatives to a car into the Town Centre
- Pedestrian improvements (improved connectivity to parking areas and lighting on pedestrian paths, wider footpaths, improved safety from less traffic from less parking, pedestrian improvements to be funded from parking fees)
- Reducing free parking spaces to push long-stay car parking to more remote locations.

The main recommendations for Hornsby Town Centre were:

- A priority of on-street parking as shown alongside:
- Technology to monitor parking, allowing real-time parking information to reduce the amount of traffic circulating to find a parking place, and assisting in enforcement
- Investigation of a bike sharing scheme with the local community
- A new pedestrian crossing facility on Peats Ferry Road outside Hornsby court
- Standardisation of timed on-street parking to 1 hour in key selected streets and 2 hour parking in a wider area, with isolated areas of 3 hour parking.
- Pay parking in the Dural Lane and Dural Street public off-street parking areas
- Long-stay parking to be pushed towards the edge of the Hornsby town centre area to not compromise its access and maximise use of space and activity within the centre. Council could enter into discussions with developers for a potential multi-deck commuter and long-stay parking facility on the perimeter of Hornsby town centre.

Priority	Hornsby Town Centre Parking	
	On-street	Off-street
Highest	Disability permit holders (where appropriate off-street parking cannot be provided)	Disability permit holders
	Loading/service vehicles	Short to medium-stay
	Public transport (including taxis)	Cyclists
	Drop-off/pick-up	Drop-off/pick-up
	Short to medium-stay	Loading
	Car share	Car share
	Motorcycle/scooter	Motorcycle/scooter
	Local Residents	long-stay visitors/workers/commuter
Lowest		Cyclists
Not allowed in this zone	Long-stay visitors/workers/commuter	Public transport

3 Land use changes

The Hornsby Town Centre Review is based on the principle of clustering the majority of large development within the town centre due to its superior access to transport, the variety of services available and to maintain Hornsby as a vibrant regional centre. From a transport/land use perspective, the implications of this are:

- Future growth in population and employment is concentrated in Hornsby Town Centre
- Lower growth in other parts of Hornsby Shire Council, as Hornsby Shire Council has met its growth targets through the Hornsby Town Centre Review project
- No net increase in development – just a redistribution of growth within the Shire.

In addition to the 2019 base case, the future years assessed in this study are 2026 and 2036.

3.1 Baseline

The Hornsby Town Centre is forecast to experience growth in population and employment as part of currently approved developments, anticipated future developments and natural growth (small-scale increases). The Transport for NSW population and employment projections, summarised in Table 3.1 for population and Table 3.2 for employment, document what future growth is already planned for Hornsby Town Centre. These forecasts are based on the current planning controls. The forecasts are available for Transport for NSW/Australian Bureau of Statistics Travel Zones. The two zones covering Hornsby Town Centre cover a slightly larger area than the Hornsby Town Centre Review Master Plan.

Table 3.1 Baseline STM Population projection

Travel zone	Population					Change from 2019	
	2016	2019[1]	2021	2026	2036	2026[1]	2036[1]
1625 (Western)	363	377	396	413	552	36 (10%)	175 (46%)
1627 (Eastern)	539	578	599	625	994	47 (8%)	416 (72%)
Total	**902**	**955**	**995**	**1,038**	**1,546**	**83 (9%)**	**591 (62%)**

Source: Transport for NSW Population and Employment Projections TPZ2016, v1.51

(1) Estimated by WSP

Table 3.2 Baseline STM Employment projection

Travel zone	Employment (Jobs)					Change from 2019	
	2016	2019[1]	2021	2026	2036	2026[1]	2036[1]
1625	1,721	1,868	1,966	2,076	2,350	208 (11%)	481 (26%)
1627	5,354	5,502	5,600	5,890	6,512	388 (7%)	1,010 (18%)
Total	**7,075**	**7,370**	**7,566**	**7,966**	**8,862**	**596 (8%)**	**1,491 (20%)**

Source: Transport for NSW Population and Employment Projections TPZ2016, v1.51

(1) Estimated by WSP

These population and employment increases will be assessed as part of the Future Base scenario. The future growth planned as part of the Hornsby Town Centre Review will be considered on top of this planned growth.

3.2 Hornsby Town Centre review

The study area has been divided into the town centre zones shown in Figure 3.1. The future development proposed as part of the Hornsby Town Centre Review has been estimated for each town centre zone, to allow the spatial impact of the additional development to be estimated.

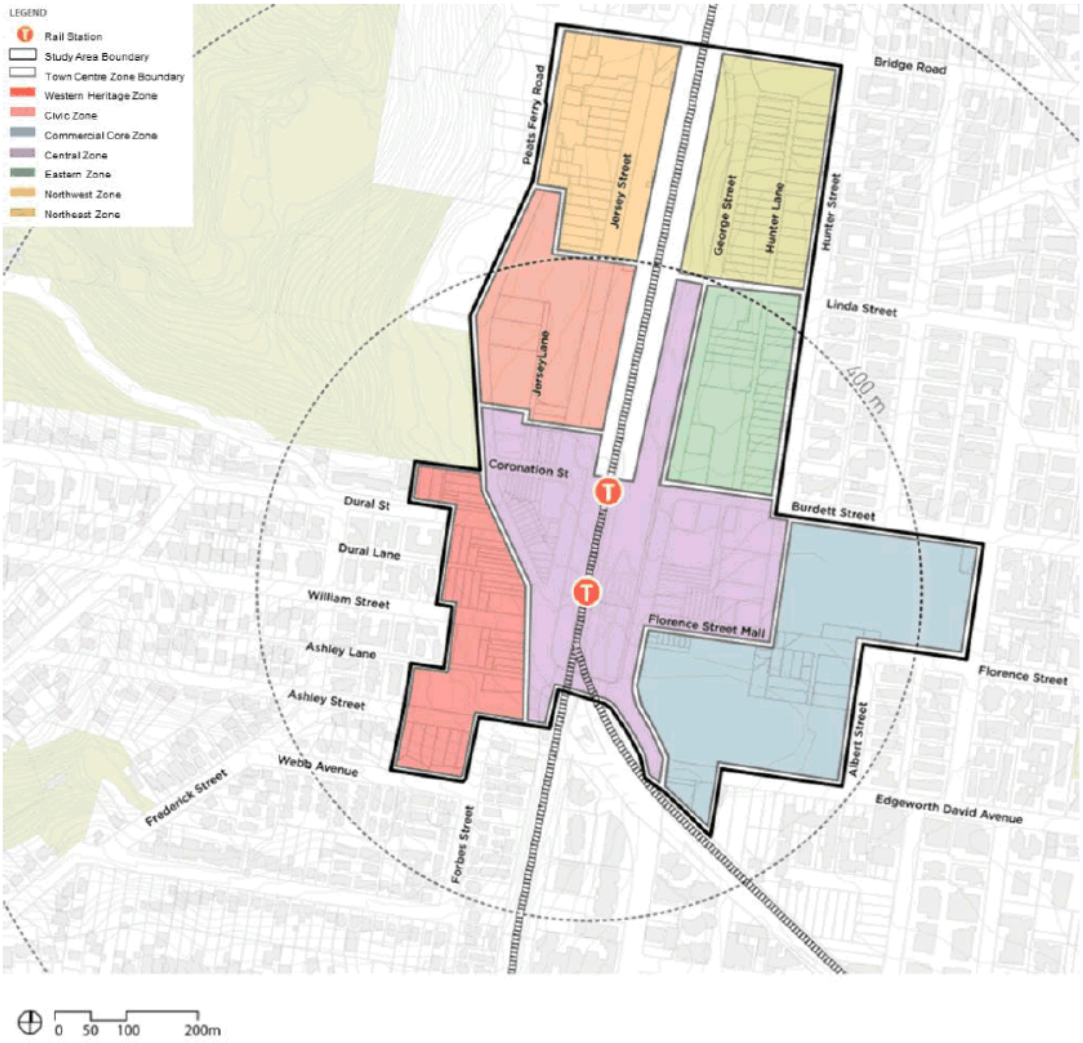


Figure 3.1 Hornsby Town Centre Review town centre zones

The proposed Hornsby Town Centre Review land use changes are summarised in Table 3.3. These numbers represent the impact of the proposed changes in planning controls. It is noted that the Transport for NSW forecasts are based on expected increases rather than the maximum permitted under the planning controls.

Development representing the Hornsby Town Centre Review was added on top of the future base case so that the total population and employment matched the proposed planning controls shown in Table 3.3.

The north-west and north-east town centre zones are expected to remain employment areas. Whereas the western zone, Commercial Core, Central Heart and eastern zones are expected to experience a growth in both population and employment. It is noted that in order to create space for the residential development within the Central Heart and Commercial Core, there would be less space for other retail and commercial land uses.

Table 3.3 Proposed land use table

Town Centre zone	Existing development			Current planning controls			Proposed planning controls		
	Dwellings	Population	Jobs	Dwellings	Population	Jobs	Dwellings	Population	Jobs
Western Zone	1	3	384	655	1,488	691	655	1,488	691
Civic Zone	-	-	306	9	21	501	9	21	501
Commercial Core	3	9	3,137	41	105	8,724	1,582	4,046	3,913
Central Heart	70	179	806	799	1,855	4,284	1,959	4,701	2,689
Eastern Zone	107	273	573	359	919	879	465	1,190	1,007
North-west Zone	-	-	260	-	-	549	-	-	971
North-east Zone	-	-	500	-	-	704	-	-	1,268
Overall	**181**	**463**	**5,966**	**1,864**	**4,388**	**16,333**	**4,671**	**11,445**	**11,040**

Source: HTCR Urban Framework Capacity Summary (Cox Architecture, emailed 29 March 2021)

3.3 Development staging

The Hornsby Town Centre Review has indicated the indicative staging of development as summarised in Table 3.4. This staging focusses on major land changes. The timing of other smaller developments is less certain.

Table 3.4 Indicative staging of development within HTC Town Centre Zones

Town Centre Zone	Stage 1 (0 to 5 years)	Stage 2 (5 to 10 years)	Stage 3 (10+ years)
Central eastern	Redevelopment of sites on the eastern side of George Street	Redevelopment on the western side of Hunter Street	-
North-west	-	-	Redevelopment of sites within Zone
North-east	-	Redevelopment on west side of Hunter Street and Bridge Road	Redevelopment of remaining sites within Zone
Civic	TAFE car park conversion to commuter parking	Redevelopment of TAFE carpark site	-
Western	Redevelopment of some RSL land and north of Dural Street	Redevelopment of some sites between Ashley Lane and Dural Street	-
Commercial Core	Redevelopment on Westfield site on south side of Burdett Street	Redevelopment of Commercial Core and remaining Westfield	Redevelopment of remaining parts of Westfield
Central	Redevelopment of the north side of Coronation Street Redevelopment of Library car park and land south to Florence Street	Redevelopment of parts of Westfield and land alongside Hunter Street north of Florence Street Redevelopment of sites west of Station Street	Over-Station Development

Source: Adapted from Cox Architecture, 27 April 2021

For this assessment, we have assumed that Stage 1 correlates to 2026 and Stages 2 and 3 equate to 2036.

A market overlay is then applied to understand the realistic take-up of growth identified above existing development, based on the following rate assumptions over a 20-year period:

- Residential: 66 per cent take-up on private land and 100 per cent take-up on public land
- Non-residential: 80 per cent take-up on private land and 100 per cent take-up on public land.

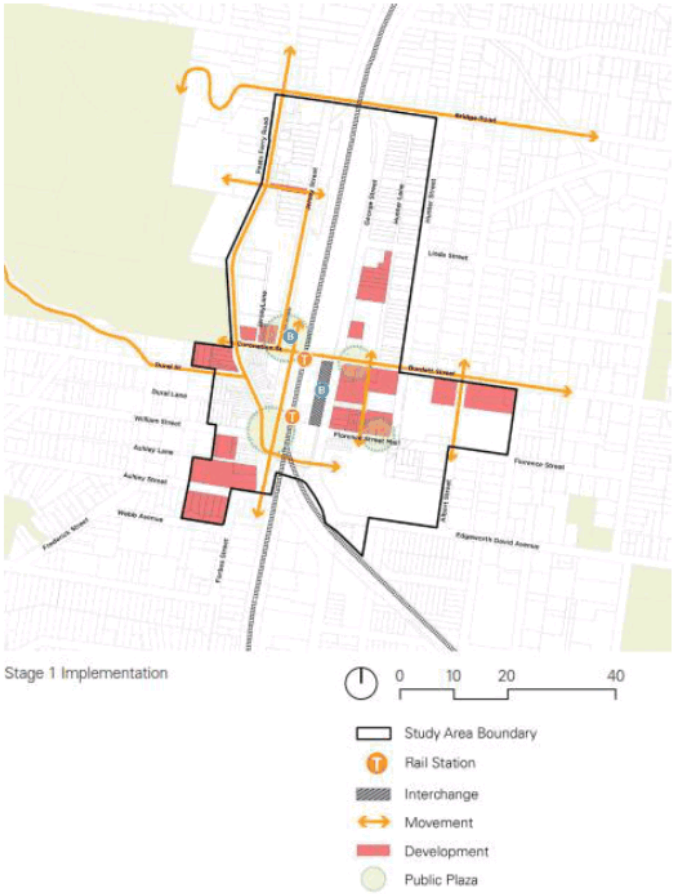
In addition, we have assumed partial build-out by 2026. Table 3.5 shows the percentage of full build-out completed by 2026. This indicates that residential development will occur more rapidly in the first stage than employment land uses.

Table 3.5 Percentage of ultimate development completed by 2026

Town Centre Zone	Jobs	Dwellings	Population
Central eastern	37%	37%	37%
North-west	0%	-	-
North-east	0%	-	-
Civic	0%	0%	0%
Western	55%	58%	58%
Commercial Core	14%	14%	14%
Central	12%	42%	44%
Total	**13%**	**34%**	**34%**

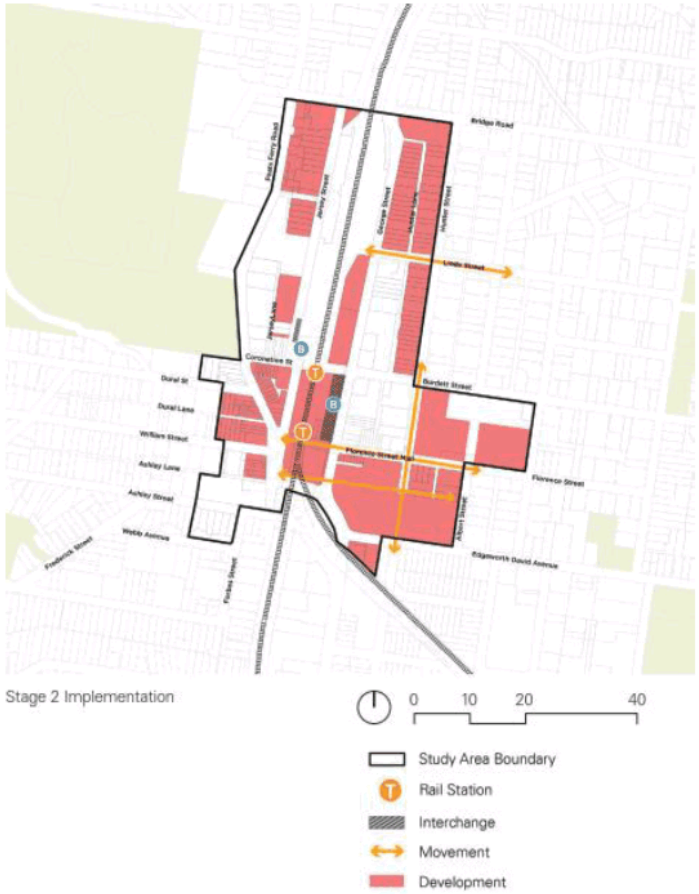
Source: Adapted from Cox Architecture, 27 April 2021

The development sites assumed for development stages 1, 2 and 3 are shown in Figure 3.2 for 2026 and Figure 3.3 for 2036.



Source: Cox Architecture, 27 April 2021

Figure 3.2 Stage 1 (0 to 5 years) development sites



Source: Cox Architecture, 27 April 2021

Figure 3.3 Stages 2 and 3 (5 years to 10+ years) development sites

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4 Impact on transport demand

The philosophy of the Hornsby Town Centre review is to consolidate growth in the town centre, in part because of its superior access to public transport services and range of opportunities within walking/cycling distances to reduce the amount of private vehicle travel. This section investigates the impact this philosophy will have on the new residents, employees and visitors transport choices and how these will translate to reduced numbers of trips on the road network.

4.1 Mode share

There are a number of factors that affect mode share. They are all inter-related and there is no single causal factor. These include:

- Employment density
- Population density – more potential users per square metre and a higher cost of parking
- Jobs within walking distance of home
- Proximity from home and/or workplace to train stations and/or high frequency bus stations
- Motor vehicle ownership
- Distance from the city centre – longer travel distances have higher transport costs (time, operating costs and congestion), while closer distances are more readily walkable or cyclable.

To gain an understanding of a reasonable transport mode share target for Hornsby Town Centre, a number of centres within Sydney were chosen for benchmarking against Hornsby today and in its planned state. They include Chatswood, Burwood, Hurstville, Epping, St Leonards, Paramatta and North Sydney. These locations were chosen as they have some similar characteristics to Hornsby Town Centre:

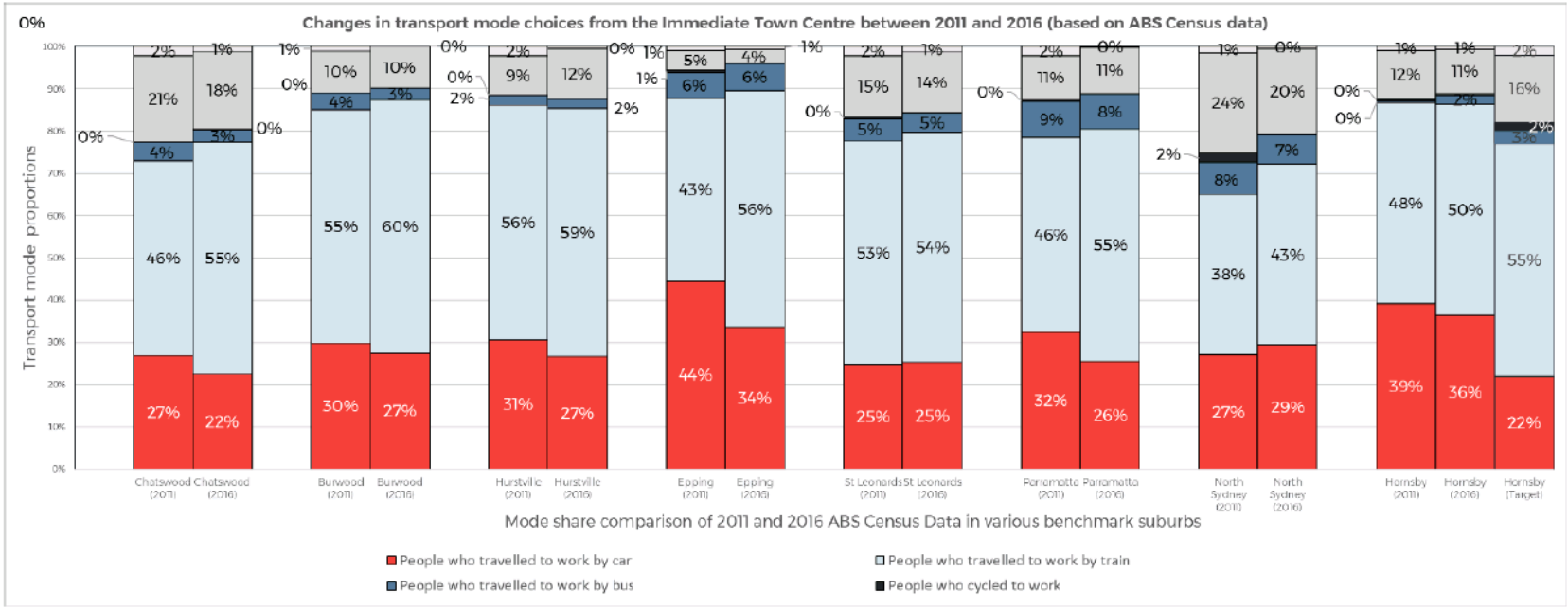
- All are Strategic Centres (except for Parramatta which is a Metropolitan Centre)
- These centres are the focus of public transport investment in support of achieving the 30-minute city objective
- All locations have high employment and residential density
- Their centre is somewhat developed around a rail station and generally anchored by large retail
- All are served by high frequency rail services.

Figure 4.1 presents the 2011 and 2016 residential mode share for trips from the Hornsby Town Centre, while Figure 4.2 shows the same information for Hornsby workers. They show that the car mode share has decreased between 2011 and 2016, corresponding with an increase in public transport (both rail and bus) use. The historic transport mode share is benchmarked against other town centres. The final graph shows the proposed future (2036) target for Hornsby town centre.

It is recognised that Hornsby is on the city fringe and therefore is used as a destination from the Central Coast and rural parts of the Shire. Public transport is not necessarily the most appropriate or accessible mode for these trips.

The proposed Hornsby Town Centre Review development is planned to have superior access to Hornsby Train Station. The diversity of land use, including substantial retail, entertainment, community service, education and recreation, will increase the internal trip containment and consequently the greatly increased use of walk and cycle for other trip purposes.

Table 4.1 outlines the reasoning for each of these mode share targets for resident trips from the immediate Hornsby Town Centre.



Source: ABS, Journey To Work, 2011 and 2016

Figure 4.1 Comparison of mode shares and 2011, 2016 and future Hornsby Town Centre

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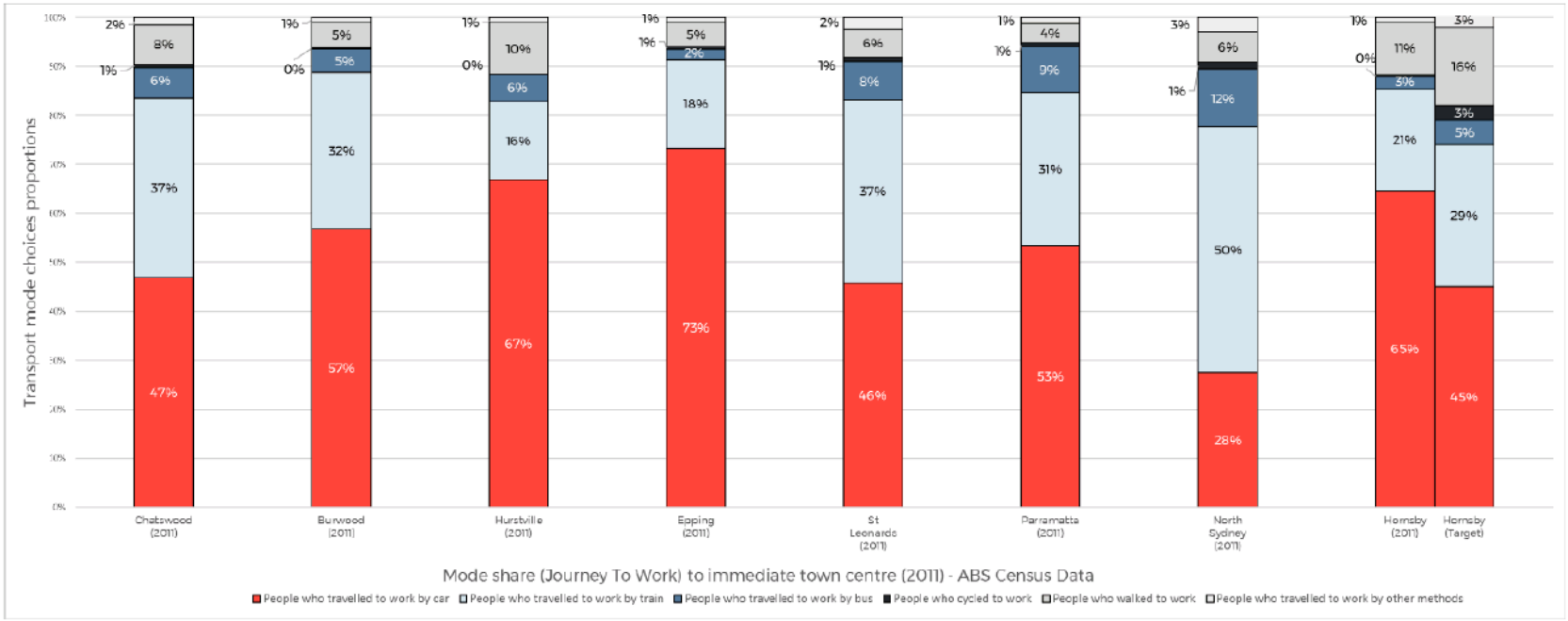

Source: ABS, Journey To Work, 2011 and 2016

Figure 4.2 Comparison of mode shares and future target mode shares for workers within the town centre 2011 and 2016

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Table 4.1 Mode Share Targets Residents (Journey to Work) from Hornsby Town Centre

Transport mode	Residents			Employees			Reasoning
	2011	2016	Target	2011	2016	Target	
Train	49%	50%	55%	21%	n/a	29%	— A realistic increase and a continuation of upward trend. — Easier access with new station entrance widening the catchment. — Increased frequency of trains reducing wait times. — Improvements to rail network – wider reach across Sydney removing the need to drive. — Similar to all benchmarked centres today.
Bus		2%	3%	3%	n/a	5%	— Increased frequency of buses reducing wait times. — More direct services reducing travel times.
Cycle	0%	0%	2%	0%	n/a	3%	— Improved cycling facilities. — Improved end-of-trip facilities. — Greater permeability through town centre. — Travel Demand Management measures (e.g. cycling promotion programs). — Greater up-take of electric bikes and shared bikes.
Walk	13%	11%	16%	11%	n/a	16%	— Improved pedestrian facilities improving accessibility. — Closer proximity between residents and jobs. — Increased job opportunities within town centre. — Improved amenity. — Travel Demand Management measures (e.g. walking promotion programs). — Similar to Chatswood, St Leonards and Parramatta.
Other	0%	1%	2%	1%	n/a	3%	— Increased up-take of micro-mobility.
Car	38%	36%	22%	65%	n/a	45%	— A large drop, similar to Chatswood and St Leonards today and a continuation of downward trend. — Tight parking policy. — Limited increase in road network capacity which will encourage shift to other modes.
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	

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The with HTCR land use and transport improvements were modelled in the Sydney Strategic Travel Model (STM) and compared to the base scenario (with NSW Government planned land use changes and planned and committed transport projects). It is noted that STM is a strategic model that considers wide-scale changes in travel behaviour. Shorter/local trips are sometimes not modelled, skewing the results in favour of long trips.

The analysis focussed on the two travel zones covering Hornsby Town Centre. This includes Zone 1625 covering the west side of the rail line and 1627 covering the east side. The following comparisons between the target mode shares and the results from the STM analysis are made:

- STM has a different mode share for Hornsby Town Centre than the 2011/2016 Journey to Work data.
- The with Hornsby Town Centre Review scenario has a consistently higher mode share for public transport compared to the Future Base scenario.
- The resident trips leaving Hornsby in the AM peak show a 16 per cent reduction in car mode share for the west side and a 19 per cent reduction for the east side of Hornsby. This validates the reduction target applied to the Journey to Work data.
- The worker and visitor trips to Hornsby Town Centre did not show a noticeable change in car mode share. This could be due to a number of factors including:
  - Access to public transport for Hornsby worker trips as they leave their home
  - Under-representation of short-distance trips in the strategic model – excluding the intended increase in people walking and cycling to the commercial and retail core.

Overall, the 5.4 per cent drop in car mode share for the west side and 6.0 per cent drop for the east is lower than the anticipated for the Hornsby Town Centre. However, if the change that was confirmed by STM and expected increase in short/local trips made by walking and cycling are factored in, the target change is considered feasible.

While the reduction in car mode share is encouraging, and signifies that the placement of development within an easy walking distance of Hornsby Station and Interchange is a sound one, the magnitude of the development means that there is still a large increase in the total number of trips travelling to and from HTCR. The largest increases are by walking, bus and rail, reinforcing the transport strategies of HTCR. However, the STM results summarised in Table 4.2 for the AM peak hour and Table 4.3 for the PM peak hour indicate that there will be a:

- 24 per cent increase in car trips (from 2016) to/from the west side of Hornsby Town Centre and 38 per cent increase in car trips to/from the east side in 2026 (35 per cent combined increase)
- 75 per cent increase in car trips to/from both sides of Hornsby Town Centre in 2036.

The increase in local walking and cycling trips would be in top of the changes reported in Table 4.2 and Table 4.3.

Table 4.2 STM results – Number of trips to/from and within HTCR zones 1625 and 1627 – AM peak hour

From	Base Case			With HTCR		Base change from 2016		HTCR change from 2016	
	2016	2026	2036	2026	2036	2026	2036	2026	2036
	Zone 1625 – HTC West Side								
Car	678	765	857	837	1,186	12.9%	26.4%	23.5%	75.0%
Car Passenger	103	115	123	143	224	12.2%	19.6%	38.9%	118.6%
Rail	230	301	328	351	533	30.7%	42.6%	52.5%	131.6%
Bus	38	47	55	57	89	24.9%	45.9%	52.4%	137.7%
Bike	3	3	4	4	7	10.1%	21.2%	32.2%	111.7%
Walk	85	97	108	124	221	14.9%	27.4%	46.2%	160.7%
Total	**1,136**	**1,329**	**1,474**	**1,516**	**2,260**	**17.0%**	**29.8%**	**33.5%**	**98.9%**

From	Base Case			With HTCR		Base change from 2016		HTCR change from 2016	
	2016	2026	2036	2026	2036	2026	2036	2026	2036
	Zone 1627 – HTC East Side								
Car	2,034	2,196	2,376	2,823	3,555	8.0%	16.8%	38.8%	74.8%
Car Passenger	548	580	616	780	1,065	5.9%	12.3%	42.4%	94.4%
Rail	523	706	795	986	1,585	35.0%	52.2%	88.6%	203.3%
Bus	107	138	164	212	319	29.0%	53.2%	97.2%	197.6%
Bike	18	19	20	25	35	4.6%	12.5%	40.3%	99.6%
Walk	531	600	655	823	1,406	12.9%	23.3%	54.9%	164.7%
Total	**3,761**	**4,238**	**4,626**	**5,648**	**7,967**	**12.7%**	**23.0%**	**50.2%**	**111.8%**

Table 4.3 STM results – Number of trips to/from and within HTCR zones 1625 and 1627 – PM peak hour

From	Base Case			With HTCR		Base change from 2016		HTCR change from 2016	
	2016	2026	2036	2026	2036	2026	2036	2026	2036
	Zone 1625 – HTC West Side								
Car	1,185	1,332	1,480	1,456	2,056	12.4%	25.0%	22.9%	73.6%
Car Passenger	221	258	279	312	488	16.9%	26.2%	41.1%	121.1%
Rail	237	315	342	362	541	33.0%	44.2%	52.6%	128.1%
Bus	38	47	55	58	91	25.5%	47.0%	53.2%	139.9%
Bike	8	9	10	11	17	9.6%	20.3%	30.0%	105.0%
Walk	139	163	182	206	367	17.0%	31.1%	47.9%	164.0%
Total	**1,827**	**2,124**	**2,349**	**2,403**	**3,559**	**16.2%**	**28.5%**	**31.5%**	**94.8%**
	Zone 1627 – HTC East Side								
Car	4,081	4,436	4,791	5,634	7,129	8.7%	17.4%	38.1%	74.7%
Car Passenger	1,368	1,478	1,554	1,939	2,566	8.1%	13.6%	41.7%	87.6%
Rail	575	788	880	1,080	1,678	37.1%	53.2%	88.0%	191.9%
Bus	131	167	195	253	371	27.6%	49.0%	93.0%	183.5%
Bike	34	36	39	49	73	6.1%	14.7%	45.4%	114.9%
Walk	881	1,001	1,094	1,365	2,307	13.7%	24.2%	55.1%	162.0%
Total	**7,069**	**7,906**	**8,553**	**10,320**	**14,124**	**11.8%**	**21.0%**	**46.0%**	**99.8%**

This magnitude of increase is large. It is likely that this would use up the spare capacity on the road network and may exceed it on certain corridors into and out of Hornsby in 2036. It would also place additional pressure on available parking supply.

When considering these numbers, it should be noted that STM **does not constrain trips based on parking supply** or pricing. It also projects trip numbers into the future based on current behaviour. This does not include long-term increases in working from home resulting from the COVID-19 experience.

Using the STM forecasts in in Table 4.2 and Table 4.3 as a guide, it is noted that the HTCR and future base would generate an increase in public transport passengers of:

Train:

- Approximately 1,500 trips from Hornsby Station and 1,000 trips to Hornsby Station in the morning 2 hour peak in 2036
- Approximately 1,200 trips from Hornsby Station and 1,350 trips to Hornsby Station in the morning 2 hour peak in 2036.

Bus:

- Approximately 180 trips from Hornsby Station and 300 trips to Hornsby Station in the morning 2 hour peak in 2036
- Approximately 330 trips from Hornsby Interchange and 200 trips to Hornsby Interchange in the morning 2 hour peak in 2036.

4.2 Trip generation

Ultimate trip generation rates at full development

Standard Transport for NSW Technical Direction (TDT13/04a) trip generation rates for high-density residential dwellings have been adjusted for the proposed Hornsby Town Centre mode share. These were then compared to the trip generation rates from the STM model for verification. The resulting trip generation rates by 2036 are:

Residential development in HTC:

- **0.14** vehicle trips per residential dwelling in the AM peak (1 hour)
- **0.11** vehicle trips per residential dwelling in the PM peak (1 hour).

Combined retail and office floorspace (including customer and delivery trips is):

- **0.76** vehicle trips per 100 m^2 GFA in the AM peak (1 hour)
- **2.05** vehicle trips per 100 m^2 GFA in the PM peak (1 hour).

It is expected that the AM rate is lower than the PM because of a lower number of retail trips are lower in the AM peak.

Tip generation rates in Stage 1 (2026)

In 2026, the type of residential development created by the Hornsby Town Centre Review would largely include the benefits of proximity to Hornsby Station, the Town Centre and the interchange. We have therefore assumed that it would achieve **80** per cent of the ultimate change for 2036. This percentage is an estimate of the degree to which the new development will be able to achieve the forecast travel behaviour change without a complete set of infrastructure changes.

It is estimated that the residential trip generation rate in 2026 would be:

- **0.16** vehicle trips per residential dwelling in the AM peak (1 hour)
- **0.13** vehicle trips per residential dwelling in the PM peak (1 hour).

For office and retail development, it is expected that the adoption of new ways of travelling will be slower without the changes to the Station and bus network and due to the lag in residents taking up live/work in the same area opportunities. Assuming an even rate of change from 2020 to 2036, it is assumed that **40** per cent of the ultimate (2036) mode share change would have occurred. This percentage is an estimate of the degree to which the new development will be able to achieve the forecast travel behaviour change without a complete set of infrastructure changes.

The trip generation rates for the combined retail and office jobs (including customer and delivery trips is):

- **0.97** vehicle trips per 100 m^2 GFA in the AM peak (1 hour)
- **2.73** vehicle trips per 100 m^2 GFA in the PM peak (1 hour).

Trip comparison

One of the areas surveyed in the assessment of the Sydney-wide typical rates for the Transport for NSW Technical Direction (TDT13/04a) trip generation rates was Chatswood. Hornsby Town Centre is expected to have similar travel behaviours to Chatswood. A graph comparing the surveyed and proposed trip generation rates is shown in Figure 4.3.

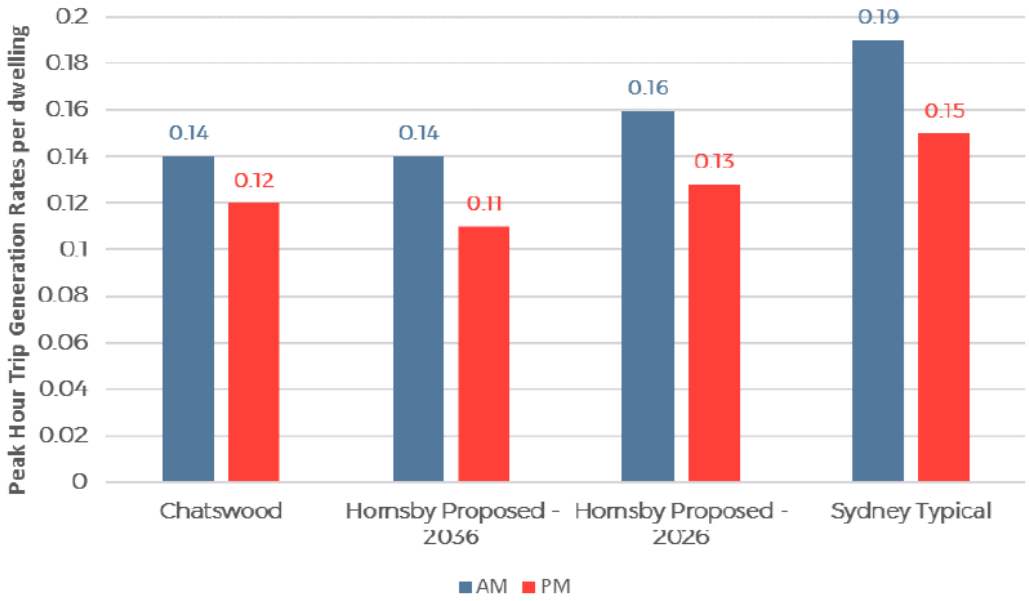


Figure 4.3 Comparison of peak residential trip generation

This shows that the proposed residential trip generation rates for Hornsby Town Centre are within the range of typical values for Sydney. In the long-term, the Hornsby Town Centre would be close to the number of trips being generated in one of the benchmarked locations.

5 Movement and place

Through embracing a holistic planning perspective, movement can successfully connect people to jobs, education and services, as well as enhance and contribute to the success of place by improving liveability, access to services and economic success. Comprised of numerous place elements which contribute to the uniqueness of place, the consideration of Hornsby's existing topography, land use and activities within the planning and design process will ensure the town centre's revitalisation reflects Hornsby's story and future needs.

The movement and place recommendations support east-west pedestrian and cycling connectivity, increased active and public transport use, reduction in car dependency, and the reduction of "through-travel" on Peats Ferry Road. The HTCR offers a unique opportunity to align the movement which occurs within the town centre with its design, to deliver a truly connected, and accessible place where the community of Hornsby can thrive.

5.1 Road network

5.1.1 Existing road network

Hornsby's existing road network has the Pacific Highway/George Street/Bridge Road/Jersey Road corridor as the signposted through traffic route. However, geometry and history mean that Peats Ferry Road (the old Pacific Highway) is still used by more through traffic than its role in the network would suggest. Sherbrook Road to the east of the Town Centre provides an alternative route for some through traffic heading to/from the suburbs to the north and south.

East-west movement is concentrated on Edgeworth David Avenue in the southern portion of the study area and Bridge Road in the north. Burdett Road provides access to the retail centre from both George Street and Sherbrook Road.

Traffic movement is slowed during peak periods along George Street and Edgeworth David Avenue by the number of turning movements at cross-streets, primarily accessing the retail centre. The mixing of north-south and east-west traffic movements at the closely spaced intersections of Pacific Highway/Edgeworth David Avenue and George Street/Peats Ferry Road is exacerbated by access movements to/from the Westfield Shopping centre and Hornsby Train Station. This results in this location becoming a key location for congestion within Hornsby Town Centre.

The opening of NorthConnex has significantly improved access between the M2 (at West Pennant Hills) and M1 (at Wahroonga) motorways and relieved congestion, particularly from trucks on Pennant Hills Road. It adds a strengthened M1 Motorway bypass of Hornsby Town Centre, potentially reducing the volume of through traffic.

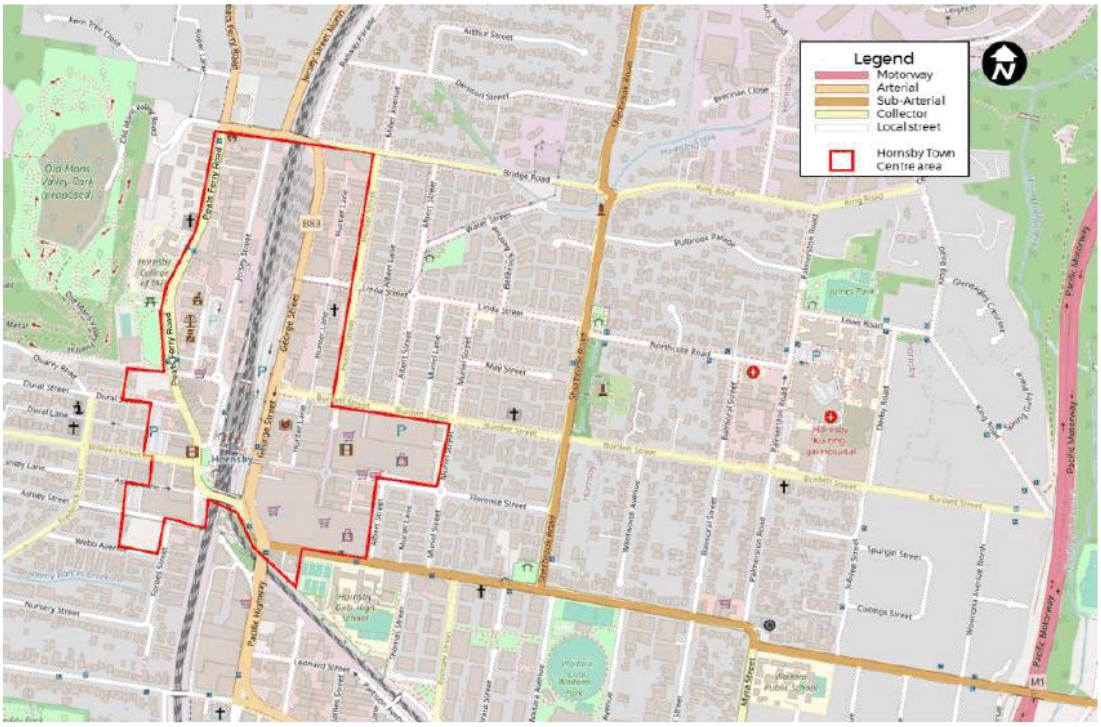
5.1.1.1 Road Hierarchy

The major traffic route through the study area is the north-south George Street corridor. This route provides both a route for traffic passing through HTC and to/from HTC, experiencing a traffic volume in the order of 30,000 vehicles per day. It is a State Road in Transport for NSW's road network classification, meaning it is managed and financed by Transport for NSW as part of Sydney's road network, in consultation with Council. The state road corridor includes: Peats Ferry Road and Jersey Road North, north of Bridge Road, Bridge Road between Peats Ferry Road and George Street, George Street and the Pacific Highway. Parallel routes with lower traffic volumes include Peats Ferry Road and Sherbrook Road.

Edgeworth David Avenue (in the south) and Bridge Road (in the north) accommodate the highest east-west traffic volumes (approximately 20,000 vehicles per day) and provides a connection between the major north-south routes. They also coincide with the road crossing points of the rail line. Other streets on the eastern side of HTC offer alternative routes and create a porous street network for vehicles.

Edgeworth David Avenue and Sherbrook Road are listed as Regional Roads, meaning they are managed by Council with 50/50 funding between Transport for NSW and Council. They play a role in connecting Hornsby to the east and north (Pacific Motorway connection).

The road hierarchy within Hornsby Town Centre is shown in Figure 5.1. The George Street State Road corridor is classified as a sub-arterial road based on its role moving through traffic, the high volumes it experiences and its role as an alternative route to the Pacific Motorway.



Base image source: *OpenStreetMaps*

Figure 5.1 Hornsby Town Centre Road Hierarchy

Edgeworth David Avenue, Sherbrook Road, Peats Ferry Road and Bridge Road between Sherbrook Road and George Street are classified as collector roads. The remaining roads are local streets or laneways.

5.1.1.2 Traffic volumes

A series of traffic surveys were collected on Thursday 8 August 2019, during the AM peak period (7.00 am–9.00 am) and PM peak period (4.00 pm–6.00 pm), as inputs to a VISSIM traffic model for the study area. The survey data includes intersection and mid-block traffic volume surveys, travel time surveys along major routes, origin/destination surveys to confirm how much traffic travels from one area to another and what route it takes, SCATS traffic signal data and queue observations. The traffic volumes surveyed are represented in the volume plots from the calibrated 2019 VISSIM model shown in Figure 5.2. They range up to 3,000 vehicles per hour in the PM peak, with the Peats Ferry Road (north), Bridge Road, George Street and Pacific Highway corridor having the highest volumes.

5.1.1.3 Intersection performance

The existing intersection performance, as evaluated by the VISSIM model, is shown overleaf in Figure 5.3. In general the road network operates relatively well. Congestion points are located at:

- Intersection of Peats Ferry Road and Bridge Road in the AM peak – operating close to capacity
- George Street from Edgeworth David Avenue to Burdett Street in the PM peak – large volume of moving traffic
- Intersection of Edgeworth David Avenue and Sherbrook Road experiencing high traffic demand in the PM peak.

2019 AM peak

2019 PM peak

Figure 5.2 Existing traffic volumes – weekday AM and PM peaks

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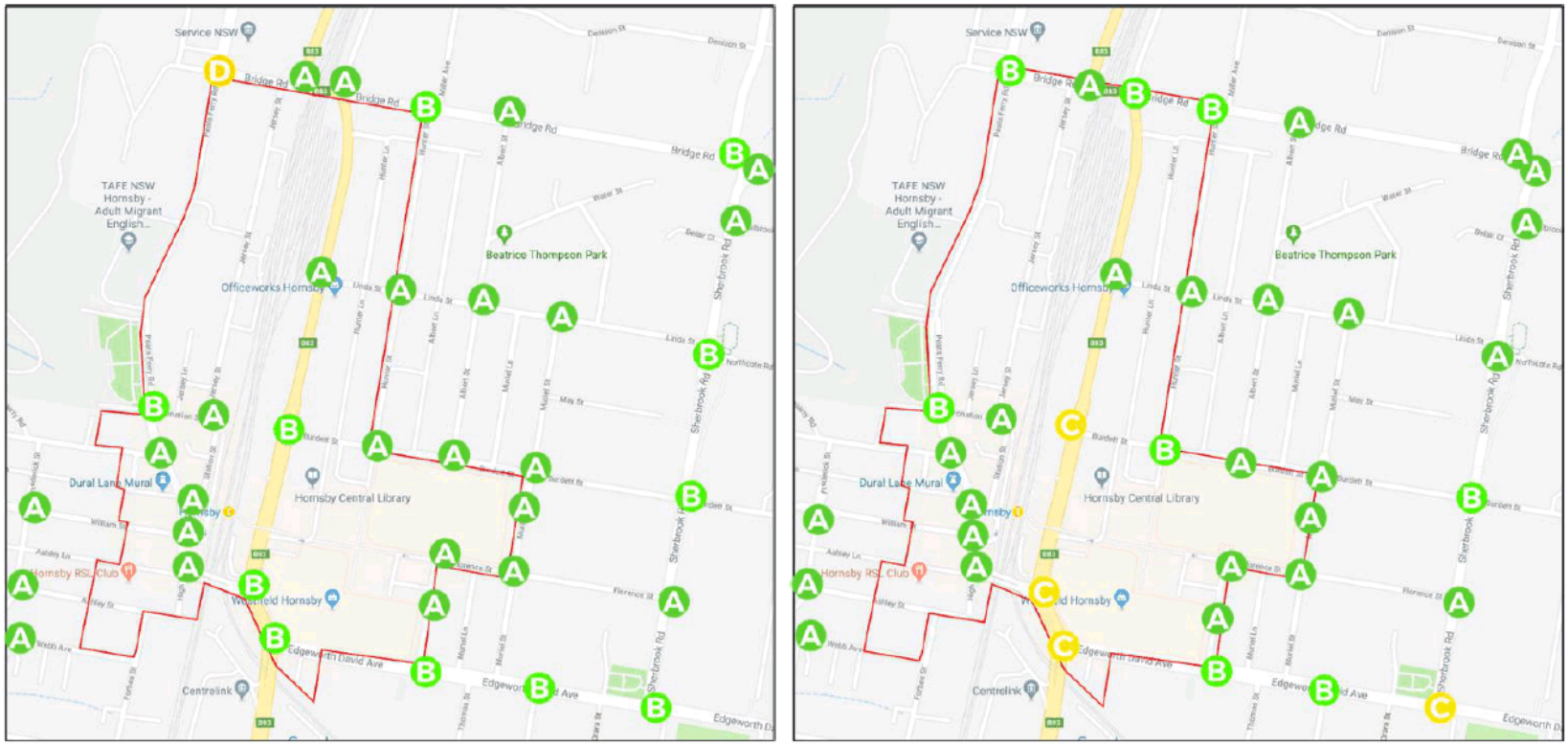


2019 AM peak

2019 PM peak

Figure 5.3 Existing intersection performance – weekday AM and PM peaks

ATTACHMENT 3 - ITEM 8

5.1.1.4 Travel patterns

The travel patterns from origin-destination surveys on Thursday 26 September 2019 during the AM and PM peak periods are summarised in Figure 5.4 and Figure 5.5 respectively. These graphics are based upon trips passing a discrete number of camera locations and do not include the additional trips that start and finish within the study area or that started within the study area and then exited the study area (so-called internal–external trips).

Overall, the graphics indicate that during the AM peak period, there is a significant number of trips which come from or travel towards the north (Hornsby Heights, Galston Gorge, Asquith and further north). There is also a significant number of trips to the western side of HTC and Hornsby Westfield shopping centre.

During the PM peak period, there is a similarly large number of trips travelling to and from the north. The number of trips to and from the Hornsby Westfield shopping centre, represents a larger share of the trips associated with increased retail activity.

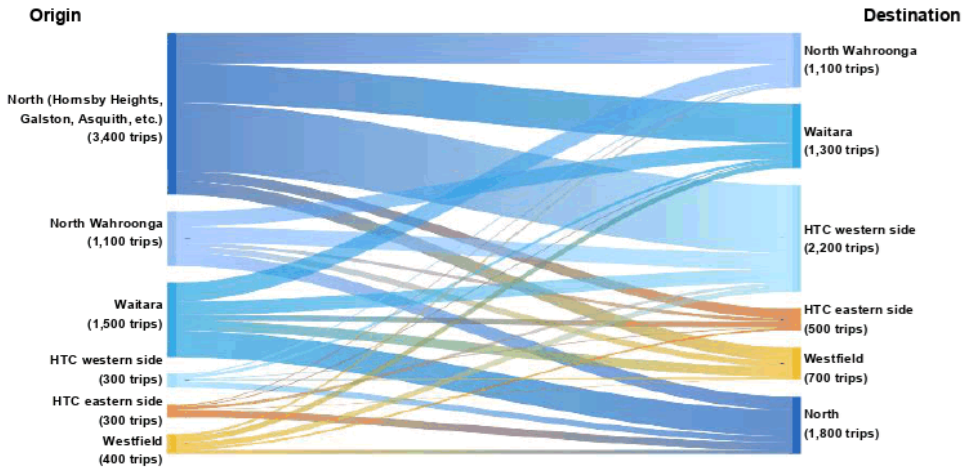


Figure 5.4 Origin-destination survey travel patterns – AM peak

Figure 5.5 Origin-destination survey travel patterns – PM peak

5.1.2 *Proposed road network changes*

In broadening our thinking about road networks beyond movement, there are opportunities to deliver social, environmental and economic improvements for the entire community. Movement recommendations aim to enhance permeability and connectivity, and seek to prioritise and integrate transport modes. In doing so, the proposed hierarchy of movement will support an improved balance in street function and promote walkability throughout the town centre.

The Jersey Road North, George Street and Pacific Highway north-south corridor would be signposted as the through-traffic route through Hornsby Town Centre, with the use of Peats Ferry Road and other local streets discouraged for through traffic. This strategy would be reinforced by intersection changes at the intersections of Jersey Street North/ Bridge Road/George Street to enable it to operate as one intersection rather than two (one each side of the rail bridge). Changes to the intersection of Peats Ferry Road and Bridge Road would also be targeted at encouraging the movement of traffic to/from Galston Road to use George Street rather than Peats Ferry Road between the Pacific Highway and Bridge Road. Bridge Road provides the main access route from the north-east and Edgeworth David Avenue from the south-east.

Peats Ferry Road would retain its role of servicing the western side of Hornsby. This road would provide a local access function. A number of upgrades are planned to improve public amenity and walkability. Additionally, the reduction of bus numbers on Peats Ferry Road through the splitting of the transport interchange will improve amenity and walkability.

A "bypass" route along Sherbrook Road is proposed to encourage traffic away from Edgeworth David Avenue, Peats Ferry Road and George Street, which are forecast to be congested in the future with or without the Hornsby Town Centre Review. This would include converting Sherbrook road from one traffic lane and one parking lane in each direction to two traffic lanes in each direction during the peaks (parking allowed between peaks and at night) and intersection changes. The proposed primary traffic routes are shown in Figure 5.6.

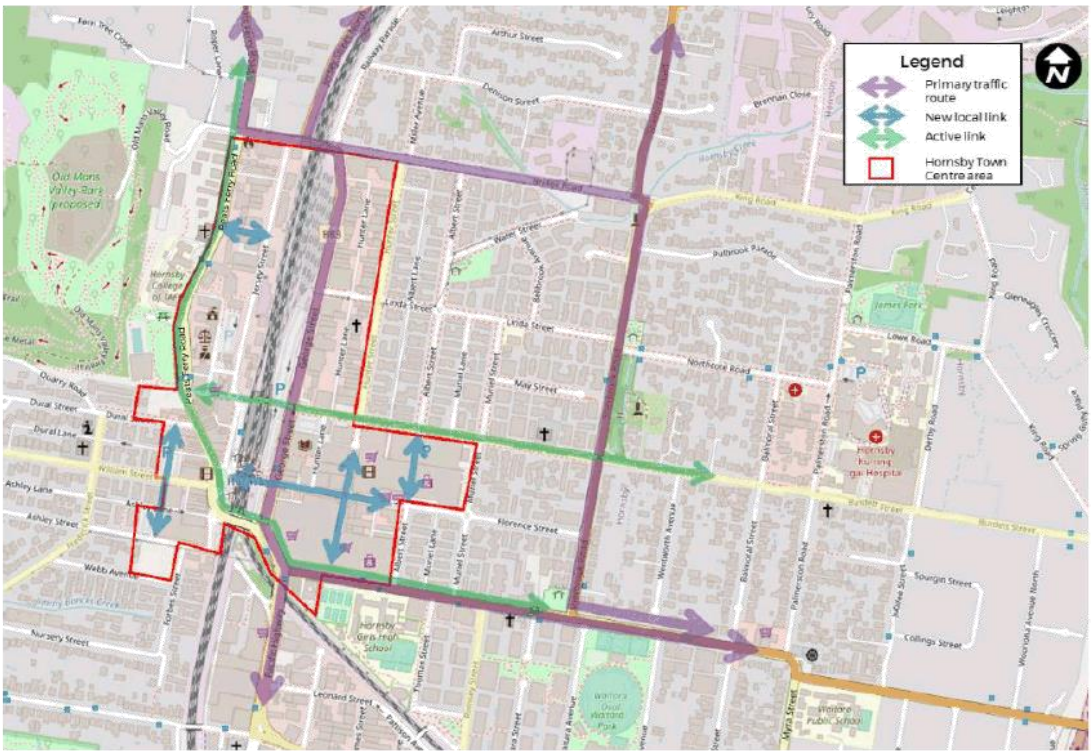
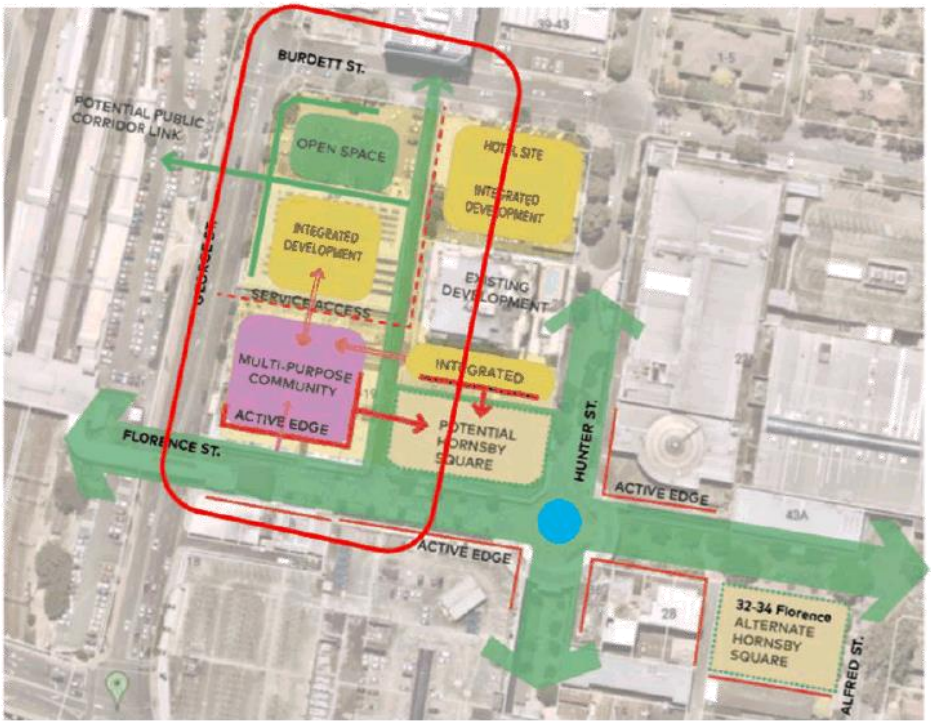


Figure 5.6 Proposed road network with bypass routes

The recommended road network upgrades are outlined in section 7. The major changes affecting the road network and circulation are:

- The planned land use changes in the blocks bounded by George Street, Florence Street, Hunter Street and Burdett Street, shown in Figure 5.7, will require the following road changes:
  - Florence Street closed to vehicle traffic from George Street to Hunter Lane
  - Hunter Lane closed to traffic from Florence Street to a new lane
  - New lane from George Street to Hunter Lane for access to the new development.



Source: *Cox Architecture, 2021*

Figure 5.7 East side land use and pedestrian mall changes

- The implementation of traffic calming interventions on Peats Ferry Road will seek to reduce through-traffic and divert traffic away from the retail core of Peats Ferry Road. This will help to facilitate better east-west active transport links, including from the station to Quarry Park, and celebrate the heritage character of the west side.
- Urban design changes on the western side of Hornsby Station will include the conversion of Coronation Street to one-way westbound, Station Street to one-way northbound and the closure of the bus interchange exit to the intersection of Peats Ferry Road and William Street.
- The master plan also proposes a new east-west laneway connection between Peats Ferry Road and Jersey Street near the current Jersey Lane. This helps to break up the long north-south block and also accommodates buses accessing the new bus interchange. It also enables the urban design changes proposed for Coronation Street.

5.2 Pedestrian and bicycle

5.2.1 *Existing active transport arrangements*

In general, the current road network prioritises vehicular movement to the detriment of cyclists and pedestrians. Treatments have been applied to Peats Ferry Road with some success in reducing through traffic and calming traffic. However, the volume of traffic is still higher than desired. The Florence Street and Hunter Street pedestrian malls have created a good area for pedestrians. However, traffic movements at the periphery of the retail core make it difficult for this space to be accessed.

Supporting the use of sustainable transport modes plays a crucial role in supporting Hornsby achieve its goals for living and working. Facilitating the uptake of walking and cycling will assist with activating Hornsby at the person-scale and reduce the demand for private vehicle travel and thus reducing congestion. Connected and legible pedestrian links and cycling routes are critical for permeability through the town centre and connections to nearby origins and destinations.

5.2.2 *Proposed active transport changes*

The master plan presents a multi-modal and connected urban centre that successfully balances place and the movement of people. To achieve this, the key move is a new east-west connection for pedestrians and cyclists across George Street and the railway, via a new station entrance, connecting Burdett Street and Coronation Street. This is critical to the success of the master plan achieving its goals, as it helps to overcome the east-west barrier that has challenged the town centre in the past.

Figure 5.8 overleaf shows the proposed active transport network. It plans a strengthening of existing pedestrian spaces with the addition of new links to improve permeability. A large expansion of the bicycle network is proposed to improve Hornsby Town Centre's connection to the residential areas surrounding it.

The new pedestrian connection between the east and west sides is planned by adding a northern concourse to Hornsby Station, as shown in Figure 5.9. As well as reducing the barrier effect of the rail line, this also reduced the walk distance for much of the new residential development to Hornsby Station and facilitates interchange between the new split bus interchange.

The implementation of new pedestrian links through the Westfield site, facilitated by redevelopment, will break-up the big-box retail block, to improve pedestrian connections into and within the commercial precinct, and south-east to Edgeworth David Avenue.

New facilities for cyclists will be provided through shared paths on:

- The western side of Peats Ferry Road, improving access to the TAFE and Hornsby Aquatic and Leisure Centre
- Station Street south of Coronation Street through to Peats Ferry Road (northern side) and Edgeworth David Avenue, improving east-west connectivity for cyclists
- Sherbrook Road and Florence Street, connecting the east to the retail core.

New on-road cycling links will also be provided on:

- Jersey Street, providing a key north-south connection from the north-west into the station and town centre
- Hunter Street, providing a key north-south connection from the north-east into the town centre and station
- William Street, providing a key east-west connection from the south-west into the station and town centre
- Frederick Street, providing a key north-south connection into Hornsby Park
- Dural Street, providing a key east-west movement from Coronation Street into Hornsby Park.

In addition to the above, there is the potential for future grade-separated pedestrian connections from the new northern station concourse over George Street, improving the priority and safety of pedestrian movement. Further assessment of the potential for this connection will be undertaken when details of the surrounding developments are known.

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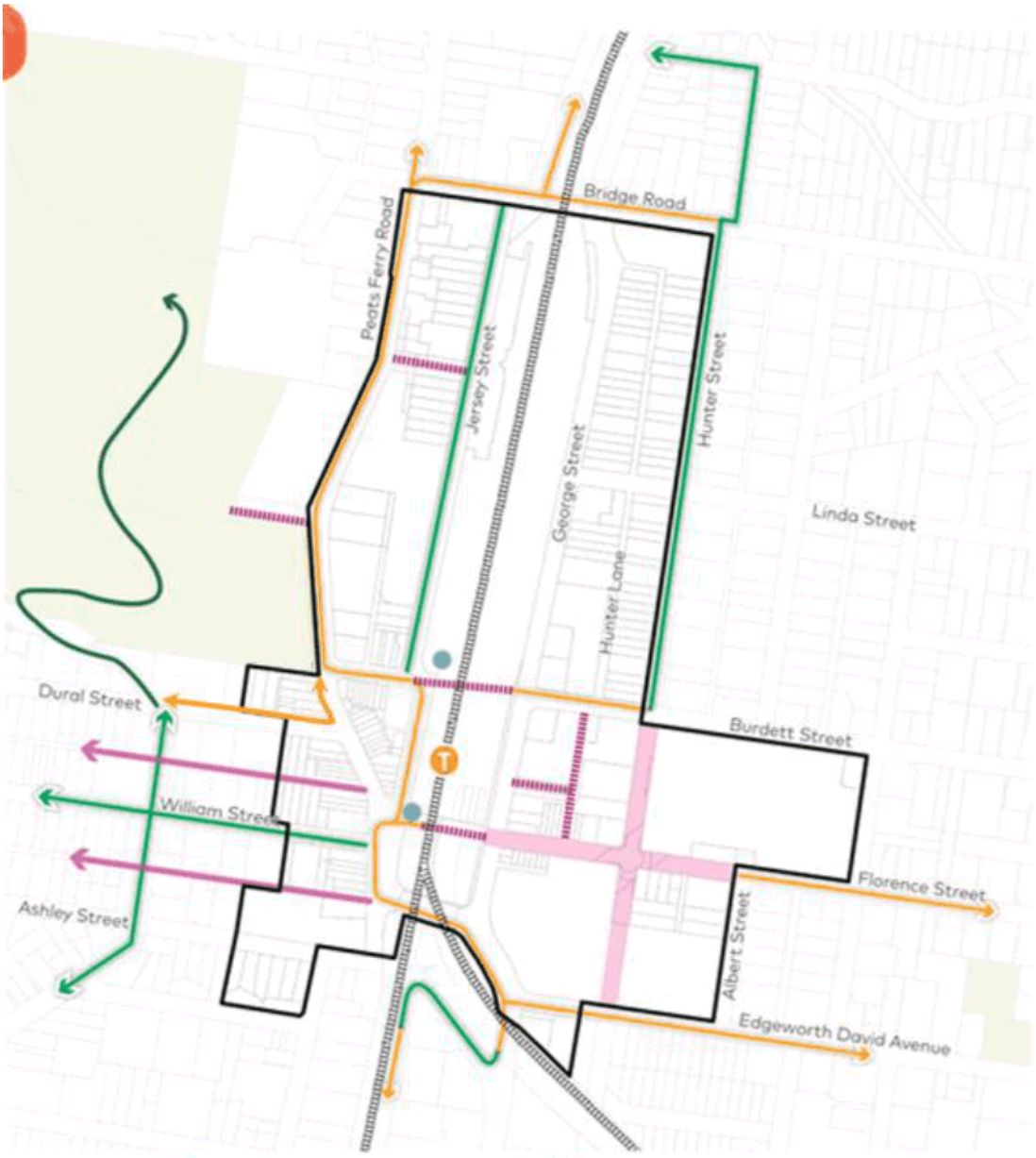

Figure 5.8 Proposed Active Transport Links within HTC

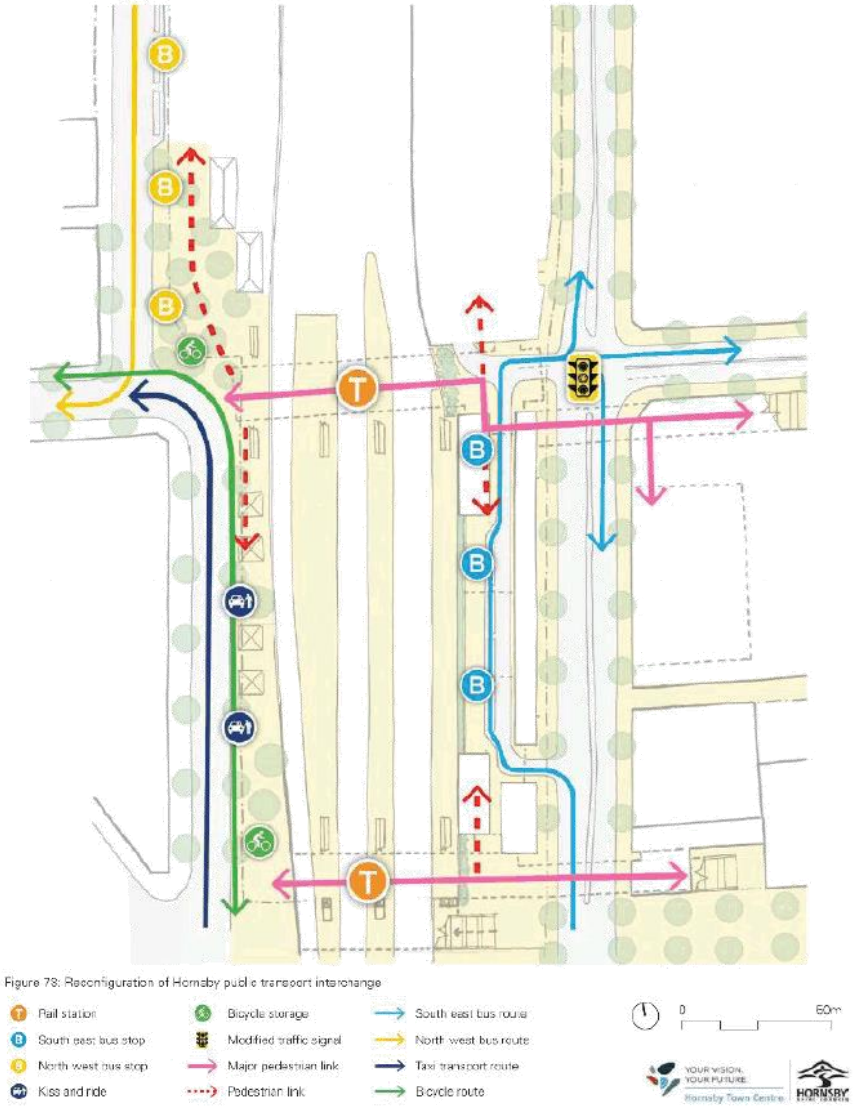

Figure 5.9 Proposed transport movements across all modes around Hornsby Railway Station

5.3 Public transport

5.3.1 Existing public transport arrangements

Hornsby Town Centre is currently accessed and served by multiple modes, including pedestrian, cycling, bus, heavy rail, taxi, car share and the private motor vehicle including motorbikes. This requires integration and prioritisation to successfully manage the competing movements.

The Town Centre is divided in two – East and West. This division is caused by the heavy rail line and the State Arterial Road – George Street. The division is particularly experienced by pedestrians and cyclists. Permeability from east to west is limited to a single footbridge over George Street into and through the rail station. Otherwise, the only other east-west connections are the Peats Ferry Road overbridge to the south or Bridge Road, over 700 m to the north.

Hornsby Station represents the junction of the T1 – North Shore Line, the T9 – Northern Line, as well as the NSW TrainLink InterCity and regional services. The station serves as a "gateway" to the Sydney Trains network from the north. From here, passengers can directly access much of metropolitan Sydney.

One consequence of the station location and its role as a key access point to the rail network is that it attracts trips from further afield than other stations. Hornsby is an attractive park-and-ride station for residents commuting to Sydney from the Central Coast. High numbers drive from the Central Coast on the M1 and park at the commuter car park at Hornsby before continuing their journey to work (e.g. in Sydney CBD). This has flow-on impacts on parking availability within Hornsby for local residents.

Hornsby is served by buses to/from:

- Route 600 – Parramatta by Cherrybrook and Baulkham Hills
- Route 575 – Macquarie University via Wahroonga and Turramurra
- Route 587 – Westleigh loop service
- Route 588 – Normanhurst West loop service
- Route 589 – South Turramurra (Sydney Adventist Hospital) via Normanhurst
- Route 592 – Brooklyn and Mooney Mooney loop service
- Route 595 – Mount Colah loop service
- Route 596 – Hornsby Heights loop service
- Route 597 – Berowra
- Route 598 – Asquith loop service.
- Some of these services have variants that are only served on a limited frequency (e.g. one service per day).

The current location of the bus interchange on the western side of the town centre, has been identified as a major issue to Hornsby's overall efficiency and function:

- The linear nature of the interchange acts as a barrier between the station precinct and the area to the west.
- The interchange takes up considerable space. Bus layover on the site, during driver meal breaks or at the end of a service before starting the next trip, contributes to an inefficient interchange layout. The physical presence of the bus layover, and the space required to accommodate this, negatively impacts the amenity of the public domain.
- Bus routes from the south and east must cross the rail line to terminate, making for longer bus routes.
- The eastern side of the town centre is poorly served, with pedestrians having to travel across the rail line to access bus services.
- The location of the interchange emphasises bus-rail transfer and was identified as an opportunity to help improve bus access to the centre as it grows.

5.3.2 *Proposed changes to public transport arrangements*

Through rethinking how Hornsby's existing transport infrastructure is designed, planned, and delivered in the town centre, maximum benefit for workers, residents and visitors can be achieved. This applies to spatial thinking as well as thinking about mobility and access.

The master plan proposes a new station entrance to the north, integrated with the new east-west pedestrian and cycling bridge. This improves access for residents and workers and increases the pedestrian catchment to the public transport network. This will encourage residents working outside of Hornsby as well as workers living outside of Hornsby to use public transport. This supports the goal for public transport to become the preferred means of travel to and from Hornsby.

Split bus interchange

Transport interchanges are an opportunity to harness activity and create dynamic hubs – places which are activated by people and connected by movement. Through re-thinking the design and layout of the interchange, it has the capacity to become a key attractor and catalyst in Hornsby's revitalisation.

Stakeholder workshops for this study have highlighted the potential benefits of moving from a single consolidated bus interchange to a split interchange. This would allow better bus servicing of the east side of the rail line and reduce the impact of bus space on the potential for development.

The proposed bus interchange arrangements would reduce access time to the station for bus passengers and improve bus access to the centre for workers, shoppers and other visitors. Relocating buses from the area at the existing interchange on Station Street would reduce vehicle movements and allow for the area to be redesigned to create a more pedestrian-friendly community space.

An eastern interchange, serving the eastern and southern services will be located off George Street. A western interchange, serving the northern services, will be located in Jersey Street adjacent the northern entrance to the station and the new pedestrian bridge to the east. This is depicted in Figure 5.10.

Figure 5.10 Split east and west bus interchange

Buses on the eastern side would arrive via George Street travelling north, and exit via a right turn onto George Street. Buses on the western side would circulate in a clockwise direction (Jersey Street-Coronation Street-Peats Ferry Road) so that passengers would be picked-up/set-down on the station side of the road on Jersey Street to avoid the need to cross the road. This means a change in the direction of operation of buses on Coronation Street. It uses the proposed new east-west laneway connection further north between Peats Ferry and Jersey Street.

Future review of bus services

The improved efficiency of bus operations and how they serve the town centre and the two interchanges also provides scope for improvements to the bus network serving Hornsby. This could include:

- Increased frequencies
- More direct routes
- Introduction of shuttle-type services using smaller buses that can serve local residential areas that are currently difficult to serve with regular bus services, e.g.:
  - Medium-density areas to the west of Hornsby town centre (western end of Pretoria Parade, Rosemead Road)
  - High-density areas to the north east of Hornsby town centre (east of the east and north-east zone).

There is also scope to combine/link bus routes so that services continue through the town centre rather than terminating there, allowing for further growth in services.

Real-time bus information

Another improvement to the public transport network that will support the objectives of the master plan is the provision of public transport real time information at key locations within the town centre. This will support the promotion of public transport as the preferred means of travel. This would include real time information displays in waiting areas, building foyers and at transit nodes.

Bus layover

As bus layover is an undesirable activity in the busy Hornsby Town Centre, this would be located at the edges of the centre, (or alternatively at the other end of the service), rather than within the interchanges. The exception would be Route 600 Hornsby to Parramatta, where it would operate with its own stand on the eastern interchange.

6 Parking

With an intensification of activity within the Hornsby Town Centre, a revision of the parking strategy is needed to manage the demand on the road network and reflect the high degree of public transport accessibility and increased opportunity for short trips by walking and cycling. This section documents the parking strategy as one component of the revitalisation. It considers the supply and demand for parking including commuter parking.

Hornsby Shire Council commissioned a Hornsby Shire Council Parking Management Study (HSCPM) by Australian Road Research Board (ARRB) in 2019. The study provides a parking management strategy that considers options and initiatives for parking in the local government area (LGA) including the HTC. This Parking Management Strategy undertaken for the HTCR builds on the intent of the Shire-wide Car Parking Management Study (HSCPM). A range of actions have been developed in accordance with a set of principles consistent with the ARRB study and consistent with the current sustainable practices for managing car parking.

6.1 Current situation

Hornsby town centre currently has a mix of on-street, public and private off-street and commuter parking. Parking surveys for the HSCPM study have been used as the basis for this study along with observations from around Hornsby Town Centre. The HSCPM parking surveys were conducted, on Thursday 2 August 2018, and Saturday 4 August 2018, between 8.00 am and 6.00 pm at 60-minute time intervals on both days.

6.1.1 Public parking

The parking inventory surveys (including capacity – number of spaces and time restrictions) covered public on-street and off-street parking, as well as private off-street (where access was available) and commuter parking. The inventory included both marked and unmarked parking supply. A summary of the public parking by restriction is shown in Table 6.1. These are shown spatially in Figure 6.1.

Table 6.1 Summary of public parking restrictions

Parking restriction	On-street	Public off-street	Total
Time-restricted parking:			
1/4P	10	0	10
1/2P	28	0	28
1P	82	0	82
2P	217	48	265
3P	31	316	347
Parking for persons with a disability	8	2	10
Taxi rank	13	0	13
Loading Zone	12	0	12
No parking	29	27	56
Unrestricted	264	0	264
Total	**694**	**393**	**1,087**

Source: Summary of data from Hornsby Shire Council Parking Management Study, ARRB, Draft August 2019

Notes Excludes private off-street parking areas such as Westfield Hornsby, commuter parking, public component of RSL car multi-storey car park estimated.

Source: Summary of data from Hornsby Shire Council Parking Management Study, ARRB, Draft August 2019

Figure 6.1 Summary of on-street parking restrictions

The inclusion of private parking changes the parking picture within the HTC. Figure 6.2 overleaf shows the distribution of public (on-street and off-street) and private parking, based on the HSCPM parking inventory data and assessments for this study. The inclusion of Westfield Hornsby parking has a significant impact on the parking supply numbers.

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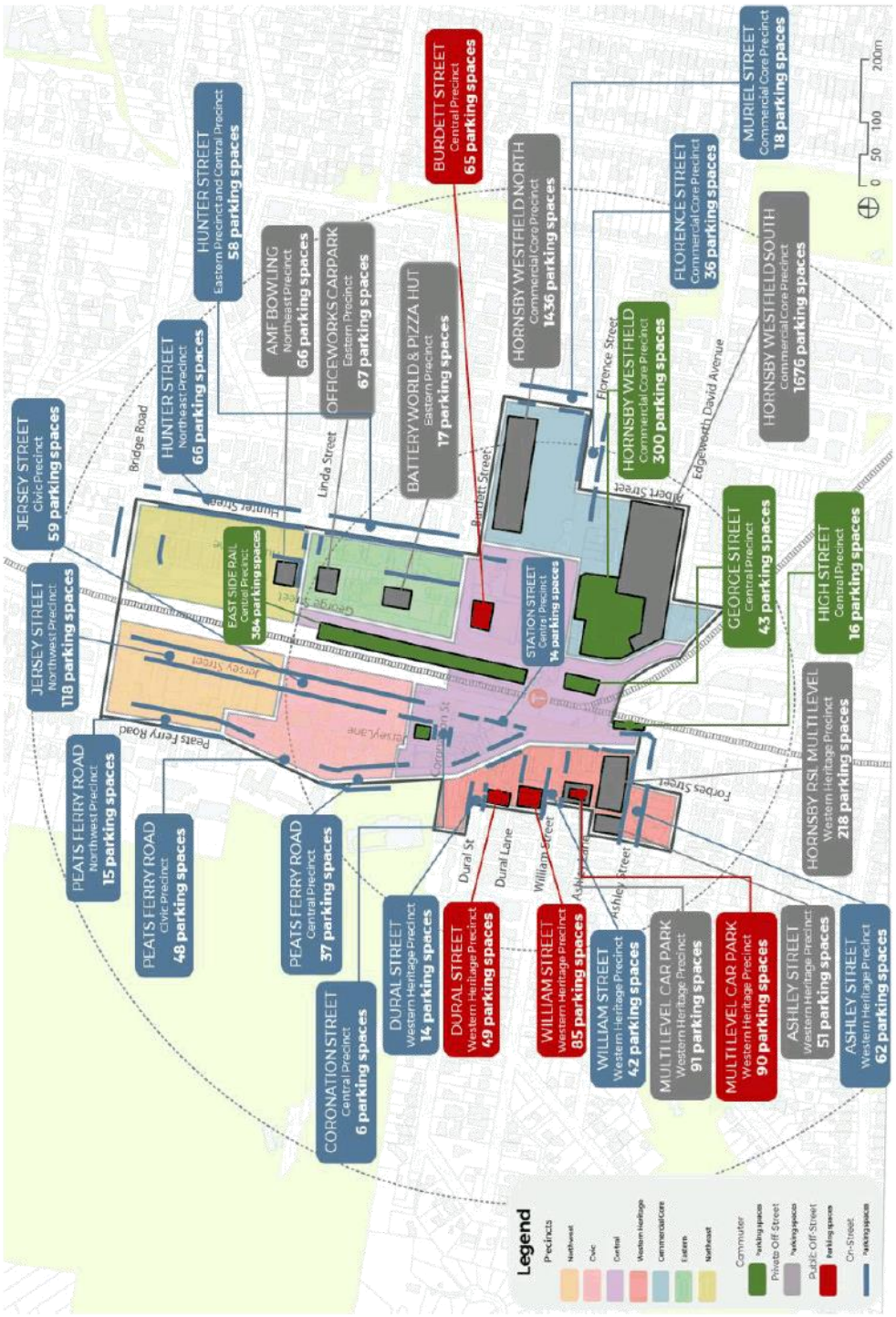

Figure 6.2 Summary of existing parking supply

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Overall statistics indicate:

- Including all types of parking, there are 5,145 parking bays located within the study area (public and private, on and off-street)
- 13 per cent of parking is on-street, while 87 per cent is off-street
- Of the regular parking spaces (public on and off-street), 71 per cent (653) are time restricted and 29 per cent (264) are unrestricted (excludes Westfield, commuter and private parking).

6.1.1.1 Parking utilisation

Automatic licence plate recognition (ANPR) technology was used to survey the study area. The survey results indicated:

- Peak occupancy on-street is 92 per cent on a Thursday between 12.00 pm and 3.00 pm, and 90 per cent on a Saturday with peak demand occurring at 11.00 am as visitation to the precinct increases.
- Peak occupancy off-street is 89 per cent on a Thursday at 11.00 am and 87 per cent on a Saturday with peak demand occurring at 1.00 pm.
- The average length of stay off-street is 3.6 hours on a Thursday which indicates a large proportion of parkers are commuters or people employed in the CBD.
- The restricted areas of on-street parking generate an average turnover of 6.9 cars during a typical weekday. The unrestricted areas of on-street parking generate an average turnover of 1.7 cars during a typical weekday.
- The average length of stay off-street on a Saturday is 2.7 hours which is typical for a CBD area during the weekend.

6.1.1.2 Parking fees

Currently, the parking fees are applied in the Westfield Hornsby parking, Hornsby Aquatic and Leisure Centre and the multi-storey RSL parking facility (top levels).

Parking at Westfield is free for the first three hours. For parking above three hours, charges start at $4, rising to a maximum of $50 for stays greater than 6½ hours. The maximum and overnight charge is $50. Long-term parking is available for $130 per month (for 7 day a week).

The Hornsby Aquatic and Leisure Centre charges $5.00 per vehicle per day for non-leisure centre users.

Parking fees are charged in the pay-levels of the RSL parking facility between Ashley Lane and William Street to discourage use by commuters and employees. Parking for up to three hours costs $5, rising to a maximum of $40 for stays greater than 7 hours. Patrons of the RSL can avoid the fee by showing proof of purchase at the RSL for the equivalent amount for their duration of stay.

6.1.2 Commuter parking

Commuter parking is provided in a number of locations around Hornsby Station. In addition, commuter parking is available in Westfield Hornsby rooftop car park for a reduced fee at certain times. A total supply of approximately 700 commuter spaces are available at Hornsby[1]. The locations are shown in Figure 6.3. These spaces are within 400 metres of the station entrance.

[1] Transport for NSW

Source: Transport for NSW Hornsby Junction Remodelling Project website, visited 22 August 2019

Figure 6.3 Location and number of commuter parking at Hornsby

6.1.2.1 Station Access Mode

A survey of train passengers to determine how they travel to Hornsby Station in 2010[2] indicated:

- 41 per cent walked
- 3 per cent arrived by bus
- 26 per cent parked in the commuter car parks or on-street
- 26 per cent arrived as a passenger in a car
- 4 per cent use a different mode (including bicycle and taxi).

[2] A Compendium of CityRail Travel Statistics 2010, City Rail 2010

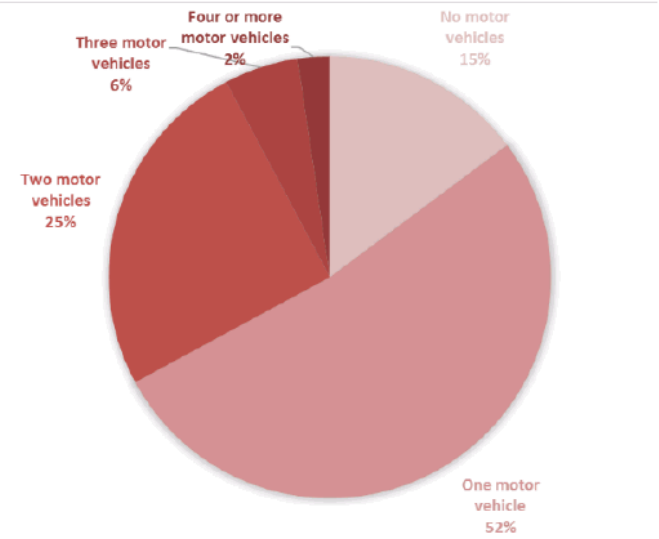
With 6,340 people entering Hornsby Station during the morning peak[3], it is expected that the number of people parking and using the trains at Hornsby Station could be as high as 1,400 to 1,650. However, in practice, passengers know that the dedicated commuter parking spaces and the closest unrestricted on-street parking fill early. It is therefore expected that the car driver percentage will drop off significantly in the second half of the morning peak (8.00 am to 10.00 am). Regardless, it is expected that there is an element of on-street commuter parking that affects the supply for residents during the middle of the day.

With a greater concentration of development within a short distance of Hornsby Station, as planned for this study, it is anticipated that there will be an increase in the percentage of people walking. However, this does not mean that the number of people accessing by other modes (such as park-and-ride) will drop. The demand for park-and-ride is governed by factors outside the HTC area.

6.1.3 Car ownership

Car ownership is a measure of the demand for resident parking. However, with some vehicles used only on weekend and weekday after hour periods, there is not a direct link to weekday peak period trips.

The 2016 Census indicated that the suburb of Hornsby (wider than the town centre and therefore including many free-standing dwellings) had an overall car ownership of 1.3 vehicles per dwelling. The breakdown of vehicles per dwelling is shown in Figure 6.4.

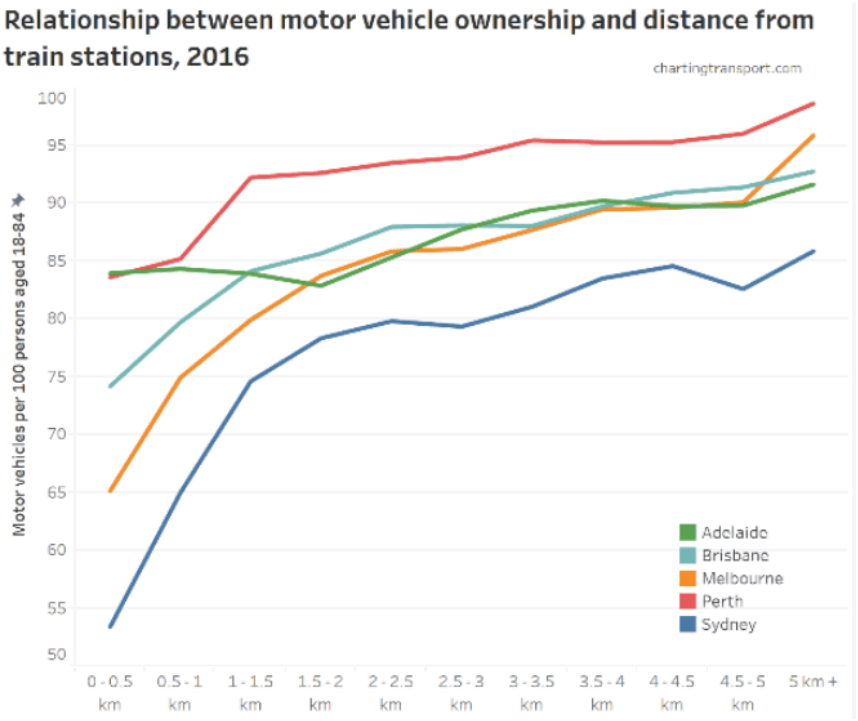


Source: 2016 Census, Australian Bureau of Statistics

Figure 6.4 Car ownership per dwelling in Hornsby suburb

The proximity of HTC to frequent public transport services, and the mix of retail, community service, commercial and residential land use planned for HTC is likely to result in greater use of walking, cycling and public transport than areas outside the town centre. This is supported by the relationship between car ownership and the distance from a train station shown in Figure 6.5. It is worth noting that dwellings located near a train station generally have a lower provision for car parking and this factor may influence car ownership. For the HTC, if an additional northern entry were to be added to Hornsby Train Station, all areas are likely to be within a 500-metre radius of the Station.

[3] Transport for NSW Open Data – Hornsby Station Train Station Entries and Exits Data 2018



Source: Are Australian cities growing around their rapid transit networks? Charting Transport, 31 March 2019

Figure 6.5 Relationship between motor vehicle ownership and distance from train stations, 2016

6.1.4 *Bicycle parking*

Currently, bicycle parking is provided close to Hornsby Station. This includes:

- Secure bike lockers:
  - On George Street south-east of Hornsby Station
  - On Jersey Street north-west of Hornsby Station
  - On Station Street, to south-west side of station.
- Bike racks or rails:
  - Burdett Street car park, south-western corner
  - Florence Street Mall, west end near Post Office Box
  - Florence Street Mall, east end near Albert Street
  - Hunter Street Mall, near Hornsby Inn
  - Hornsby Station, on north-west side of station
  - Hornsby Westfield, Albert Street Car Park, Blue Level, near Dan Murhpy's
  - Hornsby Westfield, Albert Burdett Street Car Park, Purple Level, near Harrison's.

These are shown on Figure 6.6.

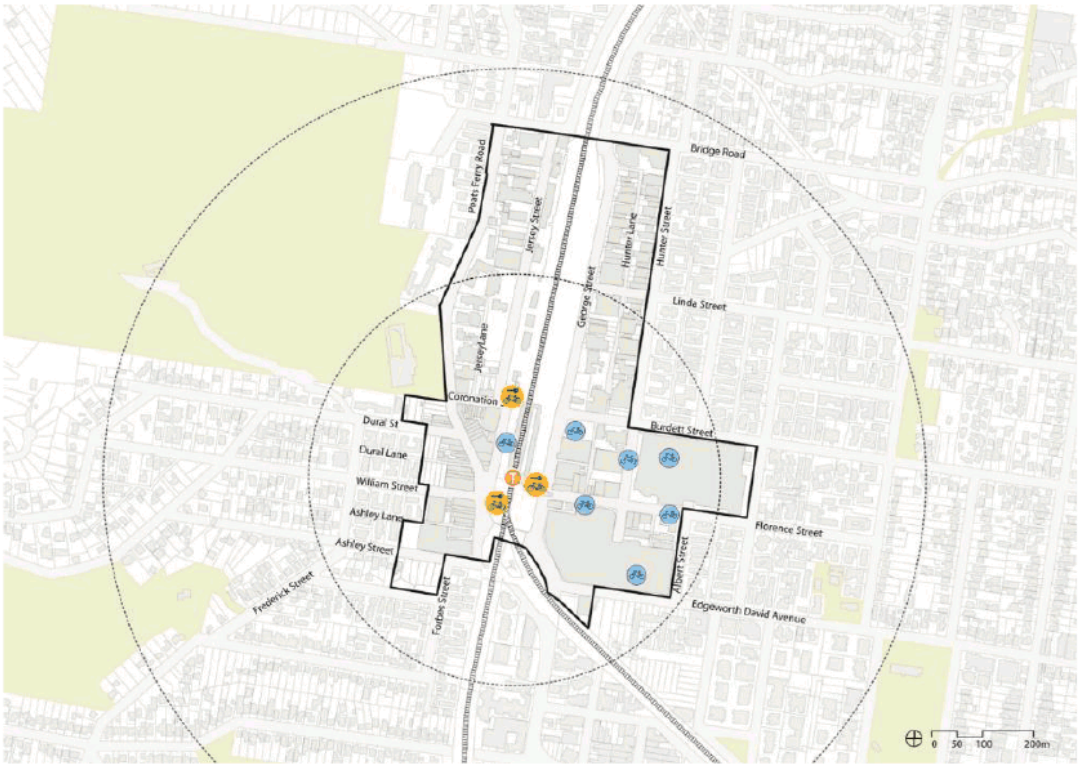


Figure 6.6 Location of bicycle parking in Hornsby

6.2 Parking strategy

The following objectives for parking in the revised Hornsby Town Centre have been identified:

1 Take advantage of the superior access to public transport within the town centre and capitalise on the potential for greater use of walking and cycling for short trips within the town centre enabled by the planned changes in land use.

2 Balance the provision of private and public parking with the capacity of the road network and the need to create pleasant places for people to live and interact.

3 Free-up land currently used for surface car parking for other purposes by incorporating parking within future development.

4 Relocate public and commuter parking to the periphery of the town centre where its impact on the town centre is reduced.

5 Improve the efficiency of use of public parking by sharing parking and improving information about parking availability.

6 Public transport should complement the parking strategy by providing a frequent, reliable, clean, safe and visible to reduce car parking demand and providing a link between peripheral parking locations to Hornsby Station and Interchange.

7 Identifying sources of funding to ensure timely delivery of parking to maintain the economic viability of the town centre.

6.2.1 On-street parking

Kerb-side parking can stimulate street activity, manage speed by providing friction, can contribute to casual surveillance and provide a buffer between the verge/footpath and the moving traffic. On-street parking would be used to support local businesses and provide for visitor parking beyond the provisions in the recommended parking rates. On-street parking with a range of purposes and time limits is recommended to provide flexibility and avoid undesirable use:

- Disabled parking – closest to activity centre in each zone.
- Loading zones – whilst most would occur in off-street loading docks, some on-street space is proposed to facilitate short-stay deliveries. Loading zones would be time limited to 1 hour. Most likely to be required in the Central and Commercial Core near constrained sites (as identified in the DCP). Where possible, on-street loading zones should be timed to avoid peak demand in retail parking, i.e. it should be prioritised for the morning and early afternoon.
- Short and medium stay parking – with the duration of stay governed by the adjacent land uses, e.g. on-street parking near:
  - Retail and service industries should have a 1-hour limit
  - Commercial and community facilities should have a 2-hour limit
  - Residential should have a 2-hour limit if it is within 200 m of retail land or 4-hour limit if located between 200 m and 400 m of retail land.
- Access to transport prioritised around the boundary of Hornsby Station and Interchange.

The changes to the on-street parking in Hornsby Town Centre recommended by the HSCPM Study are considered suitable, in general. Other changes considered as part of this study include:

- Coronation Street, Peats Ferry Road to Jersey Street: Convert northern parking lane to cycle path and/or wider footpath
- Jersey Street South, Bridge Road to Coronation Street: Convert 90-degree parking to parallel parking to accommodate new footpath and verge and bus stops on the eastern side
- Peats Ferry Road between Jersey Lane and Bridge Road: Changes to timed kerbside parking to accommodate changes to traffic flow
- Station Street, Peats Ferry Road to Coronation Street: Relocation of taxi and drop off/pick up as described in Council's DCP.

This list is provisional and may change as the changes to public spaces proposed in the HTCR progress through master planning and detailed design stages.

The changes to Station Street will need to consider the allocation of space for a suitable commuter drop-off and pick-up zone. On the eastern side, there are likely to be changes to the two-current drop-off and pick-up areas (the indented bay on the western side of George Street and informal use of the east side commuter car park). Ideally, a suitable replacement facility can be provided within the revised multi-storey parking area in the redeveloped east side car park. However, if needed, an indented bay on the southern side of Burdett Street (as part of a redevelopment of the adjoining land) could serve both town centre and commuter drop off and pick-up.

All private and public and commuter parking facilities, as well as passenger pick-up and drop-off facilities are proposed to include provisions for disabled parking and access (three per cent of parking be allocated to people with mobility issues). Space should also be allocated for car-share schemes and motorcycle parking.

6.2.2 *Public off-street parking*

The changes to land use and road layout being considered as part of the HTCR will require changes in the size and/or location of many of the off-street public parking areas. While they contribute to the overall accessibility of HTC and therefore influence its economic competitiveness, the land they presently occupy has a high value for redevelopment. In the future, it is recommended that opportunities to integrate public parking within redeveloped buildings be sought to retain their benefit, whilst unlocking their land for other uses that add to the activity of the town centre. To achieve this, it is proposed that:

- Western Zone: 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.
- Central and Eastern Zone: 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 Zone with access from Hunter Lane.
- Commercial Core Zone: Integrate the increase in public parking into any potential redevelopment of the Westfield Centre.
- Civic Zone to accommodate any changes to parking supply within the zone. The small public and commuter parking areas on Jersey Street and Jersey Lane will potentially be amalgamated into other facilities.

It is recommended that three per cent of parking be allocated to people with mobility issues to comply with the Australian Standards, and that it be located closest to the activity centre in each zone. Motorcycle parking be provided at the rate of 1 motorbike parking space for every 12 car parking spaces.

With the number of parking facilities being considered, it is important that drivers are informed of parking availability before arriving. It is recommended that the public parking facilities be connected to a smart parking management systems and wayfinding signage.

6.2.3 *Private off-street parking*

Based on the results of the benchmarking exercise and taking into consideration the available public and active transport opportunities, the proposed off-street parking rates are shown in Table 6.2. For residential uses, these are similar to those of Epping Town Centre, which also has a train station with frequent services on multiple lines, a bus interchange and some commercial land use within walking distance. They preserve flexibility between the size of dwelling, balance the needs of larger families, and catering for those people who do not need to own a vehicle.

Table 6.2 Proposed parking rates

<table>
<tr><th>Land use</th><th>HTC (maximum rates unless range specified)</th></tr>
<tr><td>Multi-unit residential</td><td>— Allocated resident parking, to be provided on-site, within the range of:
<table>
<tr><th>Minimum</th><th>Maximum</th></tr>
<tr><td>0.4 space per unit</td><td>0.75 space per 1-bedroom unit</td></tr>
<tr><td>0.8 space per unit</td><td>1 space per 2-bedroom unit</td></tr>
<tr><td>1.1 spaces per unit</td><td>1.5 spaces per 3-bedroom unit</td></tr>
</table>
— Plus 1 parking space for every 10 dwellings for visitors to be provided within a public parking facility through Section 94 cash-in-lieu payment.</td></tr>
<tr><td>Commercial premises</td><td>— Tennant parking, to be provided on-site, within the range of:
<table>
<tr><th>Minimum</th><th>Maximum</th></tr>
<tr><td>1 space per 100 m^2 of gross floor area</td><td>1 space per 70 m^2 of gross floor area</td></tr>
</table>
— 1 space per 400 m^2 of gross floor area to be provided within a public parking facility through Section 94 cash-in-lieu payment.</td></tr>
</table>

<table>
<tr><th>Land use</th><th>HTC (maximum rates unless range specified)</th></tr>
<tr><td></td><td>— 1 loading bay per 400 m² of gross floor area to be provided on-site</td></tr>
<tr><td>Retail</td><td>— Tennant parking, to be provided on-site, within the range of:
<table>
<tr><th>Minimum</th><th>Maximum</th></tr>
<tr><td>1 space per 150 m² of gross floor area</td><td>1 space per 67 m² of gross floor area</td></tr>
</table>
— 1 space per 100 m² of gross floor area to be provided within a public parking facility through Section 94 cash-in-lieu payment.
— 1 loading bay per 400 m² of gross floor area to be provided on-site.</td></tr>
</table>

Any development within 200 m of Hornsby Station and Transport Interchange or over the rail corridor should have parking limited to the minimum rates shown in Table 6.2 (as a maximum) due to their superior access to transport services.

The minimum parking rates are required to complement a cash-in-lieu payment scheme parking.

Accessible (disabled/mobility) parking should be provided as follows:

- One accessible car parking space is to be provided for every adaptable residential unit.
- One space for every 20 car parking spaces or part thereof is to be allocated as accessible visitor parking.

Unbundled parking

Unbundled parking describes an arrangement where one land owner permits some parking from an adjoining site on their land in exchange for a fee. It is typically used in highly constrained sites with non-residential land uses. However, there are examples of it being applied to the visitor parking component of residential developments. While it can be a positive solution for some developers, relying on private developers to establish such an arrangement is difficult to rely upon. A greater degree of certainty can be provided if the arrangement for the unbundled spaces is made with Council, with funding via Section 94 contributions.

6.2.4 *Bicycle parking*

The current provisions for bicycle parking in the Hornsby DCP are approximately mid-range of the centres benchmarked as part of this study. However, if the HTC plans are to include improvement to cycle routes, it is likely that increased use of cycles would generate an associated increase in the need for cycle parking. To support an overall package of bicycle improvements, the following is recommended for HTC:

- Residential: One locker per two dwellings plus one per 10 dwellings visitor
- Commercial: One per 200 m² plus one per 400 m² customer
- Retail: One per 200 m² plus one per 300 m² sales GFA.

For commercial floorspace, end of trip facilities are required. Based on the City of Sydney DCP[4], this could include:

- One personal locker for each bike parking space
- One shower and change cubicle for up to 10 bike parking spaces
- Two shower and change cubicles for 11 to 20 or more bike parking spaces are provided
- Two additional showers and cubicles for each additional 20 bike parking spaces or part thereof.

Additional on-street bicycle parking will be recommended at locations around the HTC area to support the intensification of land use.

[4] Sydney DCP 2012 – December 2012

6.2.5 Motorbike parking

Council has identified that there is insufficient motorbike parking within the town centre. To address this as part of the HTCR, the following is recommended:

- Off-street (including commuter parking): In all buildings that provide onsite parking, 1 motorbike parking space for every 12 car parking spaces is to be provided as separate parking for motorbikes (based on the City of Sydney DCP provision).
- On-street: opportunities for dedicated motorcycle parking in suitable locations on-street. As a minimum, motorbike parking should be identified in the Central and Commercial Core Zones.

6.2.6 Loading/service vehicles

To reduce the need for on-street loading space, it is recommended that adequate loading facilities be provided within each development in off-street loading docks. It is also recommended that incentives for consolidated loading docks be included in the DCP for the Western Heritage, Central, Eastern and Commercial Core Zones where possible to enable shared use and reduce the overall space requirements. A loading dock management plan would need to be developed for each shared facility.

Whilst most would occur in off-street loading docks, some on-street space is proposed to be retained in the Western Heritage, Central, Eastern and Commercial Core Zones to facilitate short-stay deliveries where off-street facilities are not feasible for constrained/heritage sites. Loading zones should be time limited to 1 hour. On-street loading zones could be timed (e.g. morning and early afternoon) to allow the parking space to be used for short-stay parking at other times.

6.2.7 Commuter parking

A commitment was given in 2018 by the NSW Government that 700 commuter parking spaces would be maintained in Hornsby until a permanent facility is built. Previous investigations for this facility have considered both the site of the currently disused TAFE car park on Jersey Street South and the current commuter parking area east of the rail corridor (accessed from George Street).

Transport for NSW has been undertaking further investigations of the disused TAFE car park. It is envisaged that it could include 147 spaces as an at-grade facility.

Consolidating the remaining commuter car park locations to a multi-story facility on the existing east side commuter car park (with approximately 553 spaces), would free the other land parcel currently used for commuter parking for other uses that contribute to the vitality of Hornsby Town Centre. This parking facility could be purpose-built or integrated within development on the site. Signalised entry from the George Street intersection with Burdett Street and exit to the intersection of George Street and Linda Street is required to enable access.

Additionally, parking alternatives should be investigated near adjacent stations (e.g. Waitara, Asquith and Berowra Stations) for relocation of some of the commuter parking away from the town centre. This would reinforce Hornsby's stature as a centre of significance whereby driving to the CBD is discouraged and reduce traffic congestion in the area.

6.2.8 Mobility parking

It is important that all private and public and commuter parking facilities, as well as passenger pick-up and drop-off facilities include provisions for disabled parking and access. It is recommended that three per cent of parking be allocated to people with mobility issues to comply with the Australian Standards, and that it be located closest to activity centre in each zone.

6.2.9 Other dedicated parking spaces

As recommended in the HSCPM, it is recommended that designated spaces be provided on-street or off-street for:

- Electric vehicle charging bays
- Car sharing schemes.

Car share spaces would be provided to enable residents without a car space to still have access to a car when it is the most appropriate means of transport, whilst still relying on public transport, walking and cycling for the majority of their trips:

- Car share is compatible with transit-oriented developments due to the restricted parking and good access to public transport services.
- The scheme would start initially with a few vehicles. Once there are enough people within the area to sustain the service and then gradually build up the numbers as demand dictates.
- Incentives can be offered on membership fees to stimulate initial take-up of the scheme.
- The preferred location for parking spaces designated for car share is on-street to maximise the visibility of the service and ensure that spaces are always accessible.
- Off-street spaces can be provided with 24-hour electronic access to car share members.

Potential car share provision rates are:

- One car share space per 50 regular spaces for commercial
- One car share space per 90 regular spaces for residential.

6.3 Future demand and supply

Based on the recommended parking rates, the potential changes in parking supply are outlined in Table 6.3. Compared to the existing, the change is a reduction of 62 commuter parking spaces and 64 on-street spaces with an increase of 807 public off-street spaces and 5,271 private off-street spaces (residential and non-residential).

Table 6.3 Proposed Future parking (total) including HTCR changes and take-up

Town Centre Zone	Commuter	On-street	Public off-street	Private off-street	Total
Central Eastern	0	58	500	497	741
North-west	0	92	0	445	537
North-east	0	110	0	434	544
Civic	147	111	0	64	322
Western	0	144	407	702	1,253
Commercial Core	0	58	0	4,533	4,591
Central Heart	553	45	220	1,985	3,116
Total	**700**	**618**	**1,127**	**8,660**	**11,104**

Notes 314 public off-street spaces moved from the Central Zone to the Eastern Zone to move vehicle movement away from the core pedestrian area.

Figure 6.7 compared the changing amounts of commuter, on-street, public off-street and private off-street parking between the existing supply and the proposed future supply. A map showing the potential off-street commuter and public parking is provided in Figure 6.8.

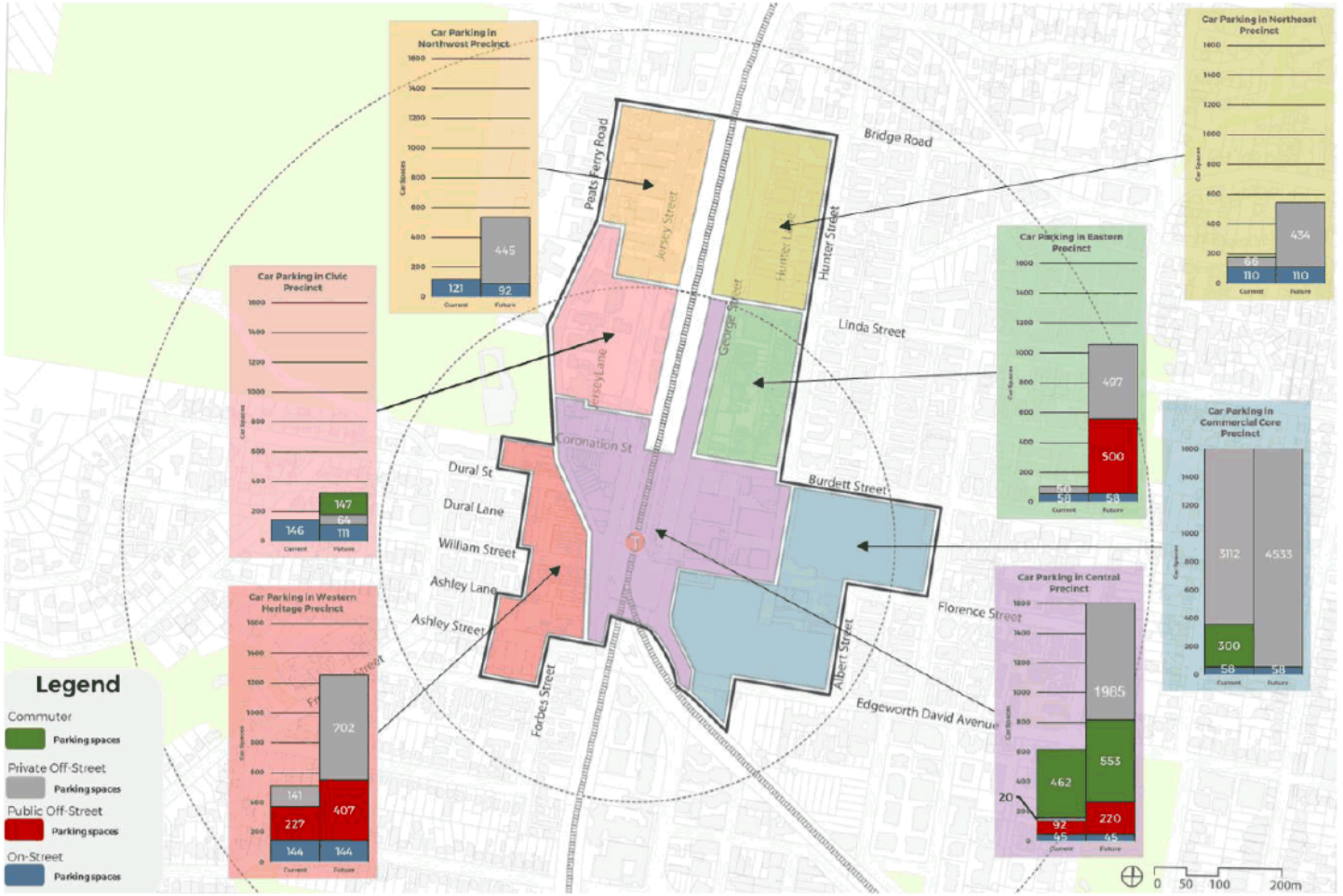


Figure 6.7 Comparison of current and proposed 2036 future parking spaces

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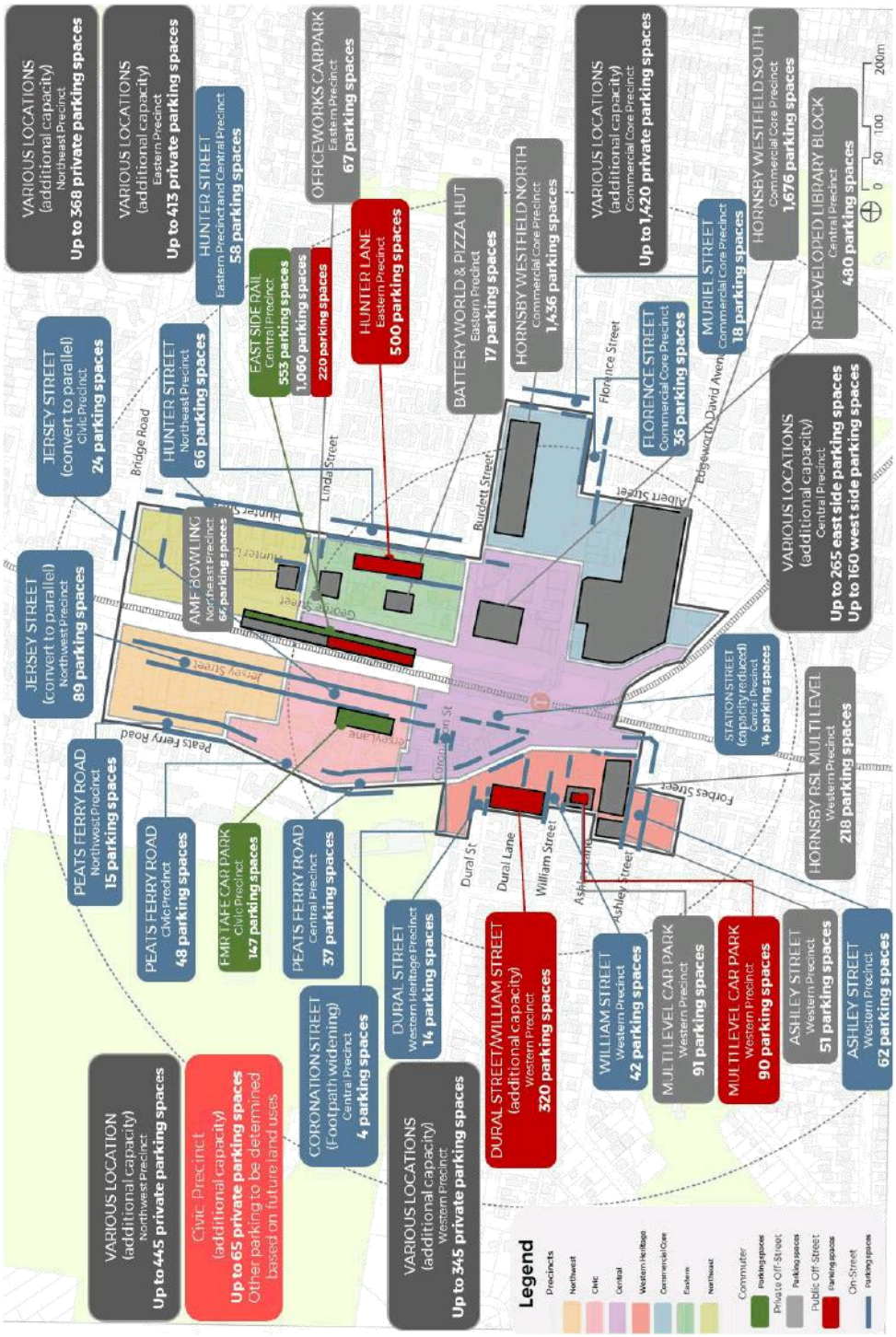

Figure 6.8 Proposed future parking spaces

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6.4 Implementation

The current Section 94/cash-in-lieu scheme is an appropriate mechanism for collecting funds for public parking. However, to date the flow of funds has not been substantial/timely enough to fund the delivery of larger-scale facilities, especially for those early developments making contributions and generating demand for parking already. The parking space charge should be increased to reflect current construction and land value, and indexed to changes over time.

A proportion of parking for new developments should be provided in a shared facility with a cash-in-lieu payment to provide certainty of funding. Changes to public off-street parking should be timed with the aim to have the necessary spaces available as the majority of the development occurring in the zone becomes active.

Developer-led agreements with Council to supply parking within their development as a works-in-kind arrangement present positive opportunities to reduce the burden on Council to provide initial funding. Council should investigate opportunities as development proposals are received.

Any new public parking (within public or private developments) be timed with a fee charged. The proceeds of the parking fees be made available for improvements to active transport facilities.

It is also recommended that the proceeds of the parking fees be made available for improvements to active transport and public transport facilities as well as the cost of the parking facility.

In the absence of works-in-kind arrangements, Council should consider options such as loan borrowings and grants (e.g. from Transport for NSW for the construction of the commuter car park) to provide the initial construction cost, with money recouped from developers later. There are also other revenue sources, such as the parking fees, which could be used to service the loan repayments until the developer contributions are received.

7 Future transport

Future advancements in transport have the potential to make travel more convenient and allow people to make better informed choices. Planning for their introduction now will make the transitions to new technologies easier and less disruptive. This section considers the potential future changes that could affect transport in the new Hornsby Town Centre.

7.1 Support active travel

In addition to a logical, legible, accessible and permeable pedestrian and cycling network, there will be an increase in demand for other infrastructure (and programs) to facilitate and encourage the use of these more sustainable modes. These include:

- End of trip facilities (multiple)
- Bicycle hire programs
- Bike sharing
- E-bikes
- Charging/docking facilities for electric bikes
- Bicycle servicing hubs.

Greater pedestrian priority at signalised crossings will support walking to/from and within the town centre. Safety in Design Principles will be employed to ensure pedestrian safety and security. Design will also give due consideration to vulnerable road users (e.g. elderly, sick and the young).

7.2 Travel demand management

To support the sustainable transport objectives of the master plan and to help reduce pressure on the transport network in and around the town centre, transport demand management (TDM) measures should be put in place. These "softer", generally non-infrastructure initiatives, should be implemented as early as possible in the realisation of the master plan to establish behaviours from the outset rather than attempting to change them later on, (notwithstanding the desire to change behaviours of existing workers/residents/visitors of the precinct).

A Transport Management Association (TMA) could also be put in place to coordinate and promote the various services and options available to reduce demand on the private car as well as promote the personal benefits. The TMA would coordinate the various businesses, hospital, landowners and tenants in the implementation of the TDM measures, together with the development of a central website.

An example of a TMA is Connect Macquarie Park and North Ryde (connectmacpark.com), which is a joint transport management project between several large businesses based around North Ryde (Optus, Canon, AMP Capital, Metcash and Macquarie University), the State Government and City of Ryde Council. The organisation encourages concepts such as carpooling, cycling and walking groups. They produce information about transport options to the area, providing it to member organisations and other workers in the area.

There are several TDM opportunities for Hornsby, below of which is not an exhaustive list:

- Ride-sharing programs (e.g. a ride matching service which takes member's origins, destinations, schedules, and other trip criteria and matches them with other members who have very similar criteria)
- Workplace Travel Plans:
  - Rewards programs for using sustainable means of travel
  - Incentives (e.g. workplace fee or subsidised Opal cards, free bikeshare passes)

- Flexible working, changing work/shift hours
- Other travel behaviour change programs aimed at reducing congestion by encouraging public transport use, cycling, walking, rideshare and promoting flexible workplace options, such as:
  - School Travel Plans
  - Household Travel Plans
- Safety initiatives to reduce the need to travel by car, e.g.:
  - Go Safe walking escort service to transport interchanges
  - Emergency Ride Home programs
- E-Health.

7.3 Zero emissions vehicles

The NSW Government released its Electric Vehicle Strategy in June 2021 to support the uptake of EVs across NSW. Considerations for Jindabyne in this strategy include:

- It is estimated that by 2030, EVs will make up more than half of new car sales.
- Ultra-fast chargers will be located at 100 km intervals along all major highways in NSW. Although Hornsby is not on a major highway, it could still be considered for the convenience of locals and businesses.
- Currently NSW has not updated regulations to state how new developments will be required to be EV ready. Outside of Australia, other jurisdictions have required new developments to have a portion of their car parking equipped with charging facilities.

The HSCPM recommended the development of a Shire-wide strategy for the location of electric vehicle charging points in designated parking spaces in on-street or off-street parking areas. Electric vehicle (EV) charging spaces should be incorporated into public off-street parking areas to satisfy the increasing use of these vehicles and reduce range anxiety.

7.4 Electric Vehicle Infrastructure

Provision of infrastructure that supports the uptake of EVs in all new developments will encourage the shift towards net zero operational vehicle emissions associated with the precinct. New apartment buildings should include the necessary cabling, electrical infrastructure and car park planning so that they are EV ready, able to add on charging capability as demand arises. This provision could be included in a Hornsby Town Centre-specific development control plan.

The emergence and adoption of bi-directional smart chargers for EVs for example will further enhance the utility of such infrastructure. This technology allows for spare capacity in the charged EV batteries to be utilised when needed, providing potential to embed storage at precinct scale through the private vehicles already accommodated, without needing to install additional battery space.

Provisions might include minimum starting provisions for car parking spaces with charging facilities. For example planning targets could be minimum 20 per cent of all residential parking spaces, minimum 10 per cent of commercial and visitor spaces, and provision of the described infrastructure for future installation of 100 per cent of all parking spaces.

7.5 Smart traffic management

The application of current and future technologies (sensors, cameras, responders, signage) will facilitate the smart monitoring of flows and enable predictive management of traffic (e.g. to predict the future traffic intensities at key intersections and transmit control signals to enable the optimisation of the surrounding traffic signals) to relieve traffic congestion. This has application within Hornsby Town Centre as well as on the wider road network. Use of this technology can assist in minimising the impacts of planned (e.g. temporary rail line closures) and unplanned (such as breakdowns, crashes or temporary diversions of traffic from the M1 Motorway) events.

7.6 Smart parking management

Smart parking systems are recommended for all public and commuter car parks (and private car parks where possible, e.g. Westfield) with connected wayfinding signage at strategic entry points to the Town Centre. These would link to a smart parking management system covering:

- Dynamic management of parking supply:
  - Directional signage and mobile apps
  - Dynamic parking pricing (demand based pricing strategies)
  - Smart payments (number plate recognition)
  - Car space utilisation indicators
- Charging facilities (electric vehicles)
- Car share spaces
- Bicycle parking.

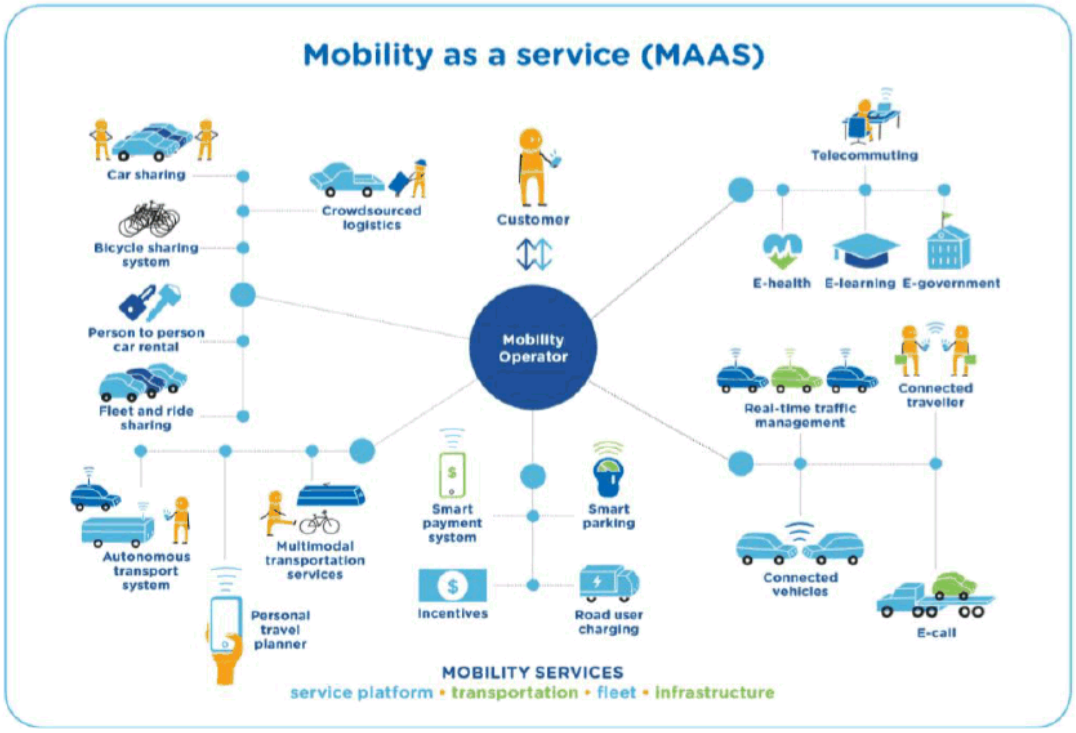
Car and ride-share services should also be encouraged to increase the occupancy of vehicles and reduce the demand for parking. Point to point transport such as taxis would still remain an important part of the town centre's transport system.

Council should identify potential locations for charging stations in public parking facilities for introduction later when required. Council should also monitor and review the take-up of driverless vehicles and their impact on parking demand in HTC.

7.7 Mobility as a Service

The use of information technology and data-enabled dynamic platforms will enable personal mobility packages which bundle traditional "modes" with technology platforms and new service offerings like car share, rideshare and smart parking together with future shuttle services.[5] A precinct-specific Mobility as a Service (MaaS) service model would enable workers and visitors access to real time "end-to-end" information on a range of transport options such as public transport, rideshare, bike hire or shuttle bus as well as parking facilities.

[5] Future Transport Strategy 2056



Source: *Future Transport 2056, Transport for NSW*

Figure 7.1 Mobility as a service future implications

7.8 Kerbside management

A number of recent trends have emerged which have put increasing pressure on kerbside space. These include:

- The increase in share mobility (Uber/Lyft/Ola etc.)
- The increase in online shopping (internet retail) and the resultant increase in small deliveries
- The increase in micro-mobility and their parking needs (could be on-street or on the footpath).

These are all leading to competition for kerbside space. There is fast emerging the need for smart kerbside management. Options include:

- Flexible zones that allow passenger loading/unloading at certain times of the day, and outside these times it becomes loading zones
- Freight zone pricing using apps which would allow time savings (through less circulation) and reliability
- Off-peak delivery
- Consolidation centres for last mile delivery.

8 Transport improvements

To assess the impact of the proposed Hornsby Town Centre Review land use and urban design changes, and test infrastructure upgrades needed to mitigate the impacts, a microsimulation traffic model was developed. This model was used to test and recommend a series of road upgrades to mitigate the impact of the higher development and associated traffic. The road upgrades have been added to the changes needed to support the urban design changes, public transport improvements and active transport improvements.

8.1 Process overview

The traffic modelling process has been developed by WSP with input and oversight by Hornsby Shire Council, in consultation with Transport for NSW. The process is outlined in Figure 8.1. The key points are summarised below.

Traffic survey data collected in 2019 was used to develop the model including:

- Traffic volume surveys at intersections
- Travel time surveys along major routes
- Origin/destination surveys (using numberplate recognition) to confirm how much traffic travels from one area to another (e.g. Asquith to Waitara) and what route it takes
- SCATS traffic signal data
- Traffic Queue observations.

VISSIM Model:

- 2019 Base model covering the AM and PM peaks (7.00 am to 9.00 am and 4.00 pm to 6.00 pm plus warm-up and cool-down periods)
- The model was calibrated and validated, and accepted by Council following modifications
- Future Base model developed including:
  - Land use based on Transport for NSW strategic traffic model forecast growth for Future Base scenario (2026 and 2036) transferred into VISSIM model
  - Transport for NSW strategic traffic model was also used to determine how much traffic travelling through the study area would continue to grow versus taking other routes around Hornsby
  - Planned road upgrades coded into VISSIM Future Base models
  - Includes Hornsby Park (as per Institute of Sustainable Transport report) and TAFE commuter carpark
  - Future trip growth added on top of 2019 calibrated model
- Future with Hornsby Town Centre Review traffic added on top of Future Base for 2026 and 2036
  - Impact of development tested in the Transport for NSW Sydney Strategic Travel Model to clarify the impact on mode share of concentrating development around HTC with easy access to public transport
  - Option 1: Additional Hornsby Town Centre Review traffic run without additional road upgrades to identify traffic congestion locations
  - Option 2: Run with an initial minimal set of road upgrades
  - Option 3: Refined with additional road network upgrades and travel demand modifications, resulting in the final set of recommendations.

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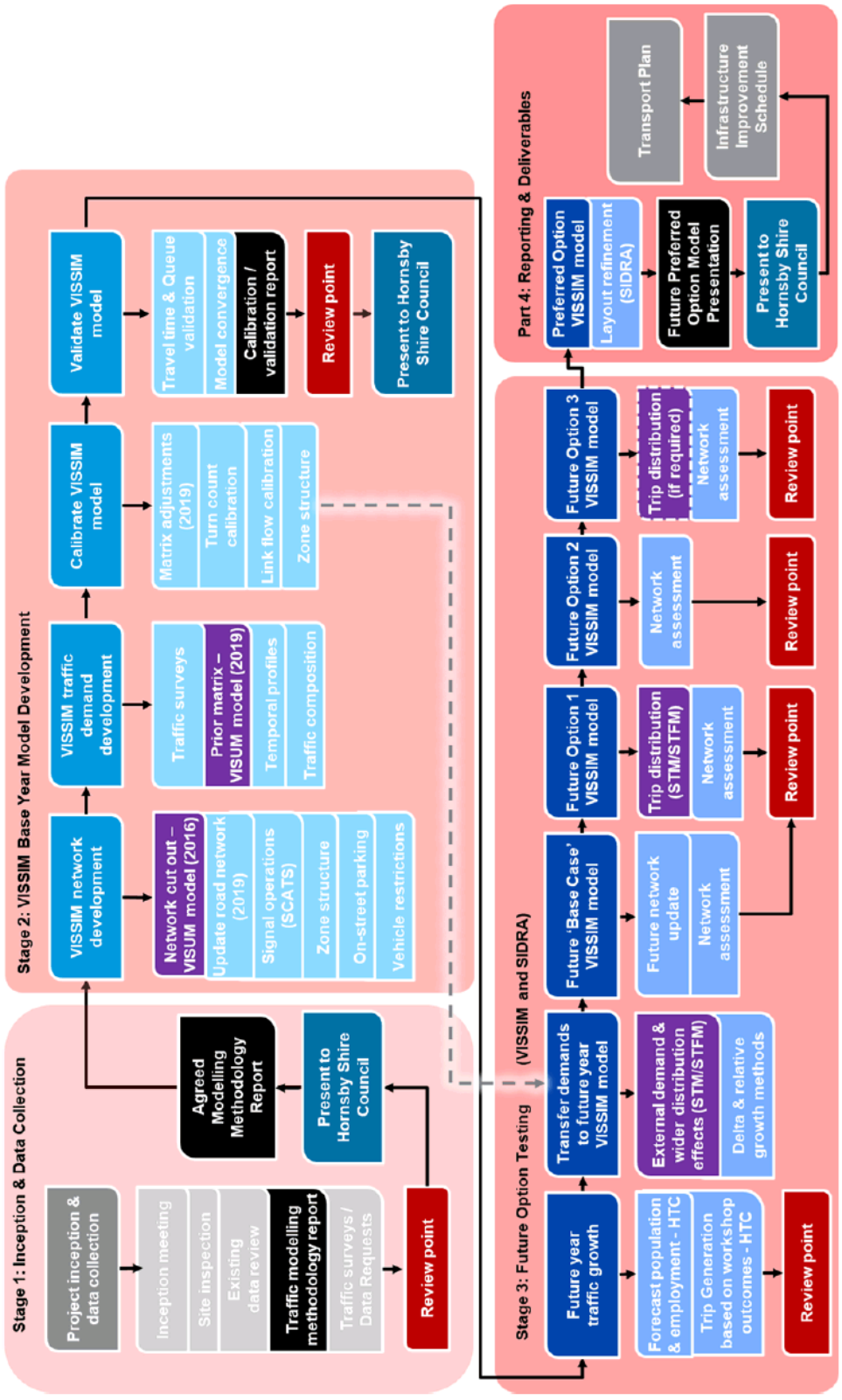

Figure 8.1 Traffic model methodology

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Transport Plan
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The model development process is outlined in the Model Calibration and Validation Report included in Appendix A.

Model results were extracted and analysed at each step, and presented to Hornsby Shire Council. The results for the following scenarios are presented in Appendix B:

- 2019 Existing Situation
- 2026 and 2036 Future Base
- 2026 and 2036 Recommended Hornsby Town Centre Review scenario (Option 3).

A summary of the total vehicle demands within each model scenario are summarised in Table 8.1. The future base growth adds between approximately 1,100 and 1,700 vehicles across two hours between the model years (7% to 10% extra trips). The Hornsby Town Centre Review extra development adds a similar amount on the top of the 2026 Future Base (752 in the AM peak and 1,564 in the PM peak). However, in 2036, the Hornsby Town Centre Review extra development adds a substantial amount of extra traffic that the road network needs to accommodate.

Table 8.1 Total vehicle trip demands in existing situation and future years

Model Year	Existing Situation and Future Base		Recommended Hornsby Town Centre Review Scenario (Option 3)	
	AM peak (2 Hour)	PM peak (2 Hour)	AM peak (2 Hour)	PM peak (2 Hour)
2019	15,394	18,924	-	-
2026	16,876	20,612	17,628	22,176
	+1,482, 10%	*+1,688, 9%*	*+752, 4%*	*+1,564, 8%*
2036	18,017	21,984	21,988	27,881
	+1,141, 7%	*+1,372, 7%*	*+3,971, 22%*	*+5,898, 27%*

Notes *Grey text* compares future base year to previous future base year, *blue text* compares Recommended Hornsby Town Centre Review Scenario to future base in corresponding year

Traffic diversions

During the traffic modelling process, it became clear that there was too much traffic attempting to enter the road network at specific locations. To provide flexibility of traffic paths, alternative methods of assisting traffic around the road network were considered. The following changes were considered appropriate:

- Diversion of traffic from Peats Ferry Road (north) to Mildred Avenue and Jersey Road North. Right turn movements were recently banned at the intersection of Jersey Street North and Mildred Avenue when traffic signals were added at the Mildred Avenue/Peats Ferry Road intersection. With congestion forecast on Peats Ferry Road southbound in the AM peak, re-introducing the right turns was seen as a way of minimising at this critical location. As this intersection is outside the model area, an estimate was made of the amount of traffic that could divert to this route (approximately 450 in the AM peak and 250 in the PM peak in 2036). The performance of the intersection was assessed in a SIDRA intersection model of the Jersey Road North and Mildred Avenue intersection, which confirmed that good performance could be achieved if the intersection were signalised.
- The TfNSW Strategic model assigned through traffic based on a high-level understanding of relative congestion along these routes through and around the study area. More detailed modelling using VISSIM showed a higher level of congestion within the study area. As a result of this it is likely that some traffic will find a quicker path around the study area, potentially via the M1 Motorway. The amount of traffic that was assumed to be diverted was estimated as 200 vehicles from Peats Ferry Road to Pacific Highway in the AM peak and 100 in the reverse direction. This was swapped in the PM peak.

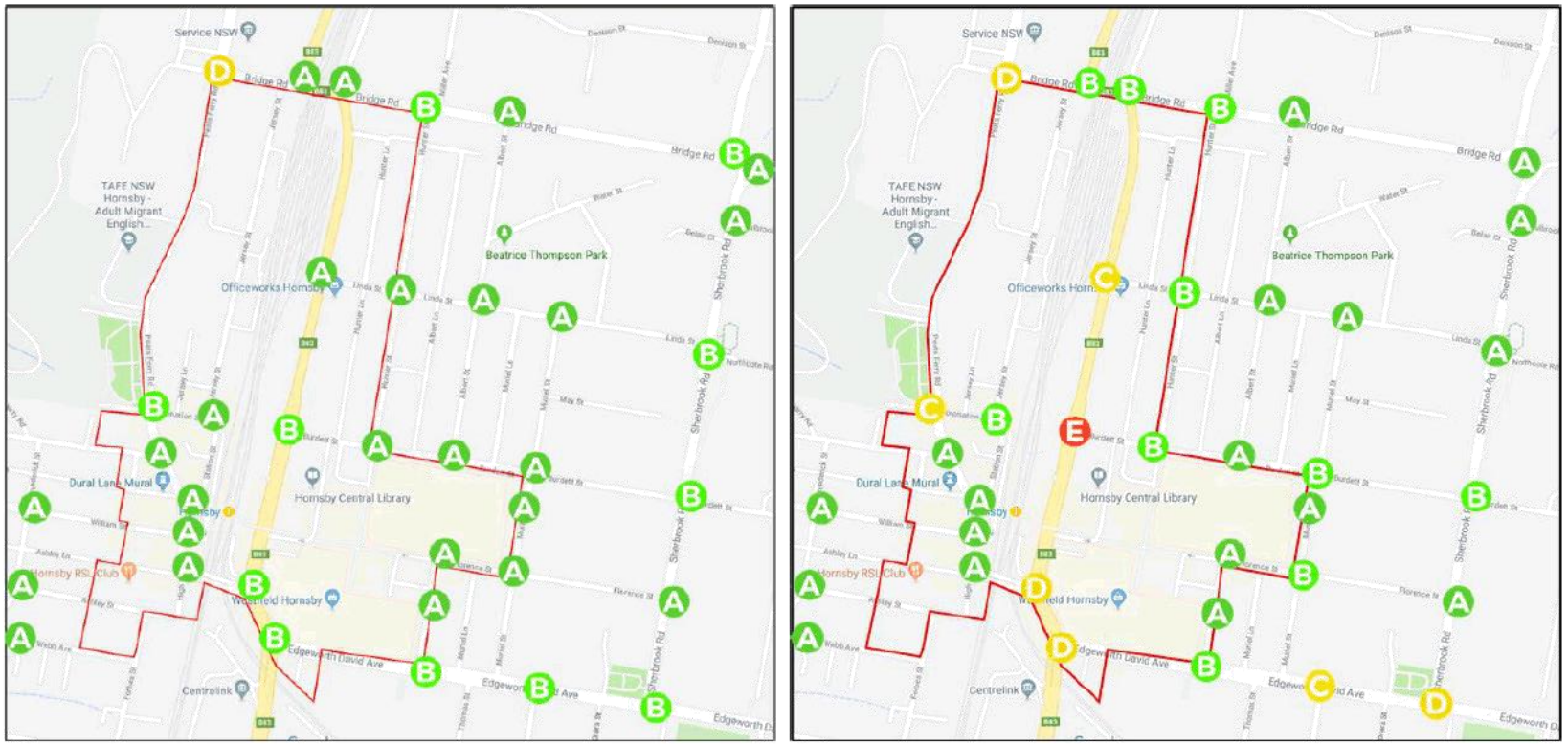
Results snapshot

A snapshot of the results are provided in Figure 8.2 and Figure 8.3 for the AM and PM situation respectively. Comparing the 2019 existing situation, to the proposed 2036 road network with the Hornsby Town Centre Review and the transport improvements listed in section 8.2, the following observations are made:

- The road network will need to accommodate a large increase in traffic from both future base growth and new development traffic (15 per cent to 20 per cent in the AM peak and 40 per cent to 50 per cent in the PM peak).
- Many intersections will experience an increase in congestion and delays.
  - During the AM peak the road network flows relatively freely, although the George Street corridor is operating close to capacity, especially at the intersection of George Street and Burdett Street.
  - During the PM Peak, the increase in retail trips will push the road network to operate at its capacity. A number of intersections along the Bridge Road/George Street Edgeworth David Avenue corridors will be operating at capacity. The network can be managed to maintain flow. However, increased congestion, queuing and delays will be experienced. Unplanned events such as a crash could have a large impact if it occurs during the peak period.
- Average speeds on the road network will reduce from approximately 20 km/h in 2019 to 16 km/h in the AM peak and 9 km/h in the PM peak in 2036. For comparison, a large amount of the PM speed change is forecast in the 2036 Future Base as well).

It is noted that some vehicles will be unable to enter the road network due to localised congestion in 2036. This occurred in both the Future Base and with Hornsby Town Centre scenarios, although to a greater extent in the latter. This will result in drivers potentially reconsidering their trips. Potential implications and mitigating impacts of this will be:

- The impact of increased working from home may reduce the number of trips taken on each day, reducing pressure on the transport network.
- Re-timing of trips, flattening the peak demand.
- Reinforcing mode share choices and making walking and cycling more attractive for short-length trips.



2019 Existing Situation

2036 with Hornsby Town Centre Review

Figure 8.2 Comparison of existing and future intersection performance – weekday AM peak

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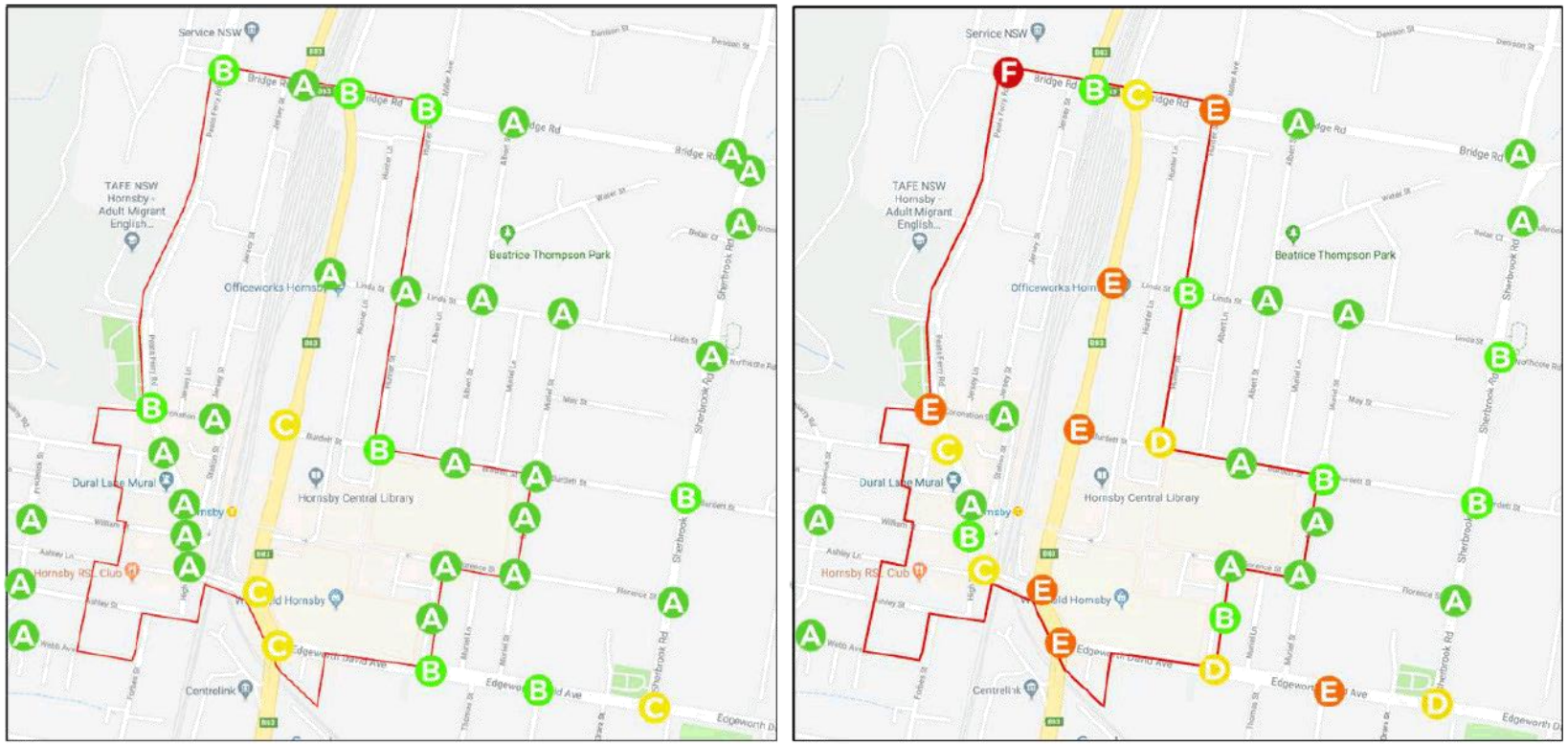

2019 Existing Situation | **2036 with Hornsby Town Centre Review**

Figure 8.3 Comparison of existing and future intersection performance – weekday PM peak

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8.2 Proposed transport improvement projects

The transport planning and traffic modelling assessments for the Hornsby Town Centre Review have resulted in a series of transport improvements to support the urban design changes and plan for the envisaged increase in transport demands from the increased density of development. The transport improvements have been grouped into those primarily assisting public transport, active transport and the road network. The location of the upgrades are shown in Figure 8.4. They are listed in Table 8.2 along with a description of the issue they are addressing.

All of the projects recommended were included in the preferred 2036 with Hornsby Town Centre Review modelling scenario. However, seven of the projects were also included in the 2036 Future Base scenario as part of the "committed and planned" projects. These include:

- PT.3: TAFE commuter parking spaces
- PT.4: Consolidate Commuter Parking remainder to East Side
- AT.5: Peats Ferry Road 30km/h speed limit
- R.1: Bridge Road/Peats Ferry Road intersection upgrade
- R.3: New lane Peats Ferry Road to Jersey Street south
- R.5: No Right Turn Peats Ferry Road to Dural Lane.

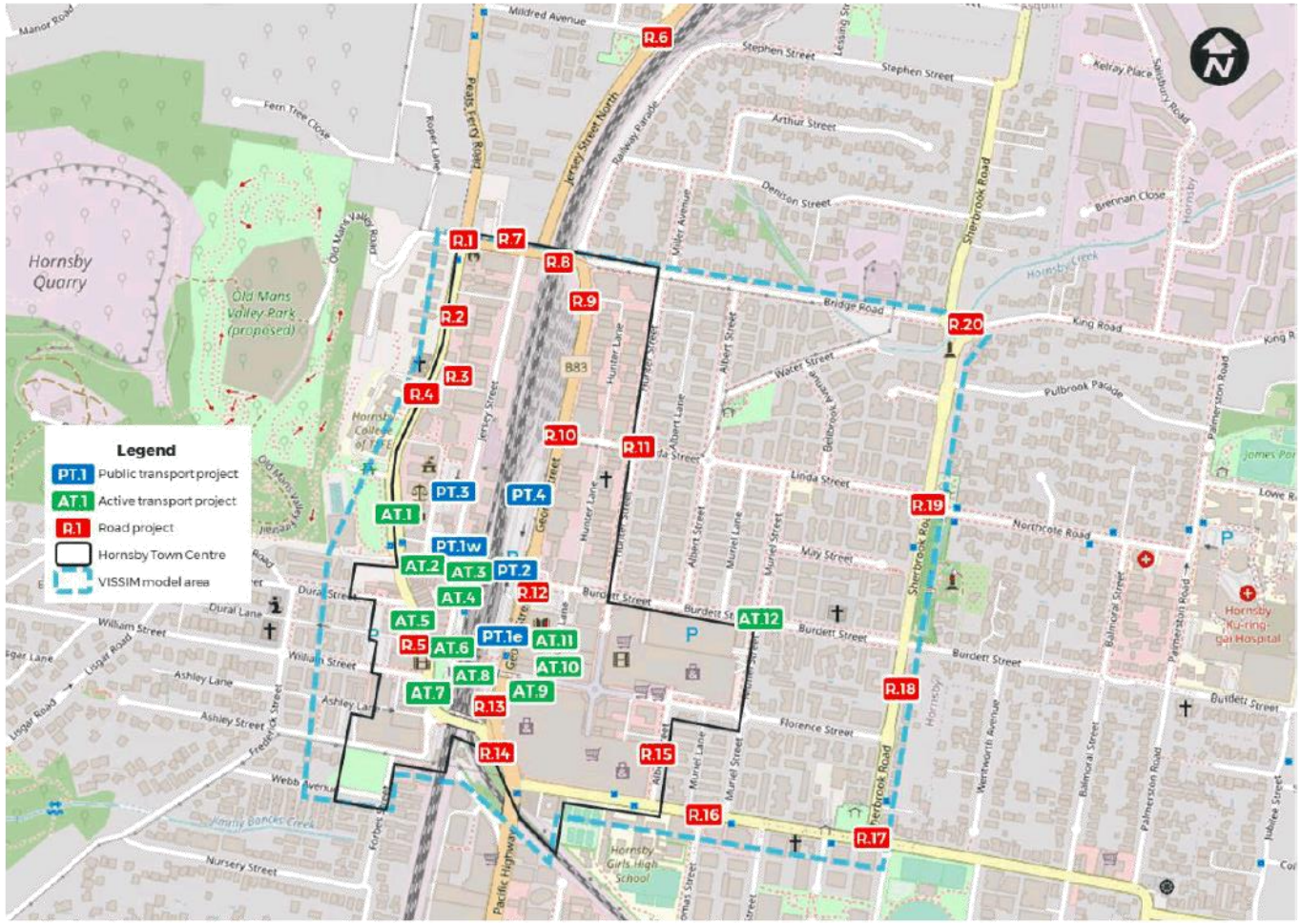

Figure 8.4 Location of transport upgrades to support the Hornsby Town Centre Review

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Table 8.2 Proposed transport upgrades to support the Hornsby Town Centre Review

ID number	Item	Description	Reason for inclusion
Public transport improvements			
PT.1w	Split Interchange West – Jersey Street south	Split Interchange – Northern bus routes.	Supports urban design treatment for western side of Hornsby Station and Cenotaph Park, locates bus termini close to the approach location.
PT.1e	Split Interchange East – George Street	Split Interchange – Southern and eastern bus routes.	
PT.2	Hornsby Station Northern Concourse	New paid and unpaid concourse connecting Coronation Street with Burdett Street.	Reduce the barrier impact of the rail line, facilitate the new split interchange.
PT.3	TAFE commuter parking spaces	147 commuter parking spaces on the site of the former TAFE car park.	Initiative from Transport for NSW to achieve 700 commuter parking space commitment
PT.4	Commuter car park between rail corridor and George Street	Consolidate remaining 553 spaces of commuter parking to east side.	Achieve 700 commuter parking space commitment.
Active transport improvements			
AT.1	Enhance cycle network	Provide cycle paths on the routes identified in section 5.2.2.	Invest in a high-quality network to reduce car travel to and around Hornsby Town Centre.
AT.2	Coronation Street one-way westbound	Convert Coronation Street to one-way westbound between Jersey Street south/Station Street and Peats Ferry Road.	Reallocate road space for wider pedestrian area and cycle path.
AT.3	Coronation Street, Station Street and Jersey Street south intersection signalisation	Conversion of one-lane roundabout to traffic signals.	Provide safer signalised crossings for pedestrians at the new Station entrance and active transport corridor.
AT.4	Station Street one-way northbound	Convert Station Street to one-way northbound between Peats Ferry Road and Jersey Street south/Coronation Street.	Relocate Bus interchange, revise passenger drop-off/pick-up and taxi rank, and reallocate road space for wider pedestrian area and cycle path.
AT.5	Peats Ferry Road 30 km/h zone	Between George Street/Pacific Highway and new Jersey Lane.	Speed limit reduction to improve pedestrian and bicycle safety and improve amenity.

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ID number	Item	Description	Reason for inclusion
AT.6	Peats Ferry Road and Station Street pedestrian signals	Replace marked pedestrian crossing with signalised crossing linked to Dural Lane traffic signals.	Revised layout of Cenotaph Park provides the opportunity to provide clearer pedestrian crossing location with reduced traffic volumes and reduced delays for vehicles.
AT.7	South pedestrian crossing at William Street	Add signalised pedestrian crossing from Cenotaph Park to western side of Peats Ferry Road, south of William Street.	Connects Cenotaph and Hornsby Statin to Hornsby RSL via a direct pedestrian connection, supporting urban design.
AT.8	Increased bicycle storage facilities at Hornsby Station	Expanded bicycle facilities similar to existing bike room with increased capacity at new north concourse and existing south concourse.	Facilitate intermodal changes and reduce car access to Hornsby Station.
AT.9	Florence Street closed George Street to Hunter lane	Reduced access to service and emergency vehicles only.	Supports the urban design treatment for the blocks bounded by George Street, Florence Street, Hunter Lane and Burdett Street, promote active transport while maintaining minimum level of vehicle access.
AT.10	Hunter Lane closed: Florence Street to new lane		
AT.11	New lane George Street to Hunter Lane	New laneway between George Street to the remaining section of Hunter Lane, one-way eastbound with footpaths.	
AT.12	Burdett Street and Muriel Street intersection signalisation	Conversion of one-lane roundabout to traffic signals.	Provide safer signalised crossings for pedestrians along this busy pedestrian route.
Road network improvements			
R.1	Peats Ferry Road and Bridge Road intersection upgrade	Implement Hornsby Council's plan with extended through lane on Peats Ferry Road (north).	Increased traffic capacity and access to Hornsby Park.
R.2	Peats Ferry Road lane guidance	Linemark one continuous lane in each direction with turn bays and medians where needed.	Reduce the need for lane changes, provide clear guidance on travel path, calm traffic.
R.3	Upgrade Jersey Lane	New two-way laneway with footpaths from Peats Ferry Road to Jersey Street south, traffic signals at intersection with Peats Ferry Road.	Reduced block size between Coronation Street and Bridge Road, allows other changes such as conversion of Coronation Street to one-way.

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ID number	Item	Description	Reason for inclusion
R.4	Peats Ferry Road and TAFE car park exit – Keep Clear	Install "KEEP CLEAR" pavement text and signage.	Minimise delays exiting the car park in the PM peak.
R.5	No Right Turn Peats Ferry Road to Dural Lane	As described.	Improves pedestrian priority at Station access and traffic flow along Peats Ferry Road.
R.6	Jersey Street North and Mildred Avenue intersection signalisation	Conversion of Give Way sign-controlled intersection to traffic signals.	Enable right-turns to be reinstated with increased traffic capacity.
R.7	Bridge Road widening	Widen on north side of Bridge Road between Peats Ferry Road and Jersey Road North for extra westbound lane.	Increased traffic capacity.
R.8	Jersey Street North/Bridge Road/ George Street intersection upgrade	Bridge widening to create three lanes in each direction plus wider footpath on southern side.	Increased traffic capacity and improved pedestrian/cycle access to Hornsby Park.
R.9	George Street and Hunter Lane median	Install narrow median to reinforce right-turn bans.	Improved safety and traffic flow.
R.10	George Street and Linda Street intersection signalisation/upgrade	New traffic signals, connection to exit from commuter car park exit.	Increased traffic capacity, car park exit.
R.11	Linda Street and Hunter Street intersection signalisation	Conversion of one-lane roundabout to traffic signals.	Increased traffic capacity.
R.12	George Street and Burdett Street intersection upgrade	Connection from new eastern bus interchange and entry to commuter car park, additional lanes.	Increased traffic capacity, bus interchange exit, car park entry.
R.13	George Street widening	Additional lane between Peats Ferry Road and Linda Street.	Increased traffic capacity.
R.14	George Street/Peats Ferry Road/Westfield Access and Pacific Highway/Edgeworth David Avenue intersection upgrade	Widening to create three through lanes in each direction, reconfigured entry to Peats Ferry Road, traffic signal improvements.	Increased traffic capacity at this critical location.
R.15	Reconfigure Albert Street/Westfield Entry/ Exit	Signalise intersection, amalgamate Westfield car park exit and Albert Lane.	Tidy up complex turning movements, increased traffic capacity, signalised/safer pedestrian crossings.

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ID number	Item	Description	Reason for inclusion
R.16	Edgeworth David Avenue/Romsey Street	Review traffic signal settings to improve traffic signal coordination and reduce delays.	Increased traffic capacity.
R.17	Edgeworth David Avenue/Sherbrook Road right turn	Change pavement arrows and traffic signals to allow right-turns from the middle westbound lane (dual-right turn).	Increased traffic capacity, assist bypass route.
R.18	Sherbrook Road upgrade	Linemark as two lanes in each direction.	Promote a bypass route for traffic on Edgeworth David Avenue and Peats Ferry Road.
R.19	Sherbrook Road and Northcote Road intersection signalisation	Conversion of one-lane roundabout to traffic signals.	Increased traffic capacity, assist bypass route.
R.20	Bridge Road/Sherbrook Road/King Road roundabout amalgamation	Amalgamate two closely spaces one-lane roundabouts into a single two-lane roundabout.	Increased traffic capacity, assist bypass route.

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8.3 Apportionment

It is proposed that the funding for each of the recommended transport upgrades/projects should be based on the main driver(s) for the project:

- If a project is required to support the Hornsby Town Centre Review or the traffic that it generates, its cost should be wholly attributable to that program.
- If the need is generated by both the future base growth and the Hornsby Town Centre Review development traffic, the cost should be split between the general road improvement budget of the relevant road authority and developer contributions from the Hornsby Town Centre Review (for example Section 94, deed of agreement or works-in-kind).

For road improvement projects, the need for the project is assumed to be triggered if the intersection performance drops to Level of Service E or F without the upgrade. Based on the model results for the 2036 Future base scenario provided in Appendix B, the intersections listed in Table 8.3 are potentially candidates for split funding.

Table 8.3 Future Base intersection performance – Intersections at capacity (without upgrades)

Intersection	2026 Future Base		2036 Future Base	
	AM peak	PM peak	AM peak	PM peak
Peats Ferry Road & Bridge Road	C	C	D	F
George Street & Burdett Street	B	C	B	F
George Street & Peats Ferry Road	B	C	B	F
Pacific Highway & Edgeworth David Avenue	B	C	B	F
Edgeworth David Avenue & Albert Street	A	C	B	F
Edgeworth David Avenue & Romsey Street	B	D	B	F
Edgeworth David Avenue & Sherbrook Road	C	D	C	F
Sherbrook Road & Burdett Street	B	C	B	F

Where split funding is considered appropriate, the total volume of traffic in the combined AM and PM peak periods for the 2019 existing situation, 2036 Future Base and 2036 Hornsby Town Centre Option 3 scenarios has been used as the basis of the calculations using the following formula:

$$Apportionment\ percentage\ for\ Hornsby\ Town\ Centre\ Review = \frac{4\ hour\ total\ traffic\ for\ 2036\ HTCR\ Option\ 3 - 4\ hour\ total\ traffic\ for\ 2036\ Future\ Base}{4\ hour\ total\ traffic\ for\ 2036\ HTCR\ Option\ 3 - 4\ hour\ total\ traffic\ for\ 2019\ Existing\ Situation}$$

In general, where appropriate, the traffic split at the intersections were used to calculate its apportionment. For the case of the upgrades along Sherbrook Road, the projects promoting the bypass are designed to address traffic condition issues in other locations (namely along Edgeworth David Avenue, Peats Ferry Road and George Street). In this instance, the apportionment percentages at the affected Edgeworth David Avenue, Peats Ferry Road and George Street were averaged to come up with a representative apportionment value.

The recommended funding source and apportionment for each project is outlined in Table 8.4.

Table 8.4 Recommended project funding and apportionment

ID number	Item	Funding and apportionment
Public transport improvements		
PT.1w	Split interchange west – Jersey Street south	Subject to funding discussions between Transport for NSW and Hornsby Shire Council
PT.1e	Split interchange east – George Street	Subject to funding discussions between Transport for NSW and Hornsby Shire Council
PT.2	Hornsby Station northern concourse	Subject to funding discussions between Transport for NSW and Hornsby Shire Council
PT.3	TAFE commuter parking spaces	Transport for NSW initiative – 100%
PT.4	Commuter car park between rail corridor and George Street	Subject to funding discussions between Transport for NSW and Hornsby Shire Council
Active transport improvements		
AT.1	Enhance cycle network	Hornsby Town Centre Review – 100%
AT.2	Coronation Street one-way westbound	Hornsby Town Centre Review – 100%
AT.3	Coronation Street, Station Street and Jersey Street south intersection signalisation	Hornsby Town Centre Review – 100%
AT.4	Station Street one-way northbound	Hornsby Town Centre Review – 100%
AT.5	Peats Ferry Road 30 km/h zone	Future Base – Hornsby Shire Council
AT.6	Peats Ferry Road and Station Street pedestrian signals	Hornsby Town Centre Review – 100%
AT.7	South pedestrian crossing at William Street	Hornsby Town Centre Review – 100%
AT.8	Increased bicycle storage facilities at Hornsby Station	Hornsby Town Centre Review – 100%
AT.9	Florence Street closed George Street to Hunter Lane	Hornsby Town Centre Review – 100%
AT.10	Hunter Lane closed: Florence Street to new lane	Hornsby Town Centre Review – 100%
AT.11	New lane George Street to Hunter Lane	Hornsby Town Centre Review – 100%
AT.12	Burdett Street and Muriel Street intersection signalisation	Hornsby Town Centre Review – 100%

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ID number	Item	Funding and apportionment
Road network improvements		
R.1	Peats Ferry Road and Bridge Road intersection upgrade	Partially Hornsby Park project. Extra upgrades: Hornsby Town Centre Review – 100%
R.2	Peats Ferry Road lane guidance	Hornsby Town Centre Review – 100%
R.3	Upgrade Jersey Lane	Hornsby Town Centre Review – 100%
R.4	Peats Ferry Road and TAFE car park exit – Keep Clear	Hornsby Town Centre Review – 100%
R.5	No Right Turn Peats Ferry Road to Dural Lane	Hornsby Town Centre Review – 100%
R.6	Jersey Street North and Mildred Avenue intersection signalisation	Hornsby Town Centre Review – 100%
R.7	Bridge Road widening	Hornsby Town Centre Review – 100%
R.8	Jersey Street North/Bridge Road/George Street intersection upgrade	Hornsby Town Centre Review – 100%
R.9	George Street and Hunter Lane median	Hornsby Town Centre Review – 100%
R.10	George Street and Linda Street intersection signalisation/upgrade	Split funding – Hornsby Town Centre Review =54%
R.11	Linda Street and Hunter Street intersection signalisation	Split funding – Hornsby Town Centre Review =95%
R.12	George Street and Burdett Street intersection upgrade	Split funding – Hornsby Town Centre Review =76%
R.13	George Street widening	Split funding – Hornsby Town Centre Review =55%
R.14	George Street/Peats Ferry Road/Westfield Access and Pacific Highway/ Edgeworth David Avenue intersection upgrade	Split funding – Hornsby Town Centre Review =58%
R.15	Reconfigure Albert Street/Westfield Entry/Exit	Hornsby Town Centre Review – 100%
R.16	Edgeworth David Avenue/Romsey Street	Split funding – Hornsby Town Centre Review = 89%
R.17	Edgeworth David Avenue/Sherbrook Road right turn	Split funding – Hornsby Town Centre Review = 62%
R.18	Sherbrook Road upgrade	Split funding – Hornsby Town Centre Review = 66%
R.19	Sherbrook Road and Northcote Road intersection signalisation	Split funding – Hornsby Town Centre Review = 66%
R.20	Bridge Road/Sherbrook Road/King Road roundabout amalgamation	Hornsby Town Centre Review – 100%

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The above assessment considers the final state of the road network in year 2036. It does not consider if the need for an upgrade is brought forward in time due to a higher volume of traffic. The staging is discussed in the next section.

8.4 Staging

The staging of projects, shown in Table 8.5 is recommended based on an understanding of when the urban design changes for the Hornsby Town Centre Review are likely to happen, the development staging (outlined in Table 3.4) and the results of the VISSIM traffic modelling.

The performance of the major traffic corridors in the 2026 scenario means that several of the more substantial road upgrades along the George Street corridor are needed within Stage 1 (0 to 5 year timeframe). However, it is noted that these projects will take several years to investigate, plan and construct, and hence will realistically be delivered by the end of this stage at the earliest. A similar timeframe exists for the public transport changes, which involve the construction of a new bus interchange, station concourse and multi-storey carpark. If these elements are delayed into the beginning of Stage 2, this will delay their beneficial impacts.

Table 8.5 Recommended project staging

ID number	Item	Stage 1 (0 to 5 years)	Stage 2 (5 to 10 years)	Stage 3 (10+ years)
Public transport improvements				
PT.1w	Split Interchange West – Jersey Street south	< Subject to urban design timing >		
PT.1e	Split Interchange East – George Street	< Subject to urban design timing >		
PT.2	Hornsby Station northern concourse	< Subject to urban design timing >		
PT.3	TAFE commuter parking spaces	Subject to Transport for NSW timing		
PT.4	Commuter car park between rail corridor and George Street	< Subject to urban design timing >		
Active transport improvements				
AT.1	Enhance cycle network	Peats Ferry Road (north) Dural Street for Hornsby Park Jersey Street south, Coronation Street, Station Street, Cenotaph Park – Subject to urban design timing Burdett Street	Peats Ferry Road (south) Florence Street Edgeworth David Avenue Hunter Street	Bridge Road
AT.2	Coronation Street one-way westbound	< Subject to urban design timing >		
AT.3	Coronation Street, Station Street and Jersey Street south intersection signalisation	< Subject to urban design timing >		
AT.4	Station Street one-way northbound	< Subject to urban design timing >		
AT.5	Peats Ferry Road 30 km/h zone	Hornsby Shire Council timing		
AT.6	Peats Ferry Road and Station Street pedestrian signals	< Subject to urban design timing >		
AT.7	South pedestrian crossing at William Street	Subject to RSL development timing		
AT.8	Increased bicycle storage facilities at Hornsby Station	< Subject to urban design timing >		
AT.9	Florence Street closed George Street to Hunter lane	Subject to development timing		

ATTACHMENT 3 - ITEM 8

ID number	Item	Stage 1 (0 to 5 years)	Stage 2 (5 to 10 years)	Stage 3 (10+ years)
AT.10	Hunter Lane closed: Florence Street to new lane	Subject to development timing		
AT.11	New lane George Street to Hunter Lane	Subject to development timing		
AT.12	Burdett Street and Muriel Street intersection signalisation	Subject to development timing		
Road network improvements				
R.1	Peats Ferry Road and Bridge Road intersection upgrade	Hornsby Park timing		
R.2	Peats Ferry Road lane guidance	Could be combined with Bridge Road upgrade above		
R.3	Upgrade Jersey Lane	< Subject to urban design timing >		
R.4	Peats Ferry Road and TAFE car park exit – Keep Clear		Monitor and implement when needed	
R.5	No Right Turn Peats Ferry Road to Dural Lane	Hornsby Shire Council timing		
R.6	Jersey Street North and Mildred Avenue intersection signalisation		Monitor Peats Ferry Road/Bridge Road intersection performance and implement when needed	
R.7	Bridge Road widening		Monitor Peats Ferry Road/Bridge Road intersection performance and implement when needed	
R.8	Jersey Street North/Bridge Road/George Street intersection upgrade			Long-term
R.9	George Street and Hunter Lane median	Hornsby Shire Council timing		
R.10	George Street and Linda Street intersection signalisation/ upgrade	< Subject to urban design timing >		
R.11	Linda Street and Hunter Street intersection signalisation	Subject to development timing		
R.12	George Street and Burdett Street intersection upgrade	< Subject to urban design timing >		
R.13	George Street widening		Medium-term	

ATTACHMENT 3 - ITEM 8

ID number	Item	Stage 1 (0 to 5 years)	Stage 2 (5 to 10 years)	Stage 3 (10+ years)
R.14	George Street/Peats Ferry Road/Westfield Access and Pacific Highway/Edgeworth David Avenue intersection upgrade		Medium-term	
R.15	Reconfigure Albert Street/Westfield Entry/Exit		Subject to development timing	
R.16	Edgeworth David Avenue/Romsey Street	Short-term		
R.17	Edgeworth David Avenue/Sherbrook Road right turn	Short-term		
R.18	Sherbrook Road upgrade	Short-term		
R.19	Sherbrook Road and Northcote Road intersection signalisation	Short-term		
R.20	Bridge Road/Sherbrook Road/King Road roundabout amalgamation			Long-term

ATTACHMENT 3 - ITEM 8

9 Conclusions and next steps

The Hornsby Town Centre Review offers the potential to integrate population growth in a location with superior access to public transport services and greater potential for opportunities to live and work without reliance on private vehicle travel. The intensification of land use density brings with it increased pressure on existing facilities. This study has examined the impact of the Hornsby Town Centre Review development and has recommended a series of transport upgrades/projects to mitigate the impact of the development and achieve the desired urban transformation. These are summarised as:

- Road network:
  - Reinforce the George Street corridor as the primary through route for traffic
  - Reduce vehicle use of Peats Ferry Road through the civic and western retail areas
  - Promote Sherbrook Road as a bypass of Hornsby Town Centre for local tips.
- Active transport:
  - Strengthen existing pedestrian spaces and add new areas with improved connections and amenity.
  - Increase the permeability of the Town Centre by adding new active transport links to reduce the block size.
  - Add a new northern concourse to Hornsby Train Station to reduce the barrier impact of the rail line and facilitate an active transport corridor from the Hornsby Park, along Coronation Street and Burdett Street through Hornsby Town Centre and onwards to Hornsby Hospital.
  - Expanded cycle network linking Hornsby Town Centre and areas to the north, east and south to Hornsby Park in the west.
- Public transport:
  - New northern concourse at Hornsby Train Station.
  - Split bus interchange with the western side servicing north and west services on Jersey Street south and a new east interchange servicing east and south services on the site of the current commuter car park east of Hornsby Station with access to George Street.
  - Commuter parking provided at in the remainder of the east side commuter car park (multi-storey, and on the site of former TAFE parking on Jersey Street south.
- Parking:
  - Revised maximum private car parking rates
  - Consolidated commuter car parking
  - Integrated public off-street parking to replace existing surface parking areas
  - Minor changes to existing on-street parking.

Following the resolution of the Hornsby Town Centre Review, further work is required to refine the transport strategy and ensure it can be achieved within the timeframes needed. Possible next steps include:

- Investigate the design and interaction of the new northern concourse at Hornsby Station, the split bus interchange and commuter car park.
- Confirm whether development is planned over the commuter car park and therefore whether the commuter parking needs to be designed as basement levels of a larger development or as a free-standing facility.
- Further consideration of the scale and location of development within Hornsby Westfield with further consideration of changes to vehicle connections to improve the efficiency of how they connect to the road network and their interaction with pedestrian movements.
- Bus network review to match the new split interchange and potential for service improvement.

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Appendix A

Model methodology

A1 Model Development Report

This appendix contains an extract from the Base model development report (March 2021).

Appendices have been removed.

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Base model development report

Hornsby Town Centre VISSIM Model

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MARCH 2021

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Question today
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Base model development report
Hornsby Town Centre VISSIM Model

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REV	DATE	DETAILS
	20/12/2019	Work-in-progress draft report
A	30/04/2020	Draft report
B	06/08/2020	Revised report to address client comments
C	02/03/2021	Revised report following external model review

	NAME	DATE	SIGNATURE
Prepared by:	P. Dhikale P. Bright	02/03/2021	
Reviewed by:	C. Stirzaker	02/03/2021	
Approved by:	S. Black	02/03/2021	

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PS114290-TAP-REP-002-RevC.docx March 2021

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1 INTRODUCTION

1.1 PROJECT BACKGROUND

Hornsby has been identified as a Strategic Centre within the North District Plan – the 20-year plan prepared by the Greater Sydney Commission. The North District Plan identifies Hornsby as a Strategic Centre. The Plan acknowledges that Strategic Centres differ in hierarchy, size and scale of economic activity and should offer flexibility and facilitate the co-location of a mix of land use activities including residential accommodation.

The Hornsby Town Centre (HTC) review is a collaborative planning process being led by Hornsby Shire Council to look holistically at the HTC and its potential to become:

> *'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.'*[1]

The review recommendations and master plan will describe the potential of the HTC to fulfil this vision, established on best practice urban design, planning and placemaking principles, and underpinned by the infrastructure which enables such a place to function and thrive.

The final master plan will provide a roadmap for how an approximate 3,000 dwellings and 3,000 jobs can be accommodated within HTC over 20 years, and will be informed by a variety of technical studies which respond to the local current and future context and demonstrate that the Master Plan is feasible. The Master Plan will inform proposed amendments to local planning frameworks to guide the HTC evolution over a 20 year horizon.

The Master Plan takes a multi-modal and place-based approach to movement within and through HTC. A key transport objective is to improve connectivity between the east and west sides, overcoming the major barriers of the railway corridor and George Street to better integrate HTC for pedestrians and cyclists. Another key transport objective is to minimise traffic impacts of future development in town centre, and ease traffic pressures experienced on the west side to make this a more pedestrian friendly place for people. To achieve these objectives, the Master Plan will consider several transport interventions for pedestrian and cyclists, public transport and vehicles alike.

1.2 MODELLING OBJECTIVES

The primary objectives of the traffic modelling are to:

- Evaluate three development options and their associated trip generation, considering all modes, in the context of the future vision for HTC. Evaluate the future road network performance, in the context of the forecast travel demand and determine and include potential interventions and potential infrastructure improvements to support the future travel demand for a preferred development scenario.
- Provide inputs into the Infrastructure Improvement Schedule and Transport Plan.
- Identify the residual traffic generation and assess the three development options in the traffic model.

To achieve the above objectives, it was determined that a microsimulation traffic model would be necessary.

[1] Hornsby Town Centre Review Vision Statement: https://future.hornsby.nsw.gov.au/hornsby-town-centre/

1.3 STUDY AREA

The study will focus specifically on Hornsby Town Centre. Figure 1.2 shows the extents of the VISSIM model including relationship to the town centre.

Figure 1.1 Hornsby Town Centre – context map

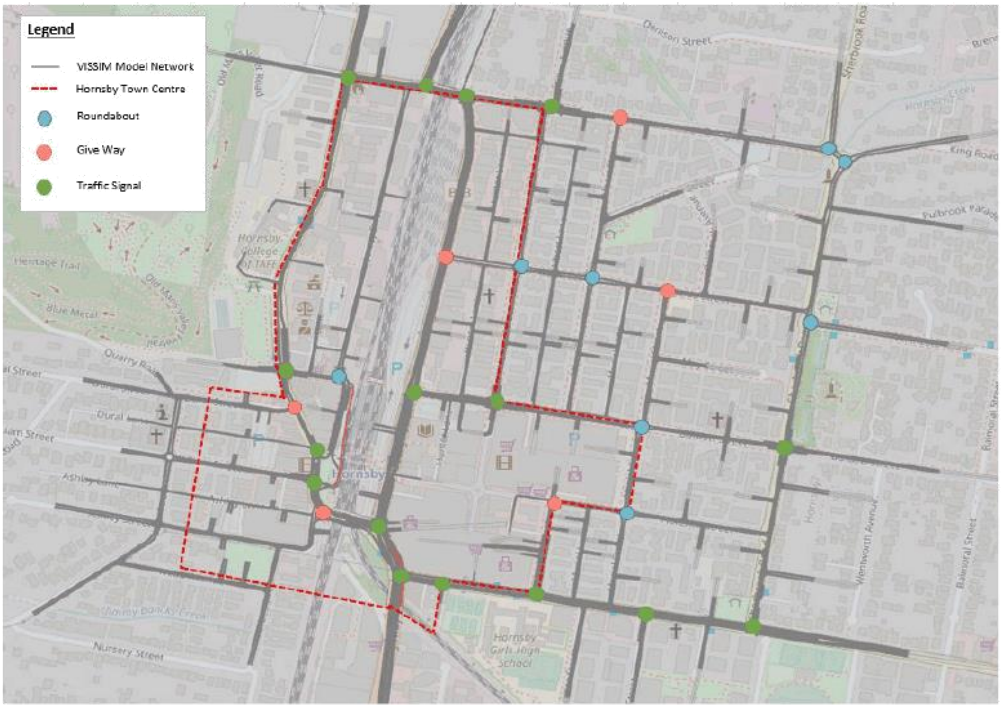


Figure 1.2 Hornsby Town Centre – VISSIM model study area

1.4 REPORT OBJECTIVES

This report summarises the existing conditions and the development, calibration and validation activities of the VISSIM model of the Hornsby Town Centre against surveyed 2019 conditions.

The purpose of the report is to demonstrate that the developed model is fit for the purpose of evaluating future year transport network scenarios to support the master plan for the Hornsby Town Centre.

1.5 REPORT OUTLINE

The following sections of this report are structured as follows:

- Section 2 summarises the existing network conditions within the study area
- Section 3 discusses the model development process, including the key model assumptions
- Section 4 outlines the model calibration and validation outcomes
- Section 5 discusses the limitations of the model
- Section 6 summarises the key conclusions of this report.

2 EXISTING CONDITIONS

2.1 SITE VISIT

2.1.1 OVERVIEW

A site visit was completed on 1 July 2019 to observe key areas of interest during the AM and PM peak periods. The purpose of the site inspection was to familiarise the project team with the study area and as reconnaissance for the set-up of the model.

2.1.2 CONGESTION DETAILS

Based on our understanding of the study area, Figure 2.1 summarise the key network pinch points around the Hornsby Town Centre. In summary, the key pinch points are:

- Intersections of George Street/Peats Ferry Road and George Street/Edgeworth David Avenue
- Roads surrounding the Westfield shopping centre, particularly during the PM peak period
- Intersection of George Street/Burdett Street
- Intersections of Bridge Road/Peats Ferry Road and Bridge Road/Jersey Road
- Intersection of Edgeworth David Avenue and Sherbrook Road.

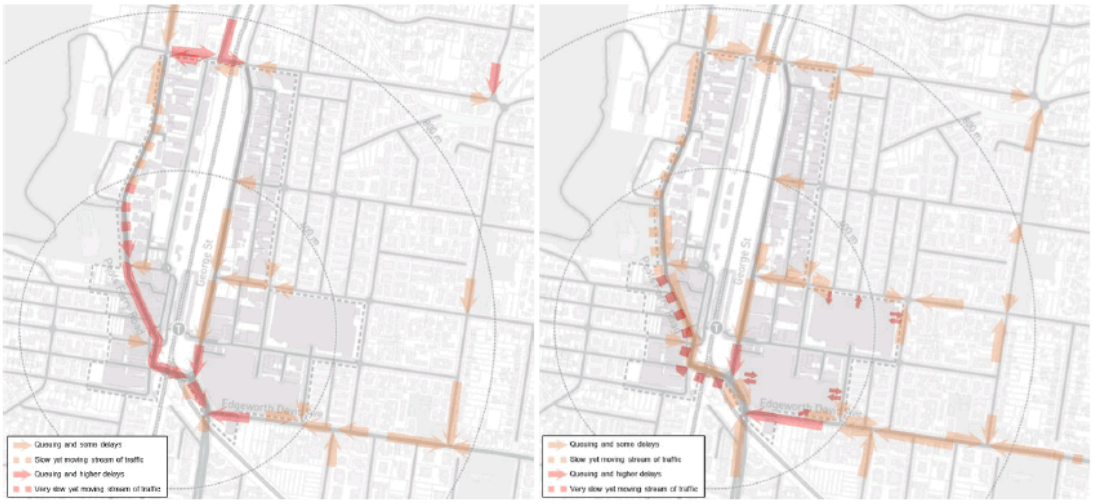
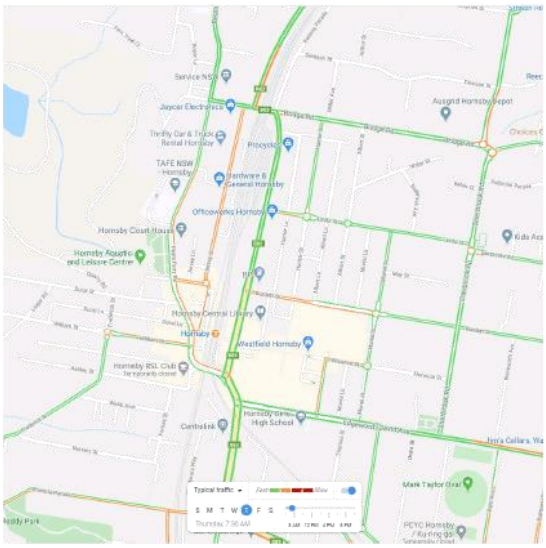


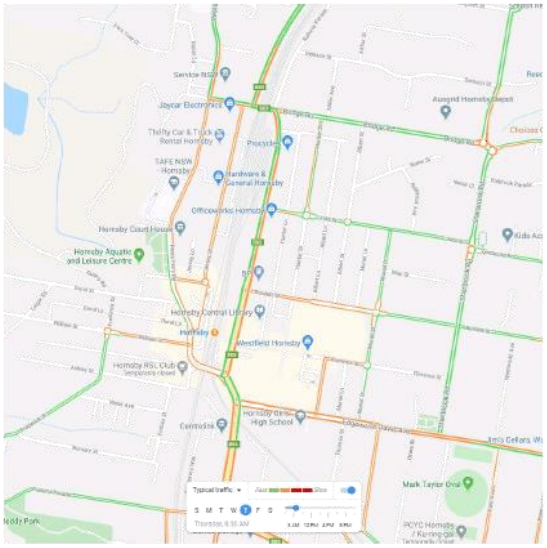
Figure 2.1 Key network pinch points – AM (left) and PM (right) peak periods

In addition to the above summary, *Google Traffic* has been utilised to summarise the "typical traffic" situation during the Thursday AM and PM commuter periods. Figure 2.2 (overleaf) shows the four images – two for each time period – summarising congestion. The key conclusions from this are:

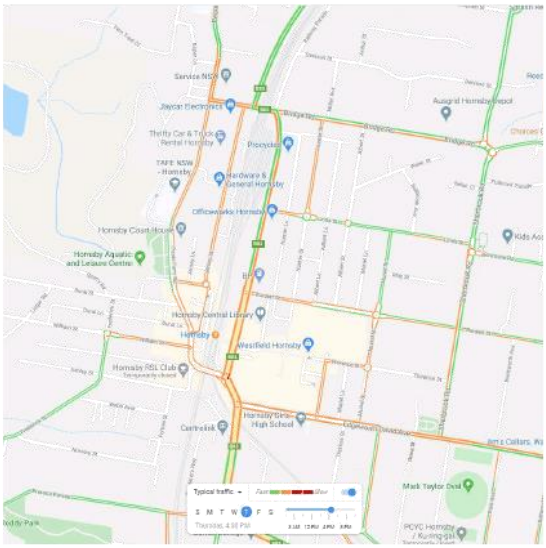
- The PM peak appears "busier" than the AM peak for a typical Thursday and is unsurprising given the Westfield Hornsby shopping centre in the study area. This evidence however does contradict some of the queue length and travel time survey data as presented within this report suggesting that the data used to calibrate and validate the model may differ to perceived congestion levels.
- There doesn't appear to be any significant boundary conditions which need to be recognised within the model.



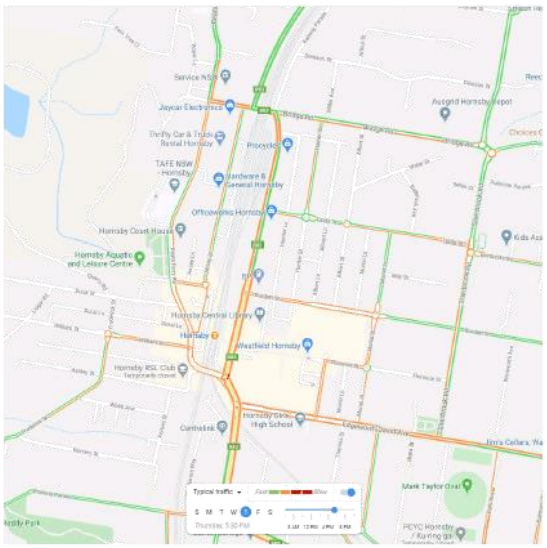
7.30 am



8.30 am



4.30 pm



5.30 pm

Source: Google maps (2020)

Figure 2.2 Typical traffic (Google Traffic)

Note: "Typical traffic" data was extracted from Google Maps on 29 April 2020. It should be noted that the images above were extracted from google during COVID-19 therefore the typical traffic could be lower than normal. It is our understanding that the google "typical traffic" is collected over an extended period therefore the images still provide context of the peak period congestion in the town centre. As part of the review of typical traffic it was noted that on several occasions the "live traffic" feed showed congestions levels higher than those above, thus validating the previous statement of fluctuating conditions within the town centre.

2.2 TRAFFIC DATA COLLECTION AND ANALYSIS

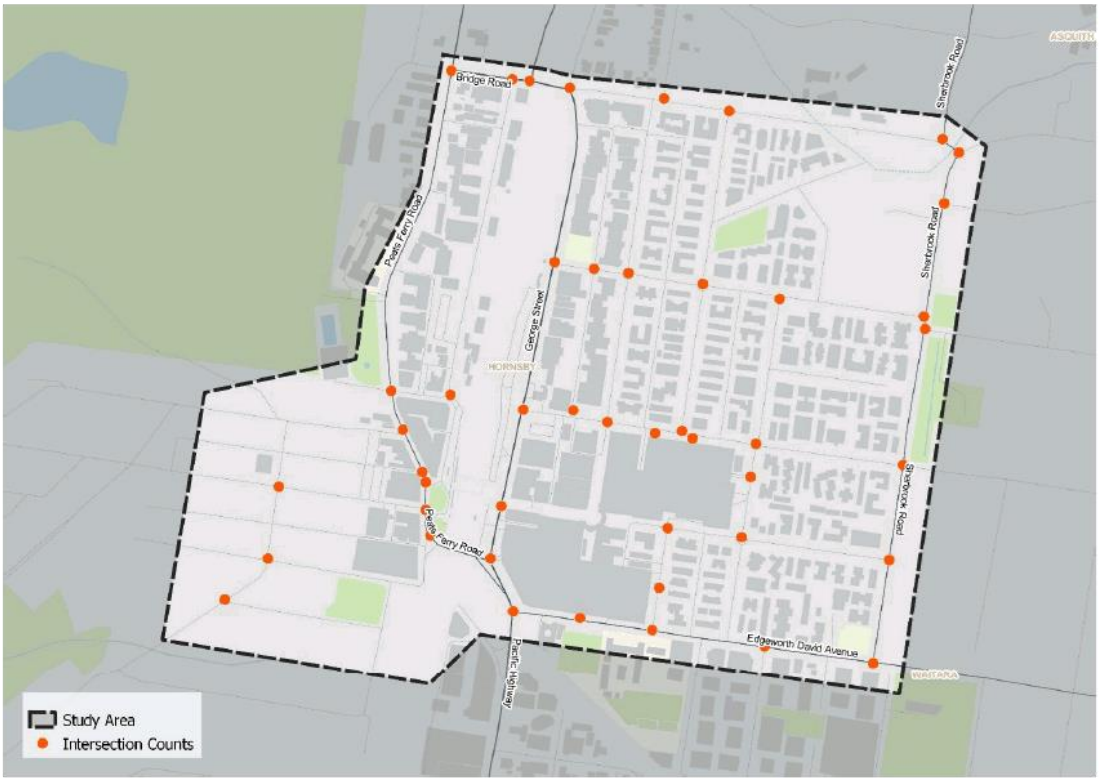
The traffic surveys for input to the VISSIM model were commissioned by Hornsby Shire Council and included the following:

- Classified traffic counts
- Queue length surveys
- Classified midblock counts
- Travel time surveys (floating car method)
- Origin-destination (OD) surveys.

These traffic surveys were completed by Matrix Traffic and Transport Data on Thursday 8 August 2019 during the AM peak period (7.00 am–9.00 am) and PM peak period (4.00 pm–6.00 pm). Subsequent surveys were required for the OD surveys on Thursday 26 September 2019 and revisions to the floating car travel time surveys.

2.2.1 CLASSIFIED INTERSECTION COUNTS

Classified intersection counts were completed on Thursday 8 August 2019, with traffic volumes collected at 15-minute intervals for light vehicles and heavy vehicles. These intersection counts were used to develop the demand matrices and assist with the base model calibration. Figure 2.3 and Table 2.1 summarise the intersection count locations.



Source: OpenStreetMap and NSW Department of Finance and Spatial Services

Figure 2.3 Intersection count locations

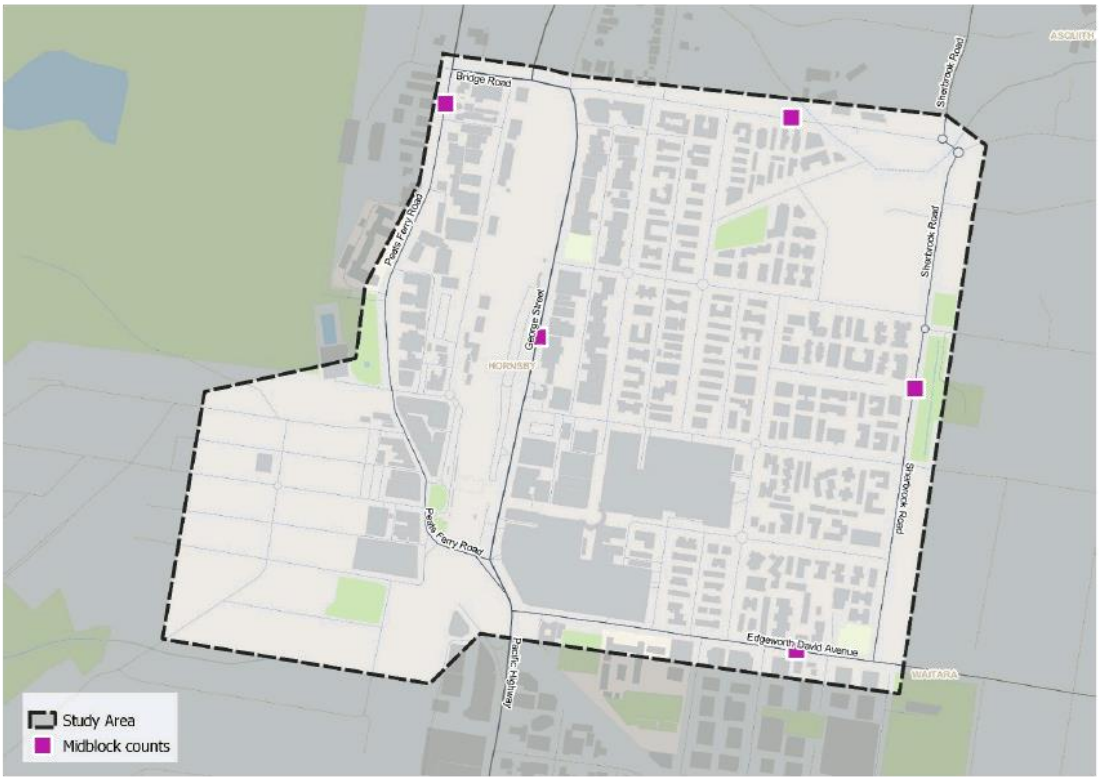
Table 2.1 Classified intersection count locations

ID	Intersection	ID	Intersection
1	Bridge Road/Peats Ferry Road	32	Peats Ferry Road/Station Street
2	Bridge Road/Jersey Street (South)	33	Peats Ferry Road/Dural Lane
3	Bridge Road/Jersey Street (North)	34	Pacific Highway/Dural Street
4	Bridge Road/George Street/Railway Parade	35	Pacific Highway/Coronation Street
5	Bridge Road/Hunter Street/Miller Avenue	36	Coronation Street/Station Street/Jersey Street (south)
6	Bridge Road/Albert Street	38	Albert Street/Florence Street
7	Bridge Road/Sherbrook Road	39	Muriel Street/Florence Street
8	Sherbrook Road/King Street	40	Burdett Street/Hunter Street
9	Sherbrook Road/Pulbrook Parade	41	Burdett Street/Muriel Street
10	Sherbrook Road/Linda Street	42	Burdett Street/Hunter Lane
11	Sherbrook Road/Northcotte Road	43	Linda Street/Hunter Lane
12	Sherbrook Road/Burdett Street	44	Linda Street/Hunter Street
13	Sherbrook Road/Florence Street	45	Linda Street/Albert Street
14	Edgeworth David Avenue/Sherbrook Road	46	Linda Street/Muriel Street
16	Edgeworth David Avenue/Romsey Street	48	Westfield Entry & Exit in Albert Street
20	Edgeworth David Avenue/Albert Street	49	Westfield Entry & Exit in Muriel Street
21	Edgeworth David Avenue/Pacific Highway	50	Westfield Entry in Burdett Street
22	Pacific Highway/George Street/Westfield Access	51	Westfield Exit in Burdett Street
26	George Street/Florence Street	52	Westfield Entry on Edgeworth David Avenue
27	George Street/Burdett Street	55	Albert Street/Burdett Street
28	George Street/Linda Street	56	Frederick Street/William Street
30	Peats Ferry Road/High Street	57	Frederick Street/Ashley Street
31	Peats Ferry Road/William Street/Bus Interchange Access	58	Frederick Street/Webb Avenue

2.2.2 CLASSIFIED MIDBLOCK COUNTS

Midblock counts (Figure 2.4) were completed over the period 8–14 August 2019, with the data classified according to the Austroads 12 vehicle class system. This data was used to understand the traffic profile on the road network around Hornsby. The following locations were surveyed:

- George Street, between Linda Street and Burdett Street
- Edgeworth David Avenue, between Orara Street and Romsey Street
- Peats Ferry Road, south of Bridge Road
- Bridge Road, between Sherbrook Road and Albert Street
- Sherbrook Road, between Northcote Road and Burdett Street.



Source: OpenStreetMap and NSW Department of Finance and Spatial Services

Figure 2.4 Classified midblock count locations

SUMMARY OF ANALYSIS

Detailed analysis of the existing traffic flows were conducted to inform classification and temporal profiling as well as to support the model calibration process. This analysis is incorporated into Appendix A.

Figure 2.5 (overleaf) provides an overview of the analysis summarising the surveyed temporal profile along George Street. This figure presents a clear picture that the Thursday PM demand is the busier of the two commuter periods and is also the busiest period within the whole week surveyed. Similarly, the Thursday AM peak, alongside Tuesday and Wednesday are the busier AM periods. The plots within the appendix however show that Peats Ferry Road have a reduced demand, possibly as a result of trip diversions.

The base model calibration (and subsequent future year modelling scope) based off Thursday demands may incorporate a degree of bias within the models associated with the Westfield shopping centre.

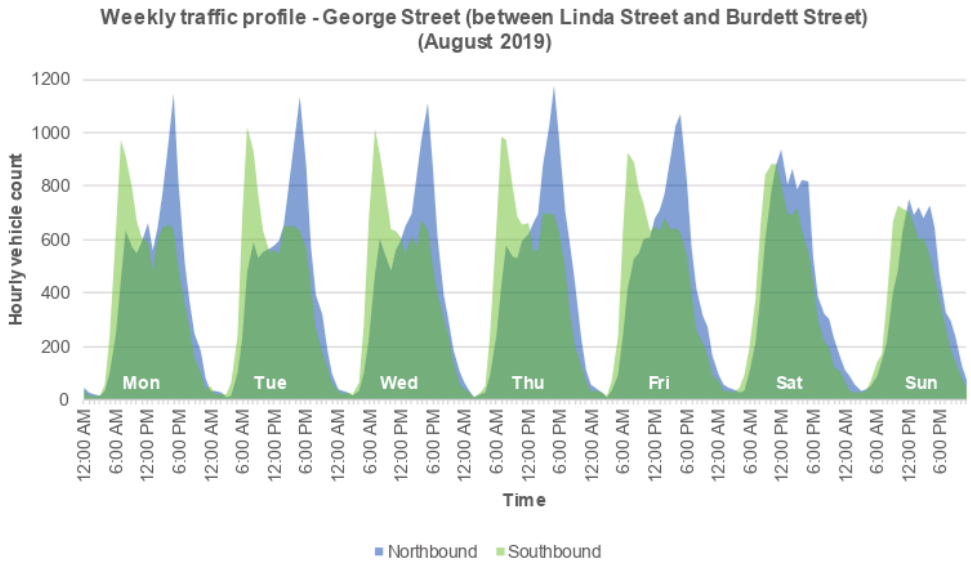


Figure 2.5 Weekly traffic profile – George Street (August 2019)

2.2.3 QUEUE LENGTH SURVEYS

Queue length surveys were completed using video capture on Thursday 8 August 2019, coinciding with the intersection counts. These surveys were completed to assist with the model validation process and understand the queue lengths within the study area. Table 2.2 summarises the intersection count locations with Appendix A containing a summary of the typical queue lengths at each intersection during the AM and PM peak periods. The data reveals that the surveyed queue lengths (95th percentile) are typically longer during the AM peak than the PM peak.

Table 2.2 Queue length survey locations

ID	Intersection	ID	Intersection
1	Bridge Road/Peats Ferry Road	27	George Street/Burdett Street
3	Bridge Road/Jersey Street (North)	28	George Street/Linda Street
4	Bridge Road/George Street/Railway Parade	30	Peats Ferry Road/High Street
5	Bridge Road/Hunter Street/Miller Avenue	31	Peats Ferry Road/William Street/Bus Interchange Access
7	Bridge Road/Sherbrook Road	32	Peats Ferry Road/Station Street
8	Sherbrook Road/King Street	35	Pacific Highway/Coronation Street
11	Sherbrook Road/Northcote Road	36	Coronation Street/Station Street/Jersey Street (south)
12	Sherbrook Road/Burdett Street	39	Muriel Street/Florence Street
14	Edgeworth David Avenue/Sherbrook Road	40	Burdett Street/Hunter Street
16	Edgeworth David Avenue/Romsey Street	41	Burdett Street/Muriel Street
20	Edgeworth David Avenue/Albert Street	44	Linda Street/Hunter Street
21	Edgeworth David Avenue/Pacific Highway	45	Linda Street/Albert Street
22	Pacific Highway/George Street/Westfield Access		

2.2.4 TRAVEL TIME SURVEYS

OVERVIEW

Floating car travel time surveys were completed on the major roads and routes within the study, as illustrated in Figure 2.6. The surveys were completed by Matrix Traffic and Transport Data on Thursday 8 August 2019, coinciding with the other traffic surveys. The travel time surveys were completed on these routes:

1 Sherbrook Road

2 Bridge Road

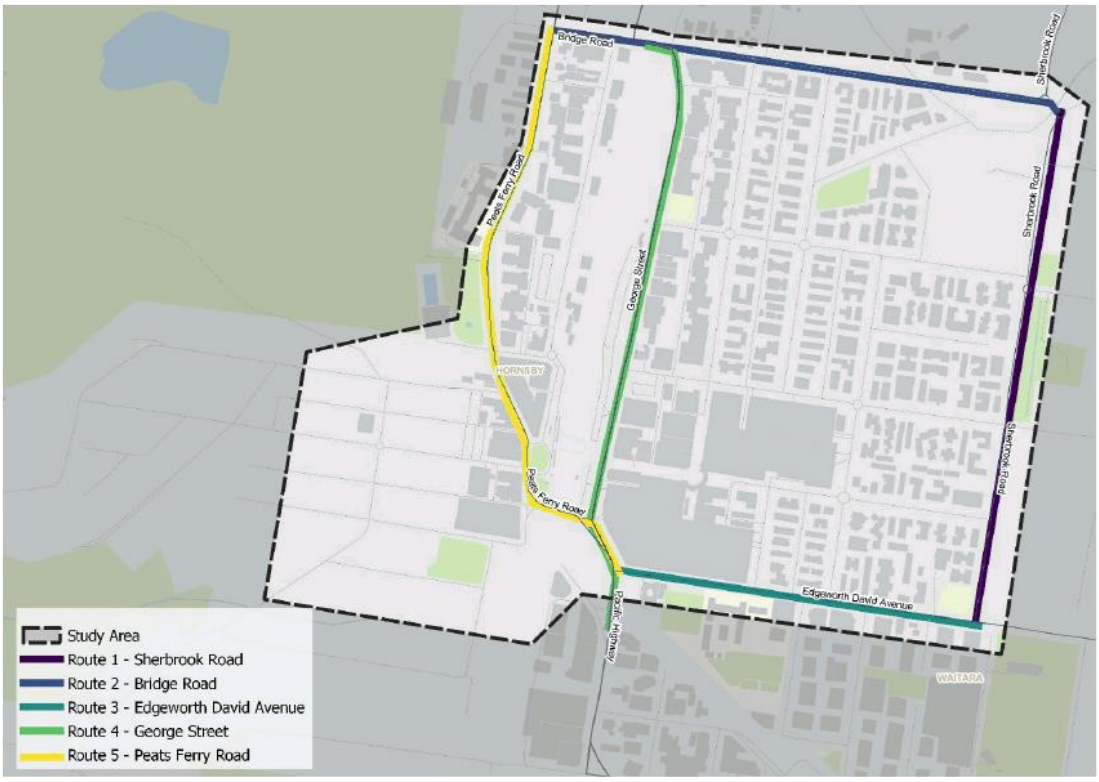
3 Edgeworth David Avenue

4 George Street

5 Peats Ferry Road.

Upon inspection of the travel time data, particularly along the northbound traversal of Peats Ferry Road (Route 5), clarifications of the survey method were made to the survey company. It was confirmed that vehicles that Route 4 were surveyed by one group of vehicles, whereas Routes 1,2,3 and 5 were treated as a clockwise and counter-clockwise circuit.

The northbound along Peats Ferry Road in particular was deemed to be a compromised survey due to the inclusion of delays associated with right turn movements into Bridge Road – achievable via a filtered movement only.



Source: OpenStreetMap and NSW Department of Finance and Spatial Services

Figure 2.6 Travel time survey routes

SUMMARY OF ANALYSIS

Table 2.3 summarises the travel time and speed patterns during the AM and PM peak periods on the travel time routes that were surveyed. Additional travel time analysis is included in Appendix A.

Overall, these results indicate that the travel speeds on the key roads during the peak periods around the Hornsby Town Centre are generally well below the speed limit. In particular:

- Edgeworth David Avenue typically has a travel speed of less than 20 km/h during the peak periods. This is likely to be related to the school zone during the AM peak period and traffic trying to travel to and from the Westfield shopping centre.
- Bridge Road typically has a travel speed of less than 20 km/h in the westbound direction during both peak periods. The slowest sections of Bridge Road are when drivers are approaching George Street and Peats Ferry Road. This is likely to be a reflection of the traffic light coordination which is set up to favour movements between Jersey Street North and George Street.
- Peats Ferry Road typically has a travel speed of less than 20 km/h in both directions during the peak periods. This is most likely due to the town centre environment with on-street parking which would delay through traffic, and one lane in each direction which prevents traffic from overtaking vehicles turning right into side streets.

Table 2.3 Summary of average travel times and speeds

Route		AM peak period				PM peak period			
		7.00 am–8.00 am		8.00 am–9.00 am		4.00 pm–5.00 pm		5.00 pm–6.00 pm	
Sherbrook Road	NB	1:47	29 km/h	2:07	25 km/h	2:14	23 km/h	2:32	21 km/h
	SB	2:23	22 km/h	2:22	22 km/h	2:07	25 km/h	2:36	20 km/h
Bridge Road	EB	2:17	23 km/h	2:20	23 km/h	2:39	20 km/h	2:52	18 km/h
	WB	2:59	18 km/h	3:18	16 km/h	3:16	16 km/h	3:29	15 km/h
Edgeworth David Avenue	EB	1:38	22 km/h	2:16	16 km/h	2:22	15 km/h	2:43	13 km/h
	WB	1:47	20 km/h	2:07	17 km/h	3:40	10 km/h	2:54	12 km/h
George Street	NB	1:42	34 km/h	1:41	34 km/h	2:25	24 km/h	2:08	27 km/h
	SB	1:51	31 km/h	2:26	24 km/h	3:16	18 km/h	2:17	25 km/h
Peats Ferry Road	*NB*	*4:19*	*14 km/h*	*4:05*	*15 km/h*	*2:59*	*21 km/h*	*3:13*	*19 km/h*
	SB	3:28	18 km/h	5:31	11 km/h	3:28	18 km/h	3:41	17 km/h

Notes : Peats Ferry northbound travel times compromised by floating car survey methodology.

As mentioned in an earlier section of the report, the northbound travel time along Peats Ferry Road in particular was observed to have an unusual travel time profile with a high degree of variability, particularly in the northernmost segment and no discernible temporal basis for the variability. Figure 2.7 overleaf compares the northbound and southbound travel time s along Peats Ferry Road during the AM peak.

It was subsequently revealed that the northbound travel time data had been compromised by survey vehicles turning right at the Peats Ferry Road and Bridge Road intersections. This movement is a filtered movement across a considerable apposing demand and as demonstrated by the evidence as challenging manoeuvre to undertake safely within one cycle.

ATTACHMENT 3 - ITEM 8

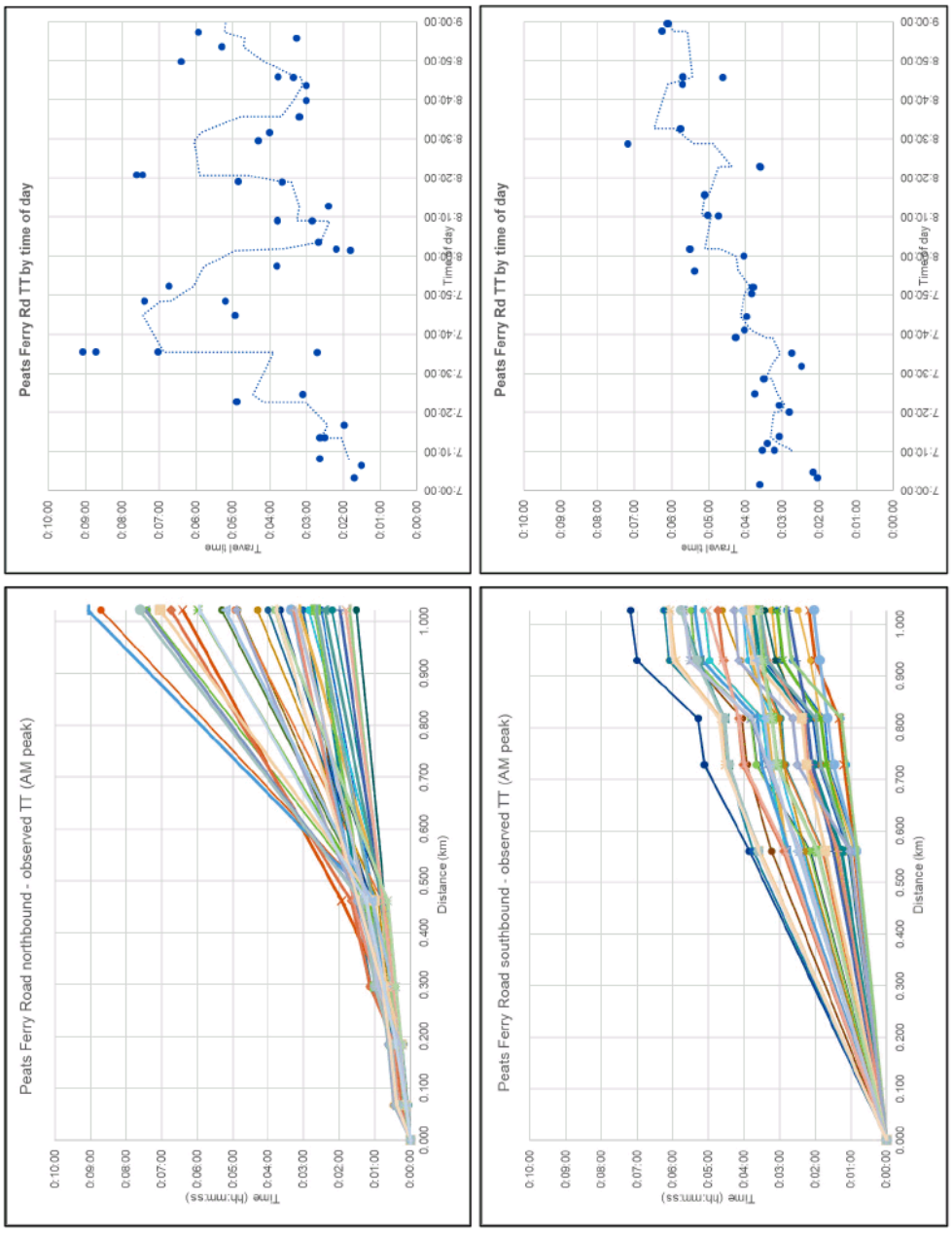


Figure 2.7 Floating car survey comparison (northbound versus southbound)

2.2.5 ORIGIN-DESTINATION SURVEYS

OVERVIEW

Vehicle origin-destination (OD) surveys were completed to identify key travel patterns and trip distribution within the study area. Figure 2.8 and Table 2.4 summarises the intersection count locations. Due to technical faults with the cameras, as advised by Matrix Traffic and Transport Data, the OD patterns for the following stations were not available for 8 August 2019:

- Station Number 13 – Jersey Street north of Bridge Road – southbound traffic
- Station Number 19 – Ashley Street west of Peats Ferry Road – westbound traffic
- Station Number 30 – Burdett Street east of Sherbrook Road – westbound traffic
- Station Number 34 – Entry and Exit at George Street Commuter Car Park (south of Burdett Street, north of the footbridge)
- Station Number 42 – Entry on Edgeworth David Avenue.

Because the OD station on Jersey Street was located on a major road for the study area, a supplementary survey was undertaken on 26 September 2019 focussing on the movements between Jersey Street, the Pacific Highway (south of Edgeworth David Avenue) and Edgeworth David Avenue.

Source: OpenStreetMap and NSW Department of Finance and Spatial Services

Figure 2.8 Origin-destination survey stations

Table 2.4 Origin-destination survey stations

ID	Intersection	ID	Intersection
10	Sherbrook Road, north of Bridge Road	29	Edgeworth David Avenue, east of Sherbrook Road
11	Miller Avenue, north of Bridge Road	30	Burdett Street, east of Sherbrook Road
12	Railway Parade, north of Bridge Road	31	Northcote Road, east of Sherbrook Road
13	Jersey Street, North of Bridge Road	32	Pulbrook Parade, east of Sherbrook Road
14	Peats Ferry Road, north of Bridge Road	33	King Road, east of Sherbrook Road
15	Bridge Road, west of Peats Ferry Road	34	Entry & Exit at George Street Commuter Car Park
15	Coronation Street, west of Peats Ferry Road	35	Jersey Street, south of Bridge Road
16	Dural Street, west of Peats Ferry Road	36	Jersey Street, north of Coronation Street
17	Dural Lane, west of Peats Ferry Road	37	Westfield Entry on Florence Street
18	William Street, west of Peats Ferry Road	38	Westfield Entry in Burdett Street
19	Ashley Street, west of Peats Ferry Road	39	Westfield Exit in Burdett Street
24	Ashley Lane, East of Frederick Street	40	Westfield Entry and Exit in Muriel Street
25	Forbes Street, south of Ashley Street	41	Westfield Entry and Exit in Albert Street
26	Pacific Highway, south of Edgeworth David Avenue	42	Westfield Entry on Edgeworth David Avenue
27	Romsey Street, south of Edgeworth David Avenue	43	Westfield Entrance/Exit George Street/Pacific Highway
28	Orara Street, south of Edgeworth David Avenue		

The following items are important to note about the OD surveys:

- The OD surveys impose a 30 minute time cut-off for all routes (see Figure 2.9). This however means that some demands capture vehicles which begin and end at the same zone with no known internal "destination". Other vehicles are captured with a logical OD distribution however with lengthy travel times implying a stop somewhere within the town centre. Both of these trip types are likely to be associated with the train station and shopping centre and/or taxi or other ridesharing vehicles.
- Capture rates of vehicles at OD stations is rarely 100 per cent. In most cases "leakage" occurs at internal destinations not surveyed, however ANPR can also lead to some misreads and non-reads of number plates.

Modifications to the travel demand matrices calibration process has therefore been necessary to address these aspects.

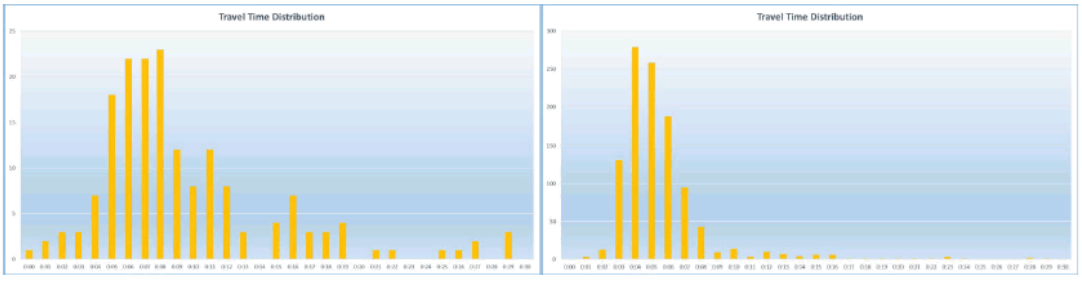


Figure 2.9 Sample time distribution of OD travel time data

TRAVEL PATTERNS

The travel patterns from the origin-destination surveys for the AM and PM peak periods are summarised in Figure 2.10 and Figure 2.11 respectively. It is noted that these graphics are only based upon trips passing an OD station camera and do not include the additional trips that start and finish within the study area (so-called internal–internal trips) or that started within the study area and then exited the study area (so-called internal–external trips). A discussion on how these missing trips were integrated into the transport model is discussed in section 3.2.

Overall, the graphics indicate that during the AM peak period, there is a significant number of trips which come from or travel towards Asquith. There is also a significant number of trips to the West Hornsby area (i.e. western extent of the study area) and also the Westfield shopping centre. This may be due to people parking in the surrounding streets and then commuting via public transport to their place of work or associated with noted rat-runs within the local streets.

During the PM peak period, there is a similarly large number of trips travelling to and from the Asquith area. However, there is also a large number of trips to and from the Westfield shopping centre, which is to be expected. There is also a relatively large number of trips to the West Hornsby area, which may be due to people parking on the side streets to access the town centre.

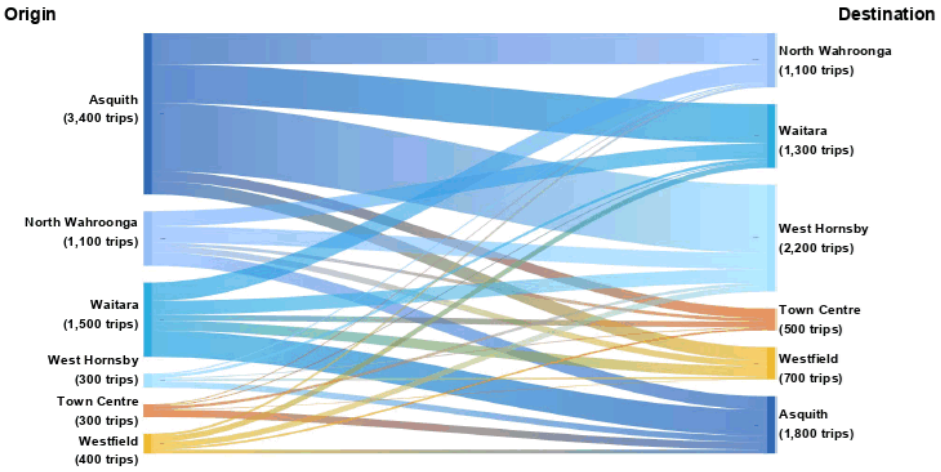


Figure 2.10 Origin-destination survey travel patterns – AM peak

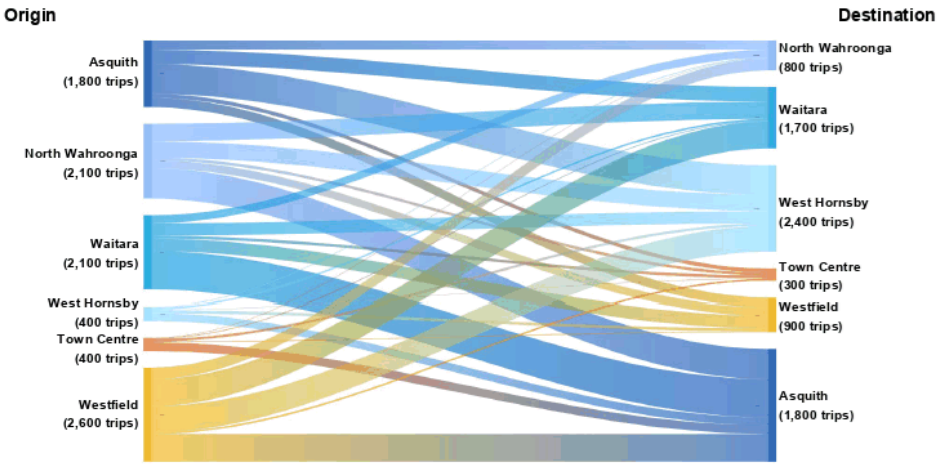


Figure 2.11 Origin-destination survey travel patterns – PM peak

3 MODEL DEVELOPMENT

3.1 GENERAL SPECIFICATIONS

3.1.1 SOFTWARE

PTV VISSIM version 20.00-02 was used to develop, calibrate and validate the base model. This software was agreed with Hornsby Shire Council and Transport for NSW as part of the Modelling Methodology Report submitted by WSP on 25 July 2019.

3.1.2 BASE MODEL DEVELOPMENT METHODOLOGY

The model development methodology is summarised in Figure 3.1. This process is designed to comply with the Roads and Maritime *Traffic Modelling Guidelines (2013)*.

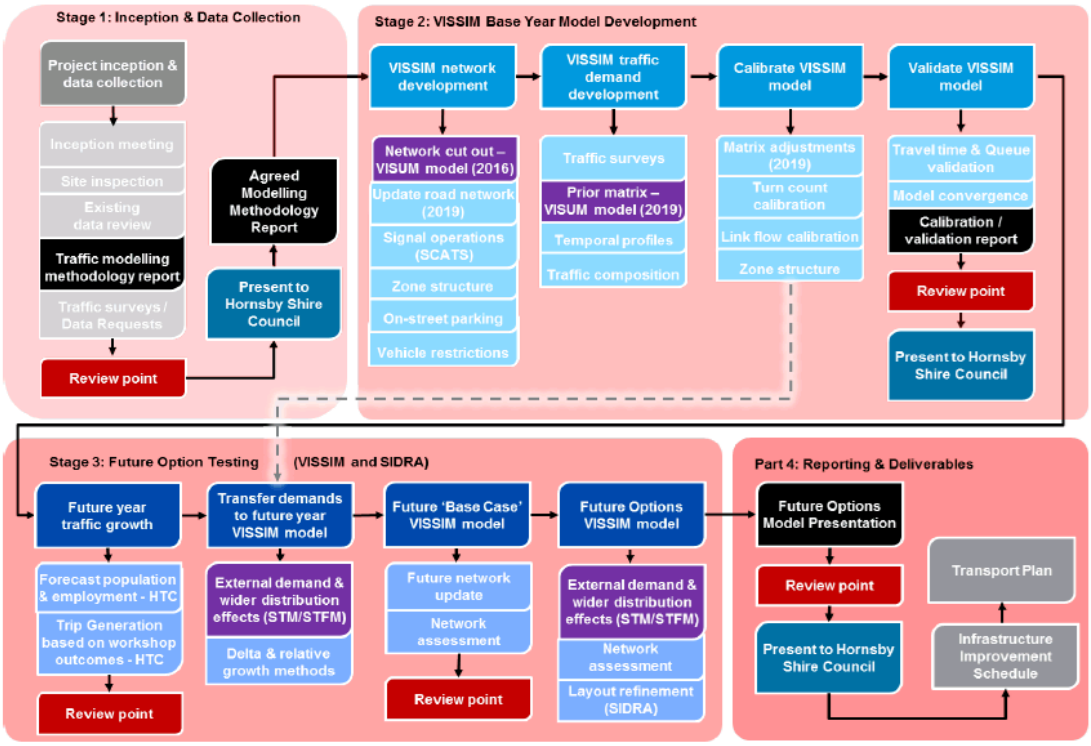


Figure 3.1 Modelling methodology overview

A "base model" provides a representation of the average existing network conditions over a designated period of time. For the purposes of this study, the models were calibrated and validated to represent the typical traffic conditions for the existing road network during the weekday AM and PM peak periods, as recorded during the traffic surveys completed on 8 August 2019.

3.1.3 MODELLED TIME PERIODS

The VISSIM model has been developed for the weekday AM and PM peak periods, as follows:

- AM peak period: 7.00 am–9.00 am
- PM peak period: 4.00 pm–6.00 pm.

A 30-minute warm-up period was applied in the model before the peak period begins to provide a good representation of traffic conditions prior to the peak period. As a result, the peak period traffic demand enters a model with a reasonable amount of traffic on the model network (i.e. the modelled peak period does not start with an empty network).

A 30-minute cooldown period was also applied in the model at the end of the peak period to allow the traffic demand to exit the network and enable the model to record performance data for these vehicles.

3.2 ROAD NETWORK AND OPERATIONS

3.2.1 ROAD GEOMETRY AND TYPE

The network geometry was checked and refined against Nearmap aerial imagery and site visit observations as well as *Google Streetview* images to ensure that the model details corresponded to the existing road network. Key features that were reviewed within the study area included:

- Number of lanes
- Turn bans
- Length of turning lanes
- Lane configurations
- Speed limits, including school zones (40 km/h)
- Priorities (e.g. give way and stop controls).

School zones were coded into the model using VisVAP to change the Desired Speed Decisions in VISSIM to reflect the changes in speed limit by the time of day.

The default "Urban" road type and driving behaviour in VISSIM has been used to model the road network. The default parameters for this driving behaviour have been used in developing the model.

Refinements to network coding and network parameters were made in the AM and PM peak base models following independent model review. These refinements were largely alterations to priority rules and conflict areas. The changes improved the stability of the AM and PM models.

3.2.2 ROAD HIERARCHY

Cost factors that have been coded into the AM and PM Peak 2019 base models to replicate the existing road hierarchy and perceived attractiveness of routes. These parameters are included to discourage drivers from using local roads rather than using the primary routes within the models. Appendix B1 includes the screenshot from the model outlining the cost factors applied.

3.2.3 SPEED PROFILES

Speed profiles for each speed limit within the study area (40 km/h, 50 km/h, 60 km/h, etc.) were set up. The default speed profiles in VISSIM were amended as they permitted vehicles to travel above the speed limit. The amended speed profiles provided a uniform distribution of desired speeds within 5 km/h of the speed limit. This is in accordance with the *Modelling Methodology Report* submitted by WSP in July 2019.

For example, a 50 km/h speed zone was set up with the desired speed setting within the range 45–50 km/h.

3.2.4 TRAFFIC SIGNALS

The traffic lights within the study area have been coded as actuated signals using VisVAP. Each traffic light has been coded based on the following data from the SCATS traffic system for 8 August 2019:

- TCS plans, documenting the signal phasing order and traffic movements
- SCATS history files, documenting the signal phase timings (including minimum and maximum times)
- SCATS LX files, documenting the signal offsets and coordination
- Other SCATS data, such as gap-out times and identifying "stretch phases" (which can be extended to include additional phase time each cycle to meet the target cycle time)
- "Late starts" for left-turns have also been incorporated to reflect the impact of signalised pedestrian crossings on left-turning traffic.

The traffic lights which have been coded into the model are summarised in Table 3.1. Appendix B5 includes snapshots of the processed data sheets outlining the phasing analysis which was used as the basis of establishing inputs into the VAP files.

Traffic signals were coded in a manner in which fixed cycle lengths were maintained from a coordination perspective. Phase lengths were coded based on the general phase length when a phase is called and therefore allowing the actuation mechanisms to call phases as derived by demand.

Some minor errors in signal timing coding were identified during the independent model review. These errors have been rectified in this latest model submission.

Table 3.1 Traffic lights in the study area

TCS ID	Intersection name
736	Pacific Highway/Edgeworth David Avenue
1133	Bridge Road/George Street/Jersey Street
1669	George Street/Burdett Street
1891	Edgeworth David Avenue Pedestrian Crossing
2107	Peats Ferry Road Pedestrian Crossing
2460	Sherbrook Road/Burdett Street
2465	Edgeworth David Avenue/Sherbrook Road
2678	Bridge Road/Peats Ferry Road
2968	Peats Ferry Road/William Street
3360	Burdett Street/Hunter Street
3415	Edgeworth David Avenue/Romsey Street
3668	Edgeworth David Avenue/Albert Street
4322	Pacific Highway/Coronation Street
4702	Bridge Road/Hunter Street

The SCATS data that was used as part of the model development process is provided in Appendix A.

3.3 TRAFFIC DEMAND

3.3.1 VEHICLE TYPES

The vehicles types that were modelled align with the traffic survey scope and includes:

- Light vehicles (cars)
- Heavy vehicles (trucks).

The standard settings for these vehicle types in VISSIM have been used in the model.

Pedestrians have also been included in the model at traffic lights to simulate the impact of delays to turning movements as a result of cars giving way to pedestrians. Notably, pedestrians have not been incorporated at non-signalised intersections, footpaths, nor across access roads/driveways.

Buses have also been incorporated in the model based on their existing scheduled services and patterns.

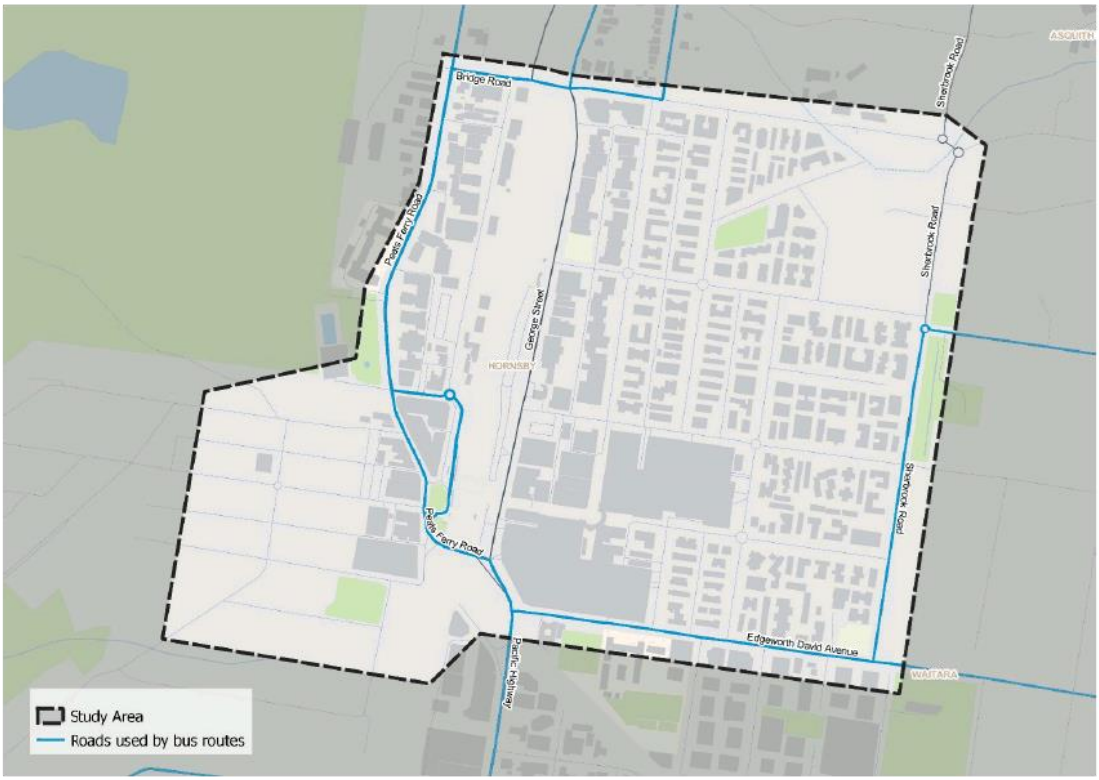
3.3.2 PUBLIC TRANSPORT

The public transport in the area is operated by Transdev as part of the Sydney Metropolitan Bus Contract Region 12. There are 11 public bus routes that operate within the study area, as summarised in Table 3.2. The published timetables from Transport for NSW have been used to code the bus routes and their timetables into the VISSIM model.

Figure 3.2 also summarises the bus routes, however this figure also includes a coach service which hasn't been included in the model due to its infrequent service pattern.

Table 3.2 Bus services within Hornsby

Route ID	Description
600	Hornsby to Parramatta
597	Hornsby to Berowra
596	Hornsby to Hornsby Heights (Loop Service)
595	Hornsby to Mt Colah (Loop Service)
592	Brooklyn to Mooney Mooney (Loop Service)
589	Sydney Adventist Hospital to Hornsby
591	Hornsby to St Ives
588	Hornsby to Normanhurst West (Loop Service)
587	Hornsby to Westleigh (Loop Service)
575	Hornsby to Macquarie University via Turramurra
598	Hornsby to Asquith (Loop Service)



Source: OpenStreetMap and NSW Department of Finance and Spatial Services

Figure 3.2 Bus routes within Hornsby

3.3.3 PEDESTRIANS AND BICYCLES

Pedestrians have been coded into the model at traffic lights to simulate the effect of turning vehicles giving way to pedestrians crossing, as shown in Figure 3.3. Bicycles have not been modelled in the VISSIM model.

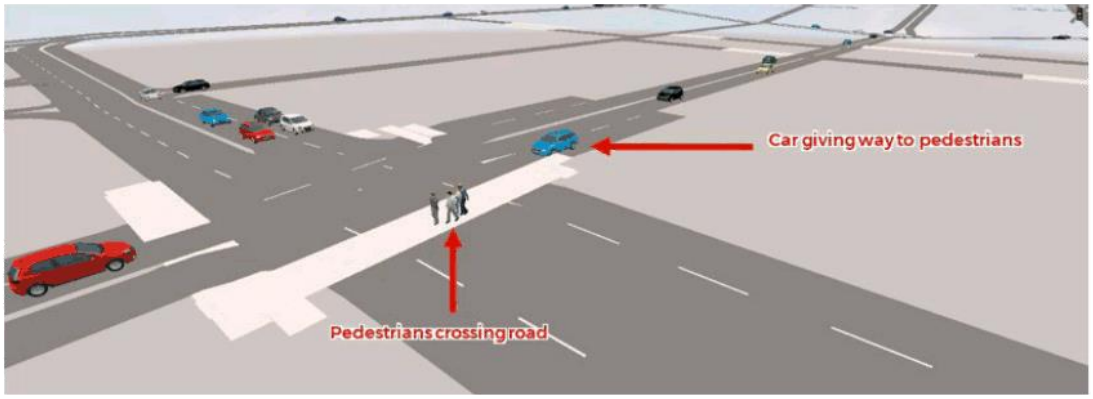


Figure 3.3 Vehicles giving way to pedestrians in VISSIM

3.3.4 ZONING STRUCTURE

The zone structure for the study area was developed based upon the comprehensive origin-destination survey completed for this study and the key traffic generators and attractors within the study area. The zone structure is summarised in Figure 3.4 and Table 3.3.

The zone structure was revised following independent model review. As agreed with Council the model was extended to include Frederick Street and nearby roads to the South West and the access to the Council Chambers on Peats Ferry Road.

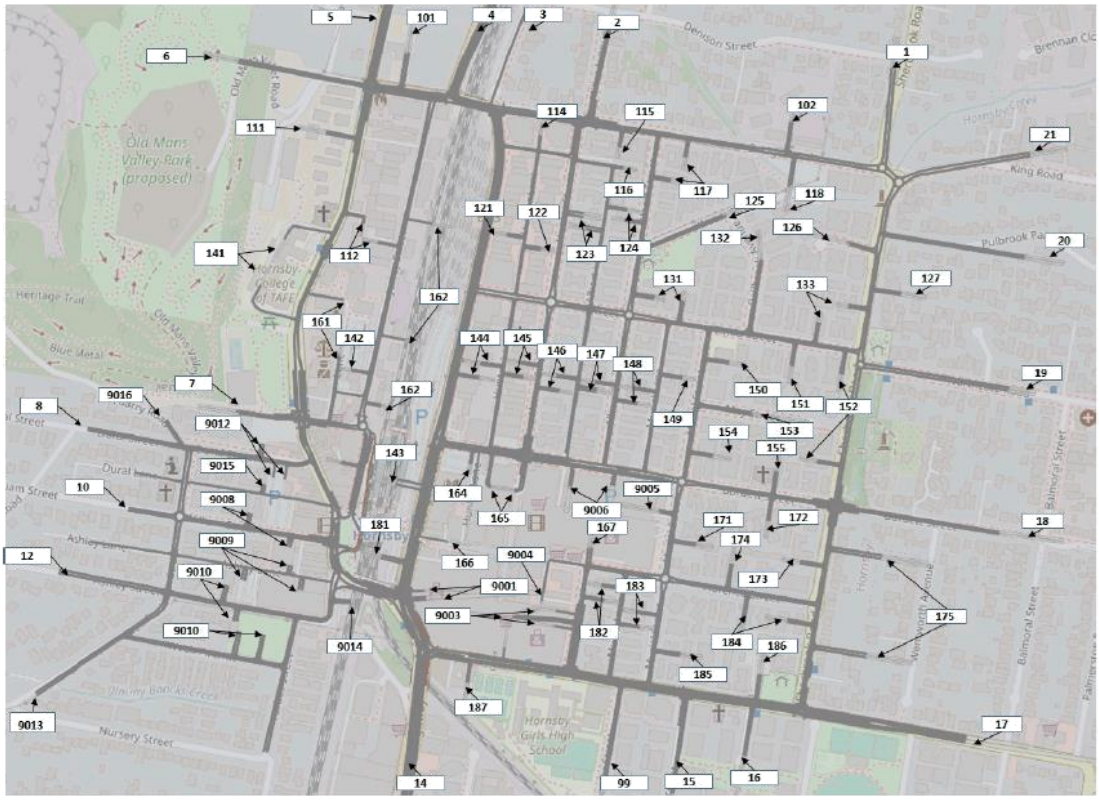


Figure 3.4 Zoning structure

Table 3.3 Zone locations

Zone No.	Location	Zone No.	Location	Zone No.	Location
1	Sherbrook Road (North)	118	Energy Australia Car Park	166	Hunter Lane
2	Miller Avenue (North)	121	Hunter Lane Local Access	167	Westfield
3	Railway Parade (North)	122	Hunter Lane	171	Muriel Street Local Access
4	Jersey Street (North)	123	Hunter Lane	172	Burdett Street Local Access
5	Peats Ferry Road (North)	124	Albert Street Local Access	173	Sherbrook Road Local Access
6	Bridge Road (West)	125	Water Street	174	Florence Street Local Access
7	Coronation Street (West)	126	Belair Close	175	Sherbrook Road Local Access

Zone No.	Location	Zone No.	Location	Zone No.	Location
8	Dural Street (West)	127	Sherbrook Road Local Access	181	George Street Car Park
9	Dural Lane (West)	131	Linda Street Local Access	182	Albert Street Local Access
10	William Street (West)	132	Bellbrook Avenue	183	Muriel Street Local Access
11	Ashley Lane (West)	133	Sherbrook Road Local Access	184	Sherbrook Road Local Access
12	Ashley Street (West)	141	Hornsby School of Information	185	Muriel Street Local Access
13	Forbes Street (South)	142	TAFE Car Park	186	Edgeworth David Avenue Local Access
14	George Street (South)	143	George Street Car Park	187	Edgeworth David Local Access
15	Romsey Street (South)	144	Hunter Lane Local Access	9001	Westfield B63
16	Orara Street (South)	145	Hunter Street Local Access	9002	Westfield Edgeworth David
17	Edgeworth David Avenue (East)	146	Albert Lane Local Access	9003	Westfield Albert
18	Burdett Street (East)	147	Albert Lane Local Access	9004	Westfield Florence
19	Northcote Road (East)	148	Muriel Lane Local Access	9005	Westfield Muriel
20	Pulbrook Parade (East)	149	Muriel Lane Local Access	9006	Westfield Burdett
21	King Road (East)	150	Muriel Street Local Access	9008	William Street Internal
99	Thomas Street	151	Lind Street Local Access	9009	Ashley Lane Internal
101	Bridge Road Local Access	152	Sherbrook Road Local Access	9010	Ashley Street Internal
102	Bridge Road Local Access	153	Muriel Street Local Access	9011	Webb Avenue Internal
111	Peats Ferry Road Local Access	154	Muriel Street Local Access	9012	Dural Street Internal
112	Jersey Lane	155	Burdett Street Local Access	9013	Frederick Street South
113	Jersey Street Local Access	161	Jersey Lane Local Access	9014	High Street Commuter Car Park
114	Hunter Lane	162	Jersey Street Local Access	9015	Council Chambers
115	Bridge Rd Local Access	163	Coronation Lane Local Access	9016	Quarry Road
116	Albert Lane Local Access	164	Burdett Street Car Park		
117	Bridge Road Local Access	165	Hunter Street		

3.3.5 DEMAND DEVELOPMENT

The origin-destination survey was used to establish the trip distribution patterns between the perimeter of the study area and selected internal zones, such as the Westfields shopping centre and the George Street commuter car park. This trip distribution pattern was used as the basis of the initial demand matrices and for the zoning system.

These surveys were combined with the VISUM strategic model of the Hornsby local government area maintained by Hornsby Shire Council to estimate the number of trips to key internal areas of the study area, such as residential areas. As part of this process, the zones of the VISUM strategic model were disaggregated to provide an initial split of trips within the study area. It is understood that the VISUM strategic model was calibrated for 2016 and therefore did not necessarily represent the current day trip patterns. However, it did provide a reasonable starting point for developing the demand matrices.

This initial matrix was then refined based upon the traffic surveys, particularly the intersection counts, to provide a more realistic representation of the existing traffic demands within the study area.

Table 3.4 and Table 3.5 below summarises the final demand matrices (analysis period) applied to the models. As can be seen in the tables, the PM has the greater demand, reflecting the trips associated with the shopping centre.

The demands have been categorised based on Origin and Destination zone pairs. These are defined by:

- **External to External:** All traffic travelling from one side of the model to the other.
- **Internal to Internal:** All traffic starting and finishing their journey at internal zones within the model.
- **Internal to External and External to Internal (West):** All traffic travelling from an internal to external zone and external to internal zone with a destination on the western side of the model.
- **Internal to External and External to Internal (East):** All traffic travelling from an internal to external zone and external to internal zone with a destination on the eastern side of the model.

Table 3.4 AM peak total (2 hour) demand

AM peak	7.00–7.15	7.15–7.30	7.30–7.45	7.45–8.00	8.00–8.15	8.15–8.30	8.30–8.45	8.45–9.00
External to External	844	991	1065	1142	989	1015	1086	1058
Internal to Internal	45	28	56	60	55	56	60	58
West I to E and E to I	189	220	231	245	254	259	276	270
East I-E and E-I	422	492	521	566	676	693	747	725
Total	**1500**	**1731**	**1873**	**2013**	**1974**	**2023**	**2169**	**2111**

Table 3.5 PM peak total (2 hour) demand

PM peak	4.00–4.15	4.15–4.30	4.30–4.45	4.45–5.00	5.00–5.15	5.15–5.30	5.30–5.45	5.45–6.00
External to External	981	1032	1064	1030	1036	1057	1014	937
Internal to Internal	54	57	60	58	115	117	115	99
West I to E and E to I	324	350	360	354	372	380	365	336
East I-E and E-I	907	969	990	972	899	918	879	805
Total	2266	2408	2474	2414	2422	2472	2373	2177

3.3.6 TRAFFIC PROFILE

The temporal traffic profile within the study area has been determined based upon the traffic survey data. These traffic profiles, as incorporated into the VISSIM model, for the AM and PM peak periods are summarised in Figure 3.5 and Figure 3.6 respectively.

A review of the traffic profile for the Westfield shopping centre indicated that there was not a significant difference in the traffic profile of trips to and from the shopping centre compared to the remainder of the network. As a result, a consistent traffic profile has been adopted across the study area during each peak period.

The traffic profiles used within the AM and PM peak VISSIM models are based on those recorded as part of the on site data collection.

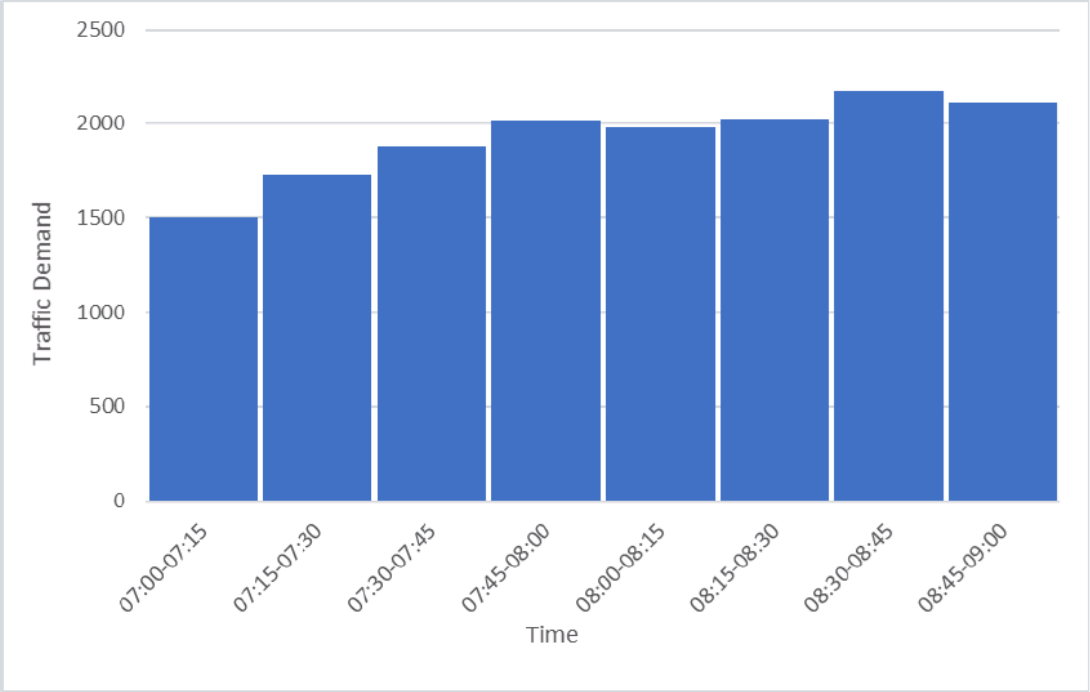


Figure 3.5 AM peak traffic profile

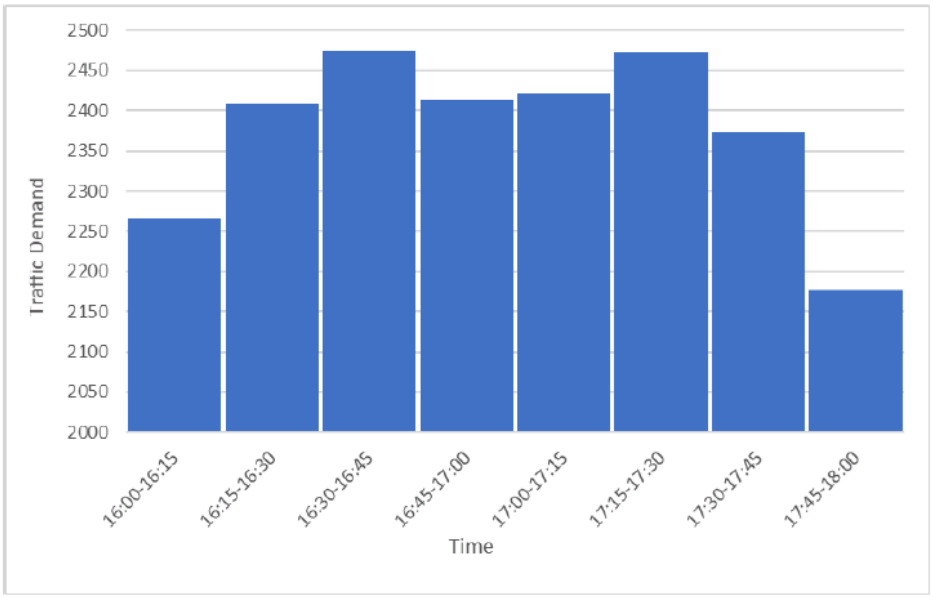


Figure 3.6 PM peak traffic profile

3.3.7 *KISS-AND-RIDE*

Following independent review of the 2019 Base model WSP have included the Kiss-and-Ride facility on Station Street. WSP worked with Council to ensure the correct volume usage and coding of the Kiss-and-Ride facility. The kiss-and-ride facility allows for pickups and drop offs to the west of Hornsby Rail Station on Station Street. The AM and PM peak Kiss-and-Ride routes are summarised in Table 3.6.

Table 3.6 AM peak Kiss-and-Ride Summary

Kiss-and-Ride Route	Via	Volume – Hr 1	Volume – Hr 2	Split
From/To Edgeworth David Drive	Peats Ferry Road	14	16	0.650
	Station Street Only			0.350
From/To Pacific Highway South	Peats Ferry Road	14	16	0.350
	Station Street Only			0.650
From/To William Street	Peats Ferry Road	80	31	0.650
	Station Street Only			0.350
From/To Peats Ferry Road North	Peats Ferry Road	14	16	0.350
	Station Street Only			0.650

Table 3.7 PM peak Kiss-and-Ride Summary

Kiss-and-Ride Route	Via	Volume – Hr 1	Volume – Hr 2	Split
From/To Edgeworth David Drive	Peats Ferry Road	1	13	0.01
	Station Street Only			0.99
From/To Pacific Highway South	Peats Ferry Road	1	1	0.650
	Station Street Only			0.350
From/To William Street	Peats Ferry Road	85	111	0.9
	Station Street Only			0.1
From/To Peats Ferry Road North	Peats Ferry Road	1	12	0.57
	Station Street Only			0.43

3.4 DRIVER BEHAVIOUR AND ASSIGNMENT

3.4.1 BEHAVIOUR PARAMETERS

As part of the model development, there have been no departures from the default settings for driver behaviour in VISSIM.

3.4.2 ASSIGNMENT TYPE

Dynamic assignment has been used within the VISSIM model. This simulates user equilibrium where drivers would select routes such that their travel time is minimised and there is no benefit from changing to an alternate route. The model simulates the network over many iterations to reach a stable (converged) equilibrium traffic assignment. This assignment reflects the route choice by drivers on a typical (incident-free) day.

The settings for the dynamic assignment are summarised in Table 3.8 and compared against the default parameters. We recognise that several settings are different between the AM and PM peaks and this reflects the noted behavioural differences which occur in each period.

Table 3.8 Dynamic Assignment Settings

Section	Parameter modified	Default	Modified (AM)	Modified (PM)
Files	Evaluation interval	600s	900s	
Cost	Cost for path distribution with Kirchhoff	Sum of edge travel times	Measured path travel times	
Choice	Path pre-selection			
	Avoid long detours	NA	2.5	1.20
	Reject Paths with too high cost	NA	Active	Active
	Max. extra cost compared to the best path	NA	75%	25%
	Limit number of paths	NA	Active	Active
	Max. number of paths per parking lot relation	NA	8	3
Convergence	Travel time on paths	15%	20%	15%

Section	Parameter modified	Default	Modified (AM)	Modified (PM)
	Required number of consecutive converged simulation runs	1	4	2

Cost factors have also been applied to the model road network. These cost factors have been applied to selected roads to reflect their status in the road hierarchy, friction caused by narrow road widths, impact of on-street parking manoeuvres, gradients and noted perceptions surrounding intersection treatments including sight distances.

The cost factors applied in the model are summarised in Appendix B. The cost factors do not reduce the simulated speed within the model however they do influence the route choice. The following cases are notable:

- Cost factors have been applied throughout the suburban network to limit the use of these roads for long distance trips.
- A higher cost factor on Linda Street over Burdett Street has been applied to account for the narrowness and steepness of Linda Street and the priority intersection at George Street.

3.5 CALIBRATION AND VALIDATION TARGETS

The model calibration and validation criteria was originally agreed as part of the *Modelling Methodology Report* submitted by WSP in July 2019.

A subsequent meeting was held on April 2, 2020 between WSP, Hornsby Shire Council and Transport for NSW representatives to discuss revised calibration targets. The basis for the revised calibration criteria were:

- The primary objective of the modelling is to support a 20 year Master Plan which incorporates numerous initiatives which are non-traffic related which the VISSIM model does not assist in evaluating.
- Numerous other modelling guidelines within Australia which are set in recognition of modelling objective and/or modelling context are more flexible in their requirements. Figure 3.7 summaries the comparison between four guidelines.

Guideline	Criteria	Transport for London V3 (2010)	Roads and Maritime V1.0 (2013)	Western Australia V1.1 (2016)	New Zealand V1 (2019)
Discussion on modelling purpose		**Yes:** VISSIM to be used for network evaluation, particularly for dynamic and oversaturated conditions. VISUM/SATURN for assignment modelling.	**Yes:** *"Developing models that are fit for purpose is the overriding aim of these modelling guidelines"* The appropriate use of microsimulation models however is not described in the guidelines.	**No – only based on size:** Guidelines introduce model categories: Hornsby VISSIM model would be category 3. Guidelines also describe the situations for which microsimulation should be used – Hornsby TC does not explicitly meet any directly.	**Yes:** Model purpose categories – HTCS would be 'Type C' – a town centre / urban area model. Guidelines also use the terminology of 'targets'
Simulation modelling calibration/validation criteria					
Network calibration	Dynamic Assignment Convergence	95% paths vol. change < 5% 95% path time change < 20%	15% change in travel time for 95% of paths	95% path time change < 20%	Nil
	Model stability		VHT or number of active vehicles No set criteria		
Model calibration	RMSE | R^2	Nil	R^2 > 0.9 across network R^2 > 0.95 for core intersections	Nil	RMSE < 20% R^2 > 0.95 y = 0.9x to 1.1x
	Core link/turn criteria	Doesn't describe a target percentage but describes that ideally; GEH < 5 for critical links GEH < 5 for all links	Link (hourly) vols: 0-100 to be within 10 vehicles 100-1000 to be within 10% 1000-1999 to be within 100 vehicles 2000+ to be within 5%	GEH < 5 to be > 80% GEH < 10 to be > 90% <700 vph to be within 100 vph for 85% 700 – 2700 to be within 15% for 85% > 2700 to be within 400 vph for 85%	GEH < 5 to be > 80% GEH < 7.5 to be > 85% GEH < 10 to be > 90% <400 vph to be within 50 vph > 77.5% 700 – 2000 to be within 12.5% > 77.5% > 2000 to be within 250 vph for 77.5%
	Non-core (or network wide) link/turn criteria		GEH < 5 to be > 85% GEH < 10 to be 100%		
	Other	Flows entering model must be within 5% of observed	Screenline GEH < 3	Nil	Screenline checks to be expected – based on 85, 90, 95% checks.
Model validation	Travel time	To be within 15% of observed	To be within +/-15% or 1min for path To be within +/-15% for segments	To be within +/-15% or 1min (greater) Travel time variability checks	Within 15% or 1min > 85% Within 25% or 1.5min > 90%
	Queuing	Compared to observed.	No statistical criteria.	Queuing correlation and behaviour based on 'average maximum' queues.	

Source: Roads and Maritime Services model presentation (WSP, April 2020)

Figure 3.7 Model guidelines comparison

At the time of report submission, a resolution to the revised calibration targets had not yet been reached. Nevertheless, the report outlines flow calibration to the revised targets.

FLOW CALIBRATION

Table 3.9 outlines the proposed calibration targets for the HTC VISSIM model.

Table 3.9 Model intersection count calibration targets (non-core intersections)

Item	Criteria
Counts GEH<5	80%
Count GEH<10	90%
Link and turn counts GEH<10	Require explanation in report
R^2 value	> 0.95 (core area > 0.9 (non-core)
Regression gradient	0.9 to 1.1
Corridor volumes	Consistent demand profile

The core and non-core intersections are summarised in Figure 3.8.

Figure 3.8 Core and non-core intersections

TRAVEL TIME VALIDATION

Travel time validation will be carried out as per Roads and Maritime *Traffic Modelling Guidelines (2013)* which requires for 95 per cent of travel time routes, that the average model travel time be within 15 per cent or 1 minute of the observed average journey time (whichever is greater).

In addition to travel time validation for vehicles, the travel time for buses have been extracted and presented within the report.

4 MODEL CALIBRATION AND VALIDATION

4.1 OVERVIEW

Model calibration entails matching observed traffic conditions with the AIMSUN model to provide confidence that the model is representative of existing traffic conditions. Model calibration has focused on observed traffic volumes and driver behaviour.

Model validation, whilst like model calibration, consists of matching an independent set of data (not used in the model build process) with model outputs. In this case, travel time information was used to validate the model.

Model Calibration and Validation results are presented using the "median" seed value. The median seed value was calculated by assessing the Vehicle Hours Travelled (VHT) for each of the five separate model runs. The median seed calculations for the AM and PM peak are shown in Table 4.1 and Table 4.2

Table 4.1 AM peak Median Seed Calculation

Random Seed	VHT
560	3785891
28	3783123
7771	3732181
86524	3763923
2849	3737773
Median Seed	**86524**

Table 4.2 PM peak Median Seed Calculation

Random Seed	VHT
560	5204371
28	5195174
7771	5183886
86524	5404047
2849	5236431
Median Seed	**560**

4.2 CONVERGENCE AND STABILITY

The relevant convergence and stability evidence from the Hornsby VISSIM models are provided in the sections below.

4.2.1 CONVERGENCE

The AM and PM peak models have been run for convergence following process of incremental loading followed by numerous iterations with 100 per cent demand to search for paths and achieve equilibrium convergence.

Due to the prescribed network structure – including the numerous "rat run" routes, achieving the travel path convergence process has been challenging. The AM and PM peak models have generally achieved a path convergence of 70 per cent within 15 per cent variance.

Whilst this does not explicitly meet the Roads and Maritimes Services modelling criteria (95 per cent of routes within 15 per cent variance), based on the time spent developing the models, meeting this criteria appears unachievable and unrealistic. The basis of this are:

- The nature of the prescribed network structure (grid like) with many routes of similar travel time
- Anecdotal evidence that rat-running
- Selection of routes on factors such as perceived travel time, state of traffic signals, hygiene factors such as gradient, parked cars, pedestrian crossing, etc.

4.2.2 MODEL STABILITY

Figure 4.1 and Figure 4.2 (overleaf) show model stability by plotting the number of active vehicles in the model per minute per seed.

The figures demonstrate that generally the models are relatively stable, albeit with short periods (less than 15 minutes) where active vehicle numbers vary indicating that seed has congestion not being experienced by other seeds.

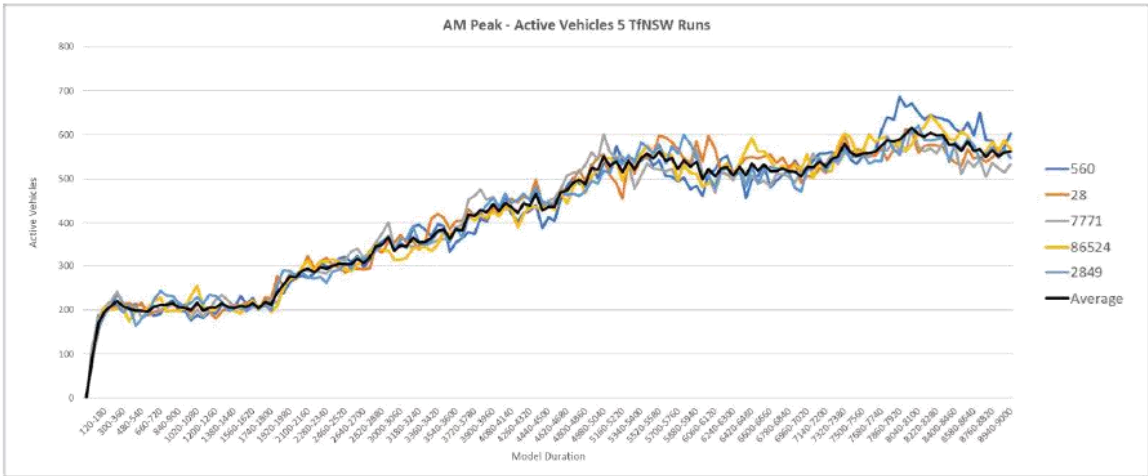


Figure 4.1 Model stability – AM peak

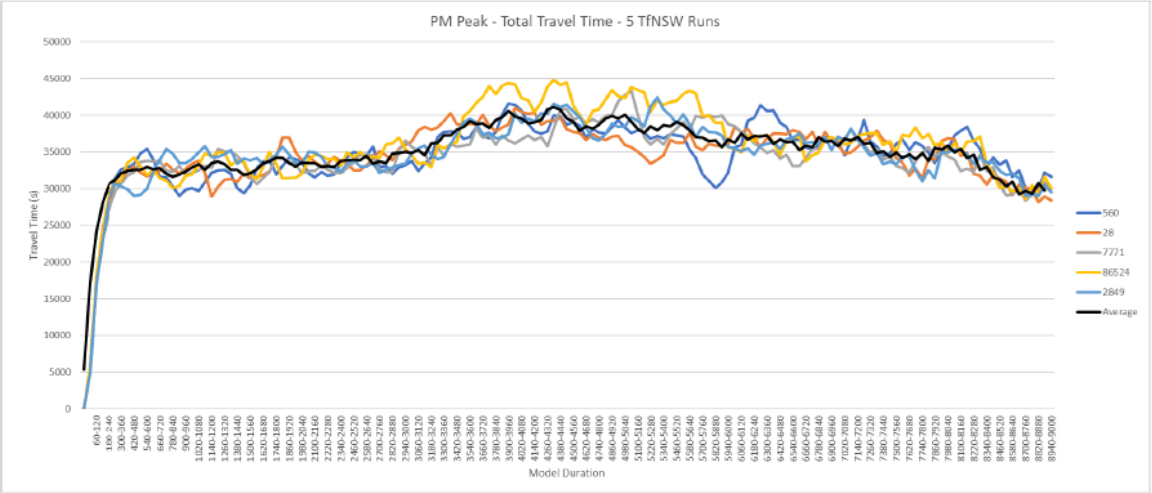


Figure 4.2 Model stability – PM peak

4.3 MODEL CALIBRATION

4.3.1 OVERALL NETWORK

Overall network flow calibration is an important statistical analysis of total traffic flows. Figure 4.3 and Figure 4.4 provide the relevant modelled versus observed regression analysis of intersection turn and link flows. In all cases the following are achieved:

- Regression Line slope between 0.9 and 1.1: this indicates that overall demand is generally within 10 per cent of observed.
- R^2 value greater than 0.95 for core intersection and 0.9 for non-core intersections: this indicates that there is an overall closeness in fit to the observed flows.

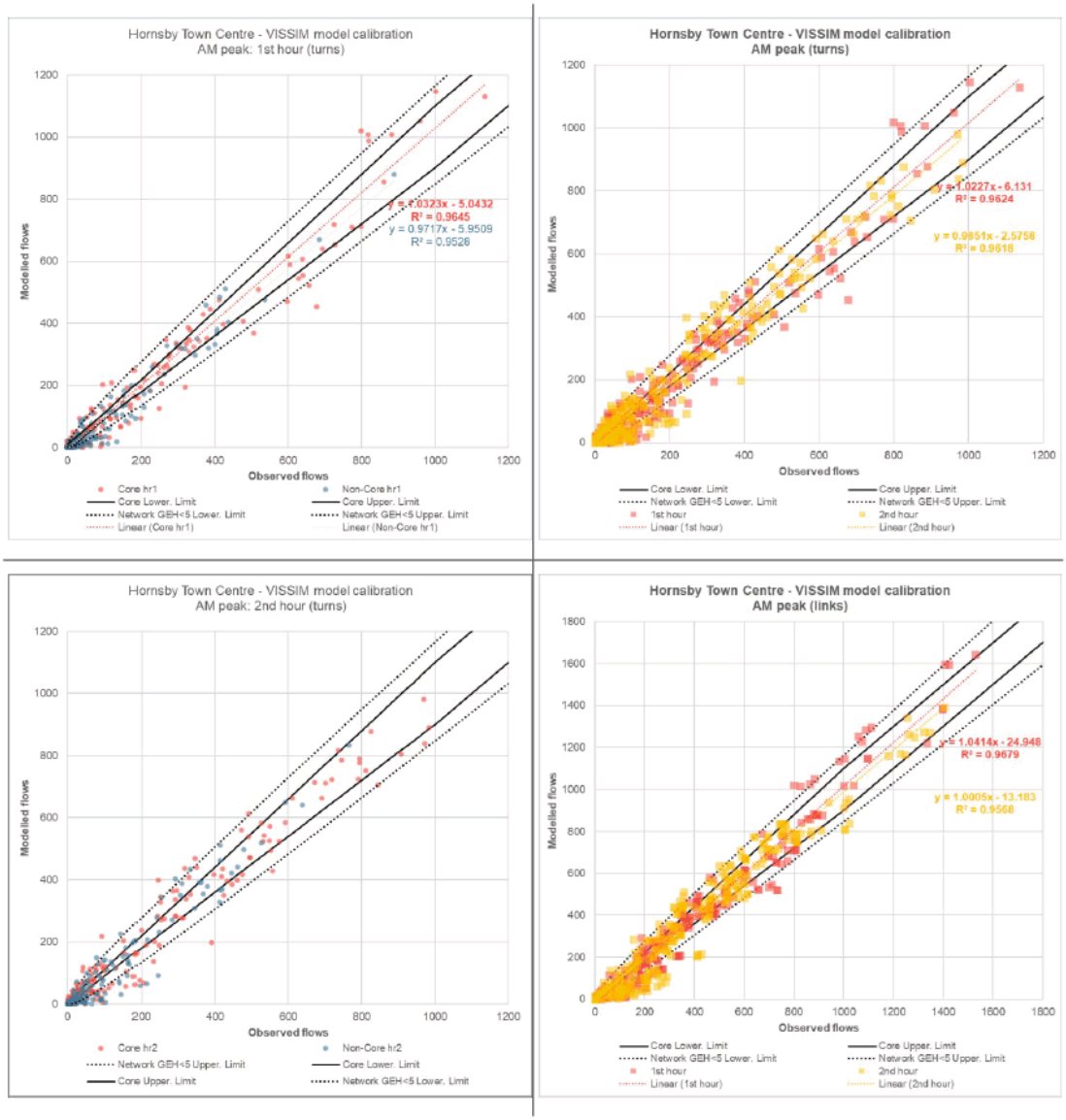


Figure 4.3 AM peak regression plots

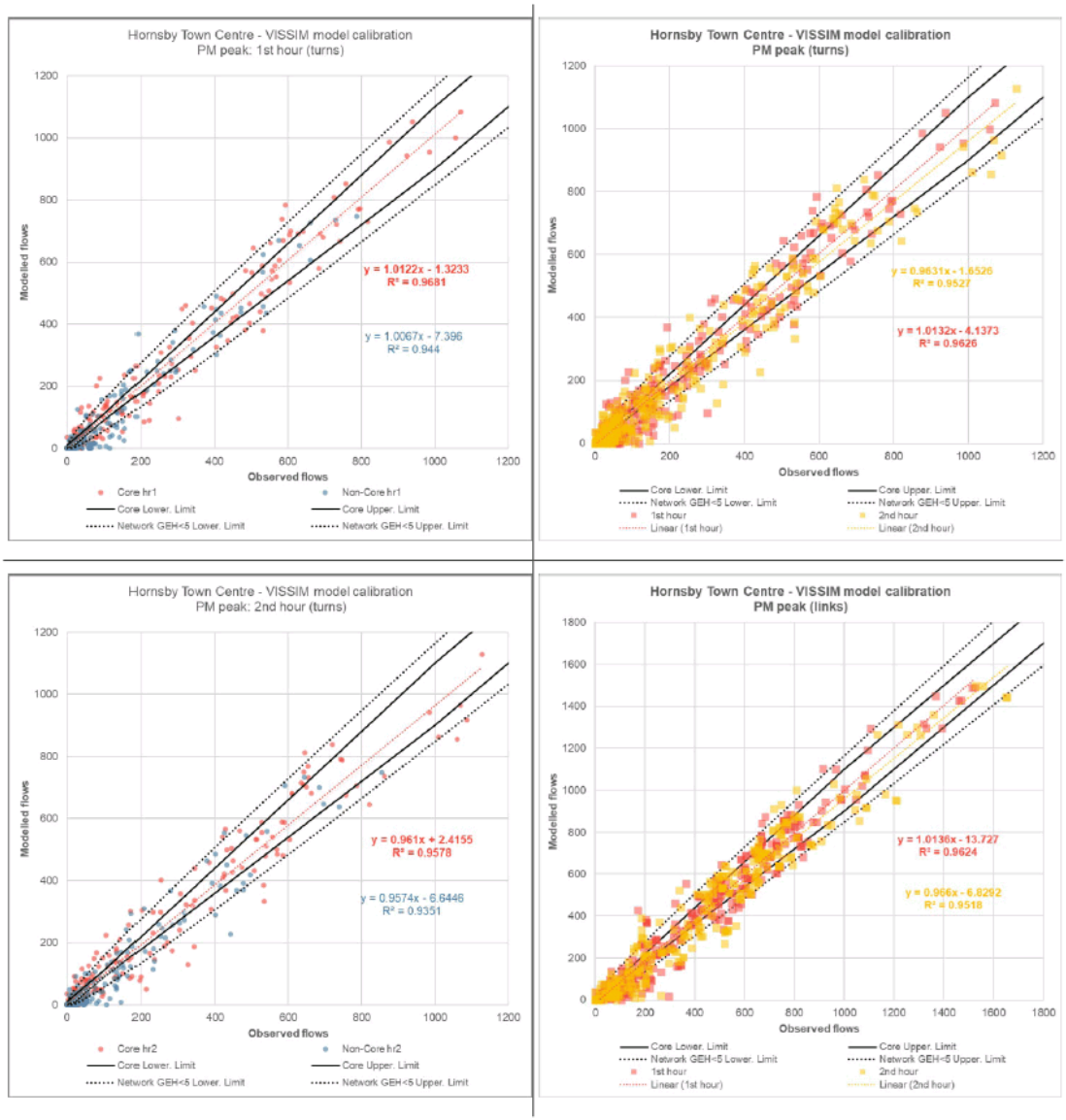


Figure 4.4 PM peak regression plots

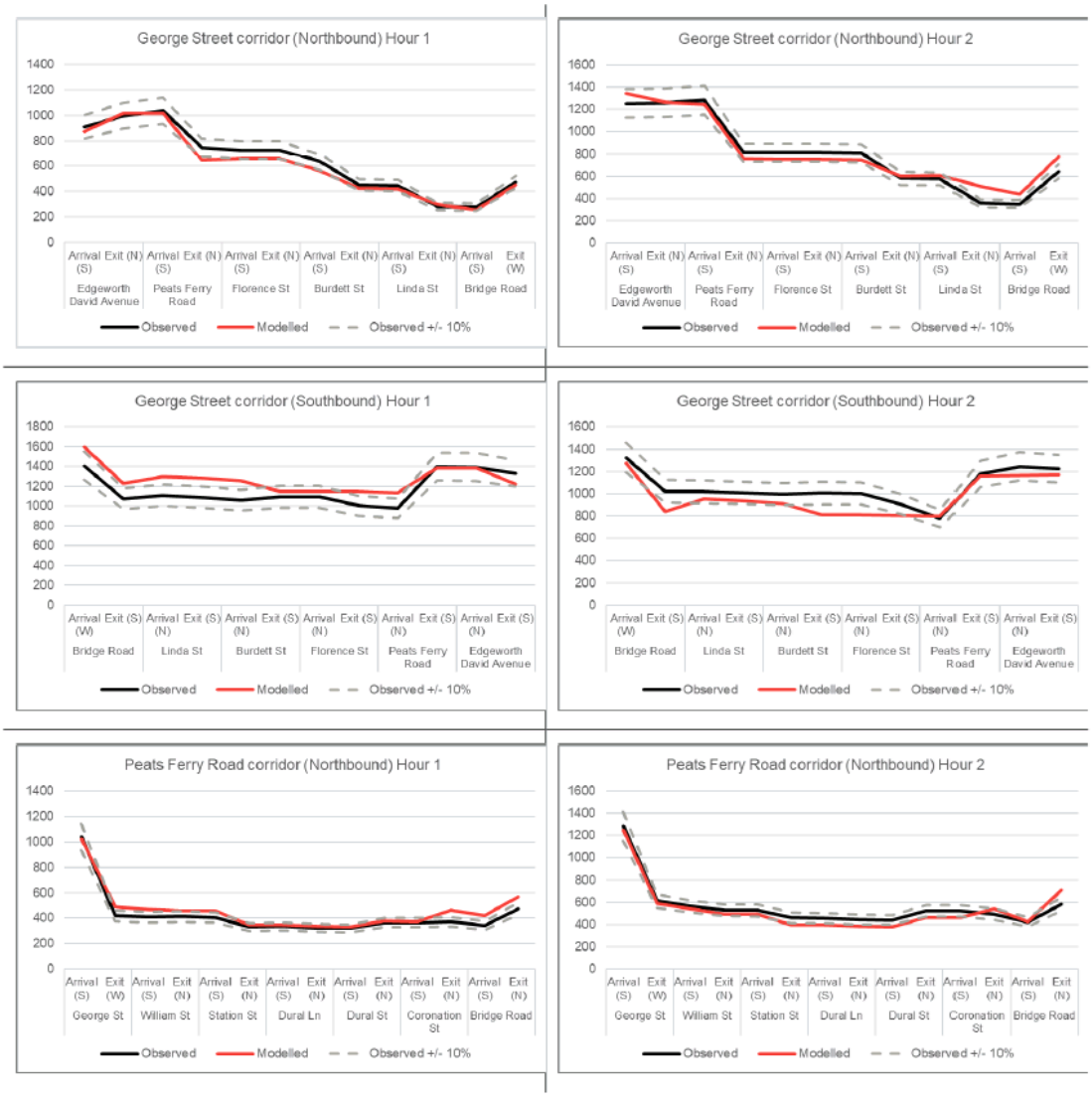
Detailed calibration statistics are included in the Appendix C.

4.3.2 KEY CORRIDORS

Use along key corridors and therefore route selection is not a calibration criteria set within the original Roads and Maritime Services Guidelines. Nevertheless, it is felt that these metrics are more appropriate for this study as opposed to screenline calibration.

Figure 4.5 and Figure 4.6 summarises the usages of the three north-south corridors within the model. As can be seen in the figures there is a close correlation between observed and modelled volumes in each corridor. A band of +/-10 per cent has been shown to provide context for accuracy. The most significant difference is along George Street and Peats Ferry Road in the southbound direction in the AM peak. A greater number of vehicles are choosing George Street than Peats Ferry compared to the observed data.

AM PEAK



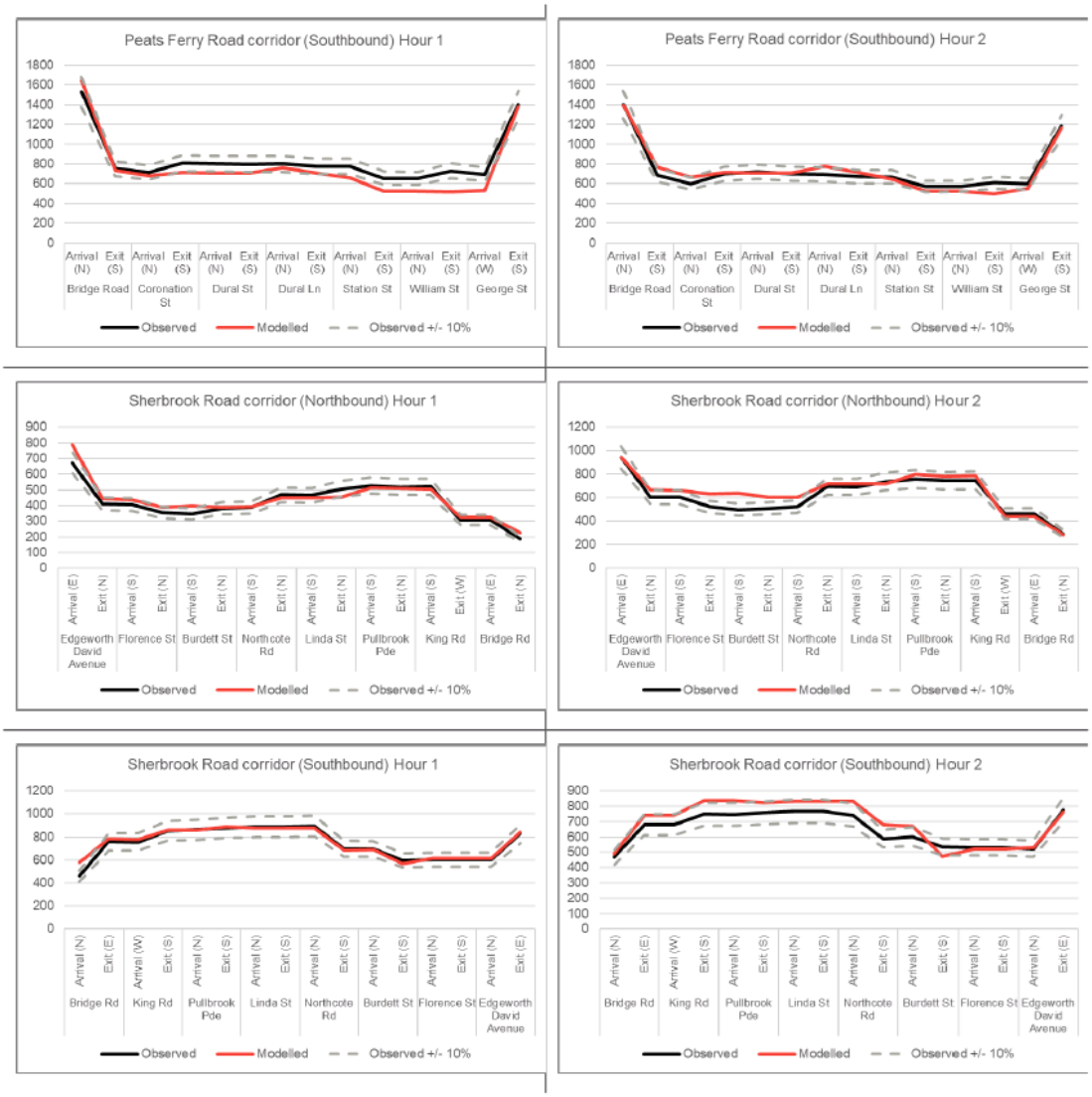
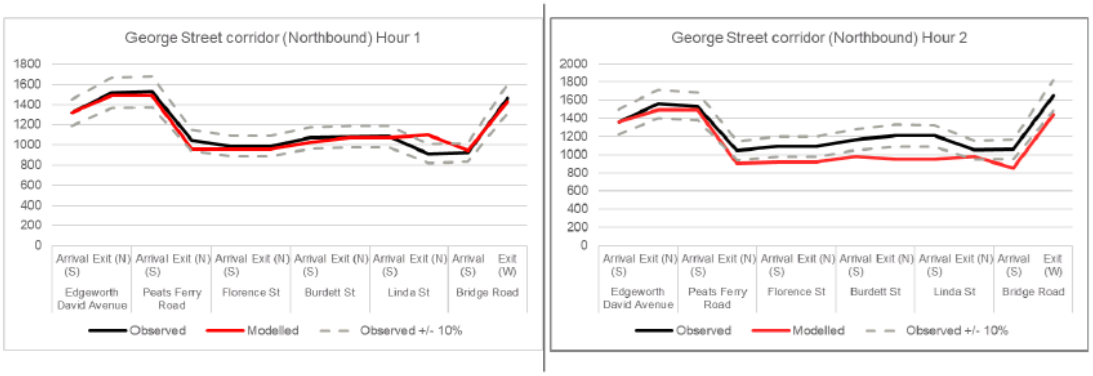
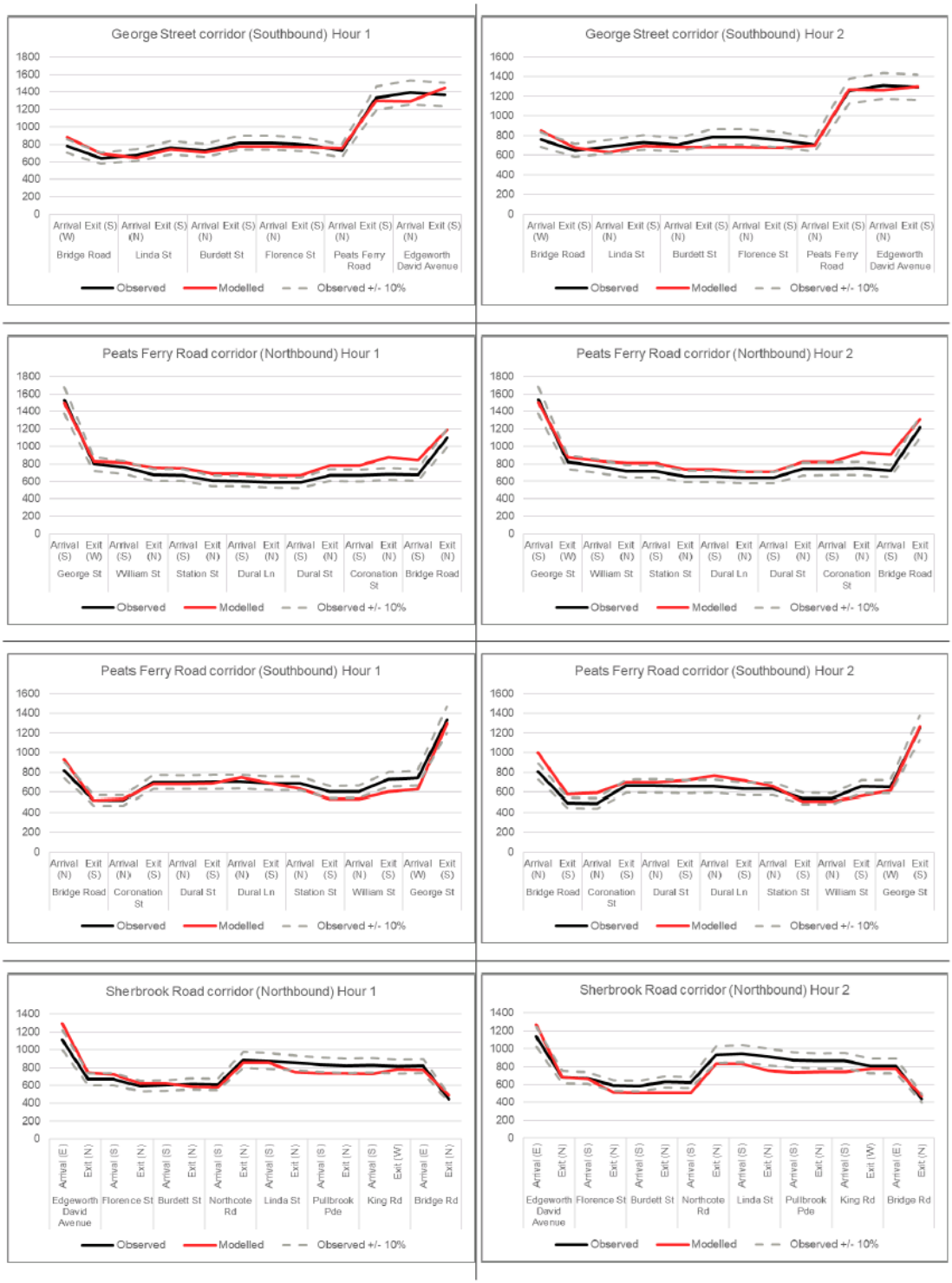


Figure 4.5 AM peak corridor volume comparisons

PM PEAK




George Street corridor (Southbound) Hour 1
Arrival Exit (S) (W) Bridge Road
Arrival Exit (S) (N) Linda St
Arrival Exit (S) (N) Burdett St
Arrival Exit (S) (N) Florence St
Arrival Exit (S) (N) Peats Ferry Road
Arrival Exit (S) (N) Edgeworth David Avenue
Observed
Modelled
Observed +/- 10%
George Street corridor (Southbound) Hour 2
Peats Ferry Road corridor (Northbound) Hour 1
Arrival (S) Exit (W) George St
Arrival (S) Exit (N) William St
Arrival (S) Exit (N) Station St
Arrival (S) Exit (N) Dural Ln
Arrival (S) Exit (N) Dural St
Arrival (S) Exit (N) Coronation St
Arrival (S) Exit (N) Bridge Road
Peats Ferry Road corridor (Northbound) Hour 2
Peats Ferry Road corridor (Southbound) Hour 1
Arrival (N) Exit (S) Bridge Road
Arrival (N) Exit (S) Coronation St
Arrival (N) Exit (S) Dural St
Arrival (N) Exit (S) Dural Ln
Arrival (N) Exit (S) Station St
Arrival (N) Exit (S) William St
Arrival (W) Exit (S) George St
Peats Ferry Road corridor (Southbound) Hour 2
Sherbrook Road corridor (Northbound) Hour 1
Arrival (E) Exit (N) Edgeworth David Avenue
Arrival (S) Exit (N) Florence St
Arrival (S) Exit (N) Burdett St
Arrival (S) Exit (N) Northcote Rd
Arrival (S) Exit (N) Linda St
Arrival (S) Exit (N) Pullbrook Pde
Arrival (S) Exit (W) King Rd
Arrival (E) Exit (N) Bridge Rd
Sherbrook Road corridor (Northbound) Hour 2

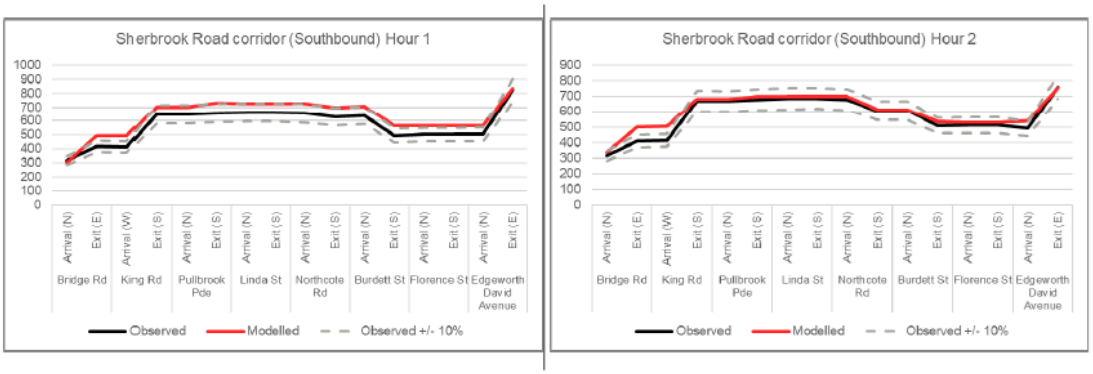


Figure 4.6 PM peak corridor volume comparisons

4.3.3 INTERSECTION CALIBRATION

The intersection turning count calibration is summarised in Table 4.4. Based on these results, the VISSIM model meets the revised turning movement calibration criteria with over 80 per cent achieving a GEH>5 and over 95 per cent achieving GEH>10.

Table 4.3 Intersection Calibration Summary – Revised Turning Movement Criteria

Criteria	Target	AM peak period		PM peak period	
		7.00 am–8.00 am	8.00 am–9.00 am	4.00 pm–5.00 pm	5.00 pm–6.00 pm
GEH < 5	*≥ 80%*	87%	86%	84%	83%
GEH < 10	*≥ 90%*	99%	97%	97%	99%
R^2	*>0.9*	0.96	0.96	0.96	0.95

Table 4.3 and Table 4.4 provide a comparison of model results against the Transport for NSW (TfNSW) calibration criteria and the Western Australia calibration criteria. The model results how a good level of calibration compared to the TfNSW guidelines and a very good level of calibration when compared to the Western Australia guidelines.

The Western Australia guidelines are those for a Category 3 model. A Category 3 model is described as a network model, using dynamic assignment with a large amount of route choice between OD pairs.

Table 4.4 Intersection Calibration Summary – TfNSW Guidelines

Criteria	Target	AM peak period		PM peak period	
		7.00 am–8.00 am	8.00 am–9.00 am	4.00 pm–5.00 pm	5.00 pm–6.00 pm
Core					
0–100 VEH	*Within 10*	83%	81%	82%	78%
100–1000 VEH	*Within 10%*	41%	44%	30%	28%
1000–1999 VEH	*Within 100*	33%	N/A	100%	28%
2000+ VEH	*Within 5%*	N/A	N/A	N/A	N/A
Network-Wide					
GEH < 5	*≥ 85%*	87%	86%	84%	83%
GEH < 10	*≥ 100%*	99%	97%	97%	99%
R^2	*>0.9*	0.96	0.96	0.96	0.95

Table 4.5 Intersection Calibration Summary – Western Australia Guidelines

Criteria	Target	AM peak period		PM peak period	
		7.00 am–8.00 am	8.00 am–9.00 am	4.00 pm–5.00 pm	5.00 pm–6.00 pm
GEH < 5	≥ *80%*	87%	86%	84%	83%
GEH < 10	≥ *90%*	99%	97%	97%	99%
<700 VPH within 100 VPH	≥ *85%*	98%	97%	97%	95%
700–2,700 VPH within 15%	≥ *85%*	75%	94%	88%	79%
> 2,700 VPH within 400 VPH	≥ *85%*	N/A	N/A	N/A	N/A
R^2	*>0.9*	0.96	0.96	0.96	0.95

Generally speaking, the locations which fail to meet a GEH>10 criteria are locations which aren't considered critical to the evaluation of the HTC master plan (i.e. minor streets away from TfNSW controlled roads). The following turns experience GEH > 10 on TfNSW controlled roads:

- Bridge Road/Albert Street AM peak hour 2 westbound left turn (seven vehicles away from single digit GEH)
- George Street/Florence Street AM peak hour 2 northbound ahead (15 vehicles away from single digit GEH)
- George Street/Linda Street southbound left turn and westbound left turn AM peak hour 2 (two vehicles and eight vehicles away from single digit GEH)
- Bridge Road/Albert Street PM peak hour 1 southbound left turn and eastbound ahead (two vehicles and 12 vehicles away from single digit GEH)
- Bridge Road/Sherbrook Road PM peak hour 1 eastbound left turn (13 vehicles away from single digit GEH)
- George Street/Linda Street PM peak hour 1 northbound right turn (one vehicles away from single digit GEH)

In all cases, the movements relate to turning movements which are highly volatile to route choice. Should any of the locations be critical to future network operations and performance, then a localised review will be performed.

4.4 MODEL VALIDATION

4.4.1 VEHICLE TRAVEL TIMES

Travel time validation was undertaken in accordance with the requirements of the Roads and Maritime *Traffic Modelling Guidelines (2013)*. This requires that for 95 per cent of travel time routes, the average model travel times on the overall route should be validated to within 15 per cent of the surveyed average travel time or one minute, whichever is greater.

An overall summary of the number of travel time routes which meets the criteria is presented in Table 4.6. Based upon the travel time validation results, and within the context of rain on the date of the survey, the travel time routes are satisfactorily validated.

The travel time validation has been undertaken for each hour modelled. Table 4.7 to Table 4.10 summarise the travel time validation for the AM and PM peak periods.

In addition, graphical plots comparing the average model travel time to the observed travel time (observed, minimum and maximum) are provided in Appendix B. The graphs presented in this appendix indicate that the modelled travel time routes typically remain within the ±15 per cent band across the entire length of the route, with very few exceptions.

Table 4.6 Travel time validation summary

Time period	Number of routes passed	Number of routes not passed	% of routes passed
AM peak period			
7.00 am–8.00 am	9	1*	90
8.00 am–9.00 am	9	1*	90
PM peak period			
4.00 pm–5.00 pm	10*	0	100
5.00 pm–6.00 pm	10*	0	100
Total	**38**	**2**	**95**

Notes * Peats Ferry Road northbound travel time (observed) unreliable.

Table 4.7 Travel time validation – AM peak (7.00 am–8.00 am)

Travel time route		Average Observed time	Average modelled time	Difference	
Sherbrook Road	NB	01:47	1:36	-00:12	-11%
	SB	02:23	02:07	-00:17	-12%
Bridge Road	WB	03:04	02:54	-00:10	-5%
	EB	02:17	02:01	-00:16	-12%
Edgeworth David Avenue	WB	01:47	01:46	-00:01	-1%
	EB	01:38	01:24	-00:14	-14%
George Street	NB	01:42	01:34	-00:09	-8%
	SB	01:51	01:38	-00:13	-11%
Peats Ferry Road	NB*	04:19	02:29	-01:50	-42%
	SB	03:28	03:41	00:13	6%

Notes * Peats Ferry Road northbound travel time (observed) unreliable

Table 4.8 Travel time validation – AM peak (8.00 am–9.00 am)

Travel time route		Average Observed time	Average modelled time	Difference	
Sherbrook Road	NB	02:07	02:19	00:13	10%
	SB	02:22	02:45	00:23	16%
Bridge Road	WB	03:18	02:41	-00:37	-19%
	EB	02:20	02:20	00:00	0%
Edgeworth David Avenue	WB	02:07	02:15	00:08	6%
	EB	02:16	01:43	-00:32	-24%

Travel time route		Average Observed time	Average modelled time	Difference	
George Street	NB	01:41	01:45	-00:05	-5%
	SB	02:26	02:00	-00:25	-17%
Peats Ferry Road	NB*	04:05	02:37	-01:28	-36%
	SB	05:31	05:08	-00:23	-7%

Notes * Peats Ferry Road northbound travel time (observed) unreliable

Table 4.9 Travel time validation – PM peak (4.00 pm–5.00 pm)

Travel time route		Average Observed time	Average modelled time	Difference	
Sherbrook Road	NB	02:14	02:14	-00:00	0%
	SB	02:07	02:26	00:20	16%
Bridge Road	WB	03:15	03:07	-00:08	-4%
	EB	02:39	02:20	-00:19	-12%
Edgeworth David Avenue	WB	03:40	03:19	-00:22	-10%
	EB	02:22	02:25	00:03	2%
George Street	NB	02:25	02:42	00:17	11%
	SB	03:16	03:32	00:16	8%
Peats Ferry Road	NB	02:59	02:54	-00:05	-3%
	SB	03:28	03:22	-00:05	-3%

Notes * Peats Ferry Road northbound travel time (observed) unreliable

Table 4.10 Travel time validation – PM peak (5.00 pm–6.00 pm)

Travel time route		Average Observed time	Average modelled time	Difference	
Sherbrook Road	NB	02:32	01:51	-00:41	-27%
	SB	02:36	02:31	-00:05	-3%
Bridge Road	WB	03:29	02:50	-00:39	-19%
	EB	02:52	02:22	-00:30	-17%
Edgeworth David Avenue	WB	02:54	03:14	00:20	11%
	EB	02:44	02:11	-00:34	-20%
George Street	NB	02:08	02:59	00:51	40%
	SB	02:17	02:43	00:25	19%
Peats Ferry Road	NB	03:13	02:51	-00:22	-12%
	SB	03:40	03:10	-00:30	-13%

Notes * Peats Ferry Road northbound travel time (observed) unreliable

Graphs showing disaggregated travel times for each travel time route are provided in Appendix B2, Graphs have been provided which show modelled travel times in relation to +/-15 per cent of the observed travel time and the minimum and maximum observed travel time.

4.4.2 PUBLIC TRANSPORT

Whilst there was no formal requirement to undertake public transport calibration and validation, given the HTC master plan likely consideration into bus service modifications, public transport travel times have been extracted from the model and compared to existing services.

Figure 4.7 and Figure 4.8 show the comparison between observed bus travel times and modelled bus travel times. The travel time recordings have been taken as the time to travel between the model boundary as route start/end point. In most cases some degree of approximation of observed travel times were required (due to model structure). Furthermore, bus stop dwell time calibration has not been conducted and this, as well as general network performance are two factors which describe differences. Nevertheless, as can be seen in the figures, in most cases, there is a strong correlation between observed and modelled travel times.

Figure 4.7 Public transport validation – AM peak

Figure 4.8 Public transport validation – PM peak

4.4.3 QUEUE ANALYSIS

A queue analysis for each of the model peaks was completed. It was agreed with Council and the external model auditors that this analysis would consist of a high-level summary of queueing in each modelled peak.

AM PEAK – HOUR 1

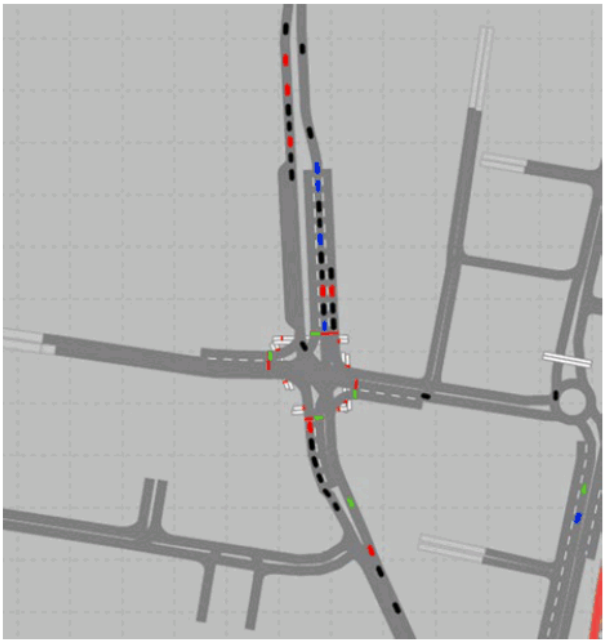


Figure 4.9 Peats Ferry Road/Coronation Street Queue

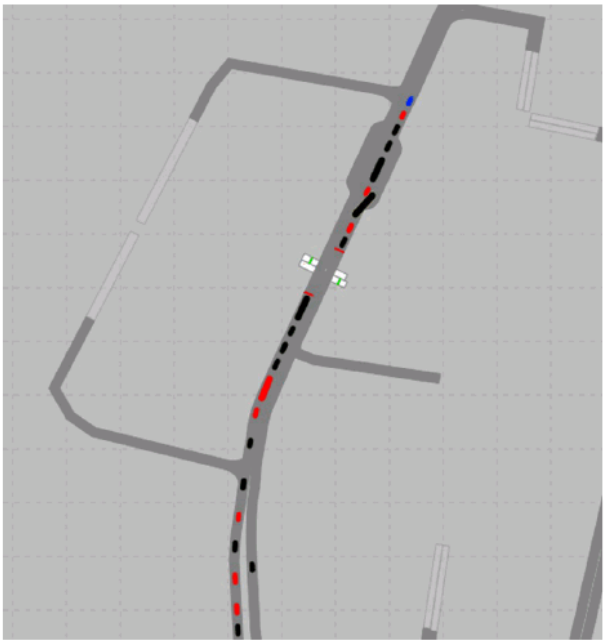


Figure 4.10 Peats Ferry Road Pedestrian Crossing Queue

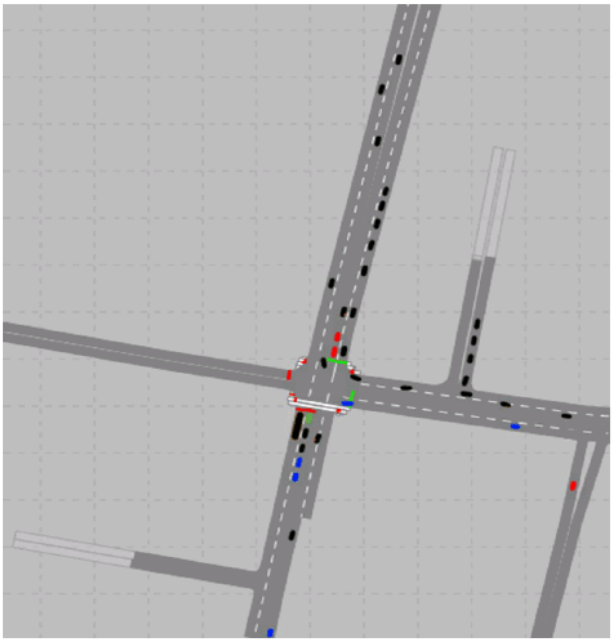


Figure 4.11 Peats Ferry Road Bridge Road Queue

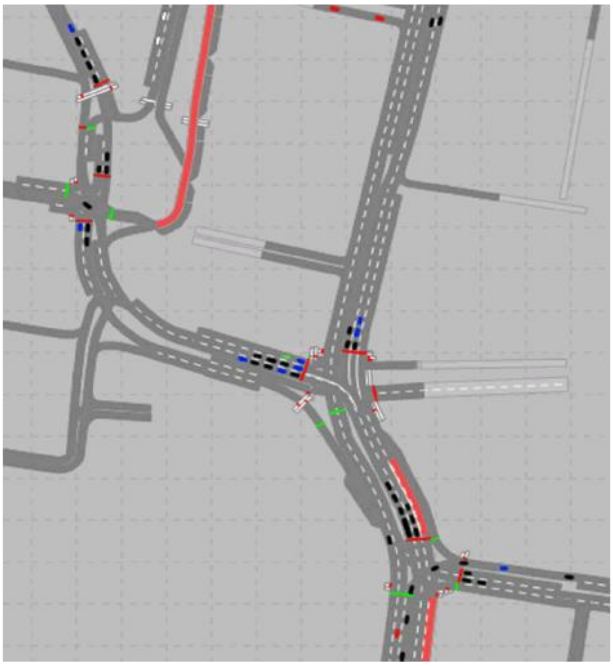


Figure 4.12 Peats Ferry Road/George Street

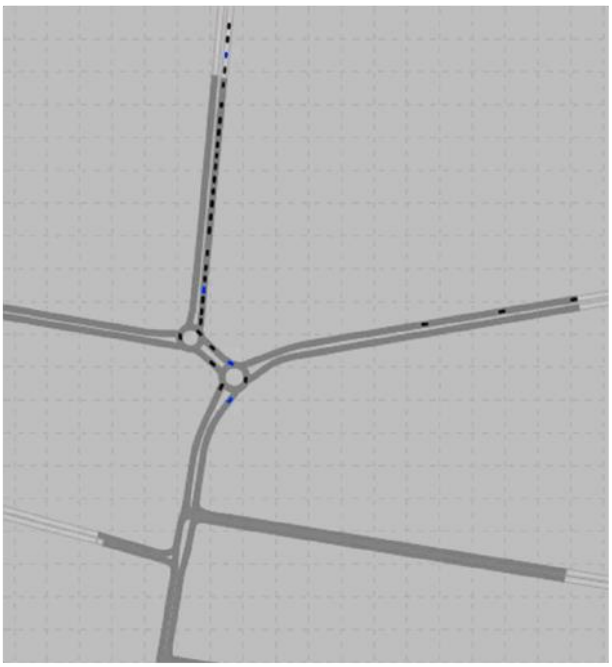


Figure 4.13 Bridge Road/Sherbrook Road

AM PEAK – HOUR 2

Figure 4.14 Bridge Road/Peats Ferry Road

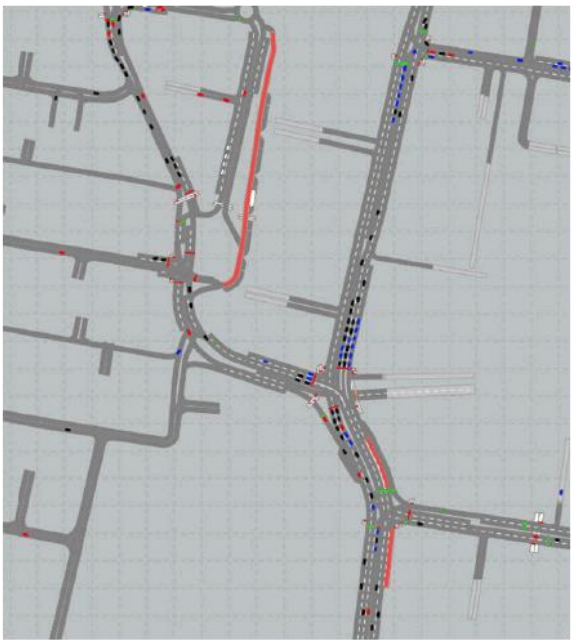


Figure 4.15 Peats Ferry Road/George Street

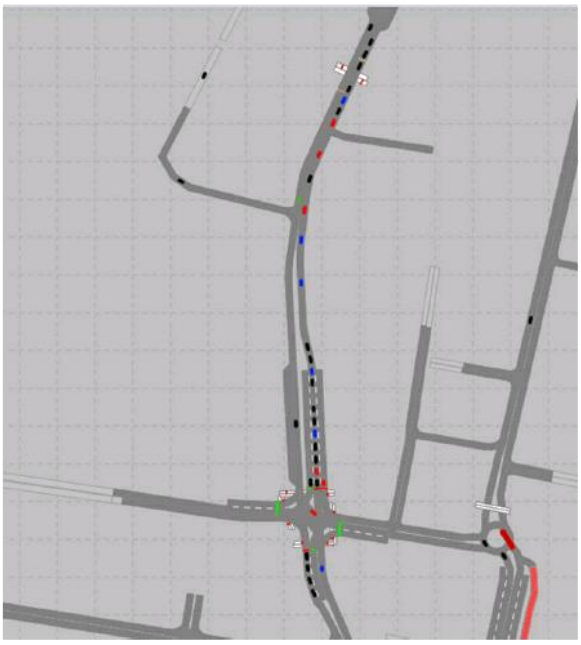


Figure 4.16 Peats Ferry Road Queue

Figure 4.17 Edgeworth David Avenue Queue

Figure 4.18 Bridge Road/Sherbrook Road

PM PEAK – HOUR 1

Figure 4.19 Edgeworth David Drive/Sherbrook Road Queue

Figure 4.20 Peats Ferry Road/George Street Queue

Figure 4.21 Peats Ferry Road Queue

Figure 4.22 Bridge Road/Peats Ferry Road Queue

PM PEAK – HOUR 2

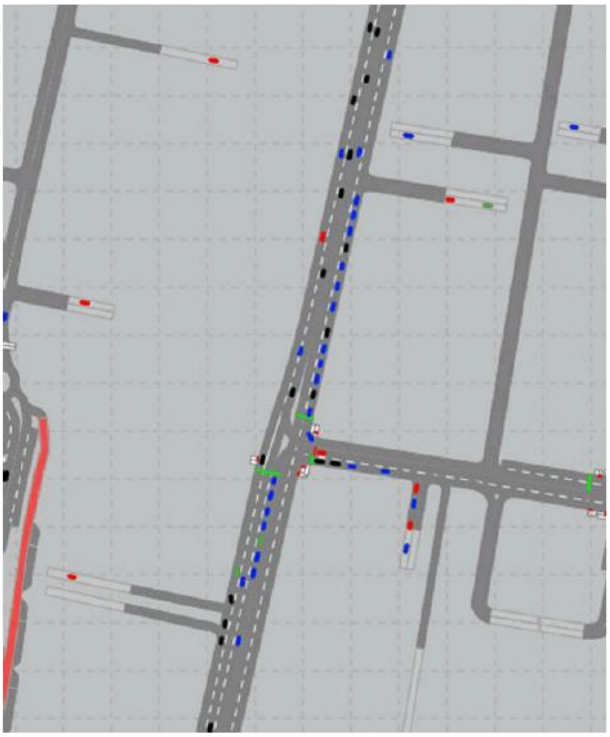


Figure 4.23 George Street/Burdett Street Queue

Figure 4.24 Peats Ferry Road/Coronation Street Queue

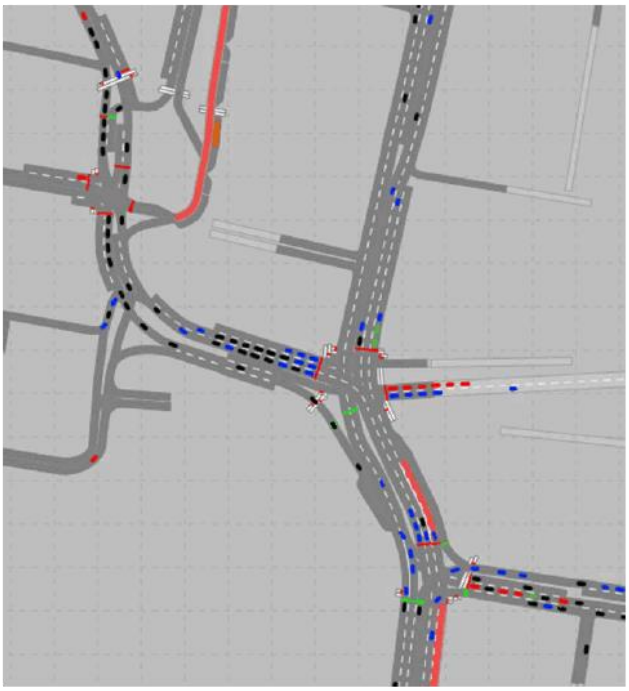


Figure 4.25 Peats Ferry Road/George Street Queue

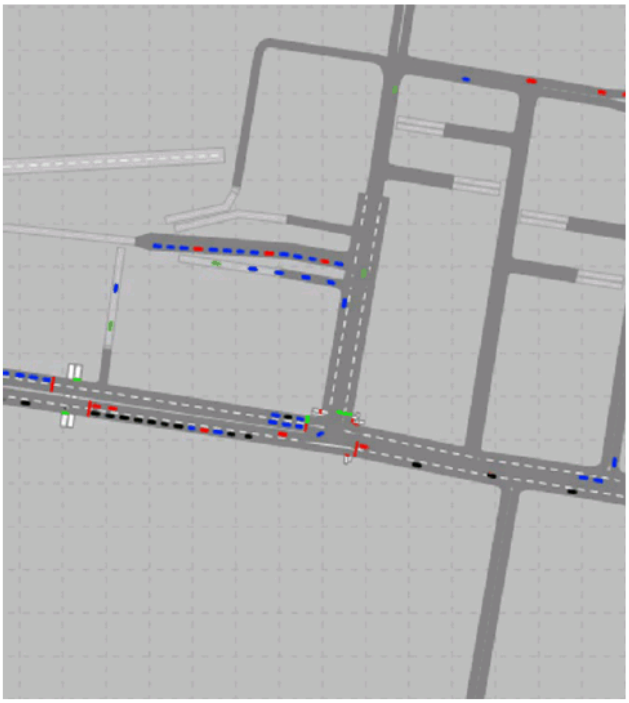


Figure 4.26 Edgeworth David Avenue/Albert Street Queue

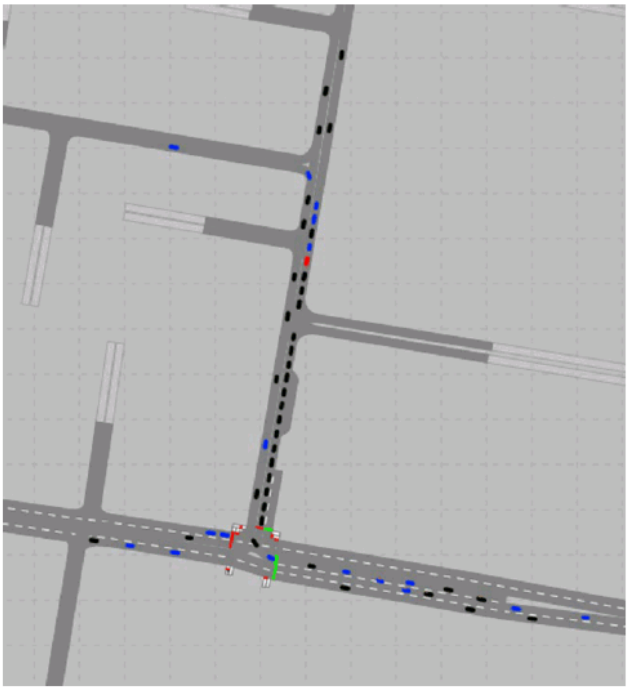


Figure 4.27 Edgeworth David Avenue/Sherbrook Road Queue

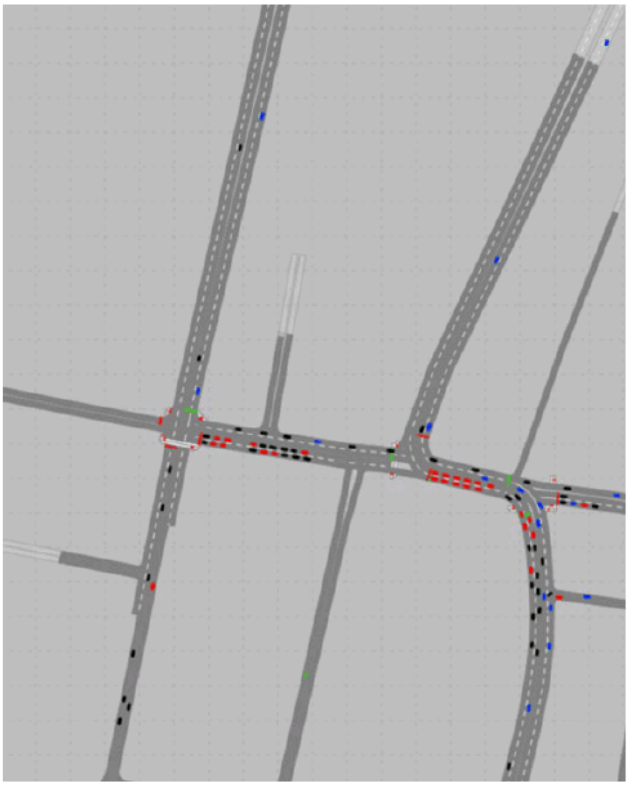


Figure 4.28 Bridge Road/Peats Ferry Road Queue

5 CONCLUSIONS

5.1 SUMMARY

The key conclusions from the base model development, calibration and validation process are:

- The overall purpose behind the VISSIM model development is to support the evaluation of the 20-year vision for the Hornsby Town Centre. The VISSIM model will provide output metrics such as network performance (VHT, residual demand) and infrastructure constraint points (visual plots, delay plots). The model has not been developed to support detailed operational planning such as signal setting optimisation.
- The model development process has generally followed and is in accordance with the Roads and Maritime *Traffic Modelling Guidelines (2013)*. Several deviations from these guidelines have been proposed due to the purpose of the modelling and these have been documented in the report.
- Traffic data used to build the model were supplied by Hornsby Shire Council based on surveys conducted on Thursday 8 August 2019. Data includes SCATS signal data, classified counts, OD travel information (flows and travel time), queue lengths and floating car travel time recordings. Due to errors in the OD surveys, a recapture of this was necessary on Thursday 26 September 2019. A subsequent review of the floating car surveys identified that on at least one route, the survey vehicle captured delays not represented by typical movements along the corridor.
- The VISSIM model has be developed, calibrated and validated against 2019 Thursday traffic data. In doing so, this model captures peak demands associated with Westfield Hornsby, however along other corridors may underrepresent 'typical' congestion patterns.
- WSP worked collaboratively with Council to refine and improve the model following a review of the model. WSP updated the model extent on Council request prior to completing the updated calibration and validation exercise.
- The overall model calibration and validation metrics for the model indicate that the model is suitable for use in the future year evaluation of the Hornsby Town Centre.

5.2 MODEL LIMITATIONS

It is noted that the model has some limitations, which are documented in Table 5.1.

Table 5.1 Model limitations

Limitation	Method for addressing limitation
The modelling purpose is to assess the Hornsby Town Centre Master Plan.	Limit its use to the Hornsby Town Centre Master Plan. Re-evaluation of appropriateness should be conducted before application for other purposes.
Model details. Does not include, on street parking manoeuvres and uncontrolled pedestrian crossings.	The model has been built specifically for the assessment of road-based vehicles and vehicle to vehicle interaction. Results at locations whereby omitted details are important should be reviewed with care.
Model interfaces: The base model is developed using existing (Thursday) traffic data whereas strategic models are based on AWDT patterns.	The STM, STFM and PTPM strategic travel demand forecasting models will play an integral role in establishing future year travel patterns, including trips where demand might decrease.

Limitation	Method for addressing limitation
Model built from Thursday AM and PM data.	For some scenarios, this may be an advantage as the model will better consider specifics of trips associated with the Westfield Hornsby Shopping Centre (for example). However, in response to this may have less trips in other areas of the network. We have developed the model based on a Thursday. Thursday was selected to reflect the worst-case traffic scenario typical of shopping precincts, due to late night shopping. It should be noted that the traffic patterns surrounding the shopping precinct would differ from a typical weekday. Therefore, this model should only be used in this context.
Route choice, use of cost factors, model convergence, and stability are interlinked and whilst appear appropriate for existing situation are likely to require modifications for future year assessments.	Reviews of factors associated with route selection should be reviewed for each demand and infrastructure scenario to achieve outcomes that are realistic and respond to the changes applied.
Public transport has not been calibrated and travel times have not been validated.	The outputs show a good level of correlation and therefore a relative assessment of future year/network travel times is appropriate only.

Appendix B

Model results

B1 Scenarios tested

The list of scenarios to be modelled for the Hornsby Town Centre Review (HTCR) project are shown in Table B.1 below.

Table B.1 List of VISSIM model scenarios

Model	2019		2026		2036	
	AM	PM	AM	PM	AM	PM
Existing situation	✓	✓	-	-	-	-
Future base (development under current planning controls with committed projects)	-	-	✓	✓	✓	✓
Future with HTCR development and committed projects only (Option 1)	-	-	✓	✓	✓	✓
Future with HTCR development and proposed projects (Option 2)	-	-	✓	✓	✓	✓
Future with HTCR development and modified projects (Option 3)	-	-	✓	✓	✓	✓
Future preferred option (Option 3B)	-	-	✓	✓	✓	✓

Of these, the results for the following scenarios are presented in this section:

- 2019 Existing situation
- 2026 Future base (development under current planning controls with committed projects)
- 2036 Future base (development under current planning controls with committed projects)
- 2026 Future with HTCR development and preferred option (Option 3B)
- 2036 Future with HTCR development and preferred option (Option 3B – AM and 3C – PM).

B2 Future base projects

The 2026 and 2036 future base models include the following planned and committed projects within the model area:

- PT.3: TAFE commuter parking spaces
- PT.4: Consolidate Commuter Parking remainder to east side
- AT.5: Peats Ferry Road 30 km/h speed limit
- R.1: Bridge Road/Peats Ferry Road intersection upgrade
- R.3: New lane Peats Ferry Road to Jersey Street south
- R.5: No Right Turn Peats Ferry Road to Dural Lane.

Also included was a new Laneway west of Peats Ferry Road between Dural Street to William Street. This option was subsequently removed in Options 3 and 3B with HTCR development.

B3 Future with HTCR development Option 3B/C projects

The 2026 and 2036 future with HTCR models included the following projects shown in Table B.2

Table B.2 List of projects in 2026 and 2036 Option 3B & 3C

ID number	Item	2026 Option 3B		2036 Option 3B/3C	
		AM peak	PM peak	AM peak	PM peak
Public transport improvements					
PT.1w	Split Interchange West – Jersey Street south	✓	✓	✓	✓
PT.1e	Split Interchange East – George Street	✓	✓	✓	✓
PT.2	Hornsby Station northern concourse	✓	✓	✓	✓
PT.3	TAFE commuter parking spaces	✓	✓	✓	✓
PT.4	Commuter car park between rail corridor and George Street	✓	✓	✓	✓
Active transport improvements					
AT.1	Enhance cycle network	✓	✓	✓	✓
AT.2	Coronation Street one-way westbound	✓	✓	✓	✓
AT.3	Coronation Street, Station Street and Jersey Street south intersection signalisation	✓	✓	✓	✓
AT.4	Station Street one-way northbound	✓	✓	✓	✓
AT.5	Peats Ferry Road 30 km/h zone	✓	✓	✓	✓
AT.6	Peats Ferry Road and Station Street pedestrian signals	✓	✓	✓	✓
AT.7	South pedestrian crossing at William Street	✓	✓	✓	✓
AT.8	Increased bicycle storage facilities at Hornsby Station	✓	✓	✓	✓
AT.9	Florence Street closed George Street to Hunter Lane	✓	✓	✓	✓
AT.10	Hunter Lane closed: Florence Street to new lane	✓	✓	✓	✓
AT.11	New lane George Street to Hunter Lane	✓	✓	✓	✓
AT.12	Burdett Street and Muriel Street intersection signalisation	✓	✓	✓	✓
Road network improvements					
R.1	Peats Ferry Road and Bridge Road intersection upgrade	✓	✓	✓	✓
R.2	Peats Ferry Road lane guidance	✓	✓	✓	✓
R.3	Upgrade Jersey Lane	✓	✓	✓	✓
R.4	Peats Ferry Road and TAFE car park exit – Keep Clear	✓	✓	✓	✓
R.5	No Right Turn Peats Ferry Road to Dural Lane	✓	✓	✓	✓

ID number	Item	2026 Option 3B		2036 Option 3B/3C	
		AM peak	PM peak	AM peak	PM peak
R.6	Jersey Street North and Mildred Avenue intersection signalisation	✓	✓	✓	✓
R.7	Bridge Road widening	✓	✓	✓	✓
R.8	Jersey Street North/Bridge Road/George Street intersection upgrade	-	-	✓	✓
R.9	George Street and Hunter Lane median	✓	✓	✓	✓
R.10	George Street and Linda Street intersection signalisation/ Upgrade	✓	✓	✓	✓
R.11	Linda Street and Hunter Street intersection signalisation	✓	✓	✓	✓
R.12	George Street and Burdett Street intersection upgrade	✓	✓	✓	✓
R.13	George Street widening	✓	✓	✓	✓
R.14	George Street/Peats Ferry Road/Westfield Access and Pacific Highway/Edgeworth David Avenue intersection upgrade	✓	✓	✓	✓
R.15	Reconfigure Albert Street/Westfield Entry/Exit	-	-	✓	✓
R.16	Edgeworth David Avenue/Romsey Street	✓	✓	✓	✓
R.17	Edgeworth David Avenue/Sherbrook Road right turn	✓	✓	✓	✓
R.18	Sherbrook Road upgrade	✓	✓	✓	✓
R.19	Sherbrook Road and Northcote Road intersection signalisation	✓	✓	✓	✓
R.20	Bridge Road/Sherbrook Road/King Road roundabout amalgamation	-	-	✓	✓

B4 Network statistics

Table B.3 compares the total number of vehicle trips the road network is trying to accommodate in each scenario.

Table B.3 Comparison of totals trip demand (2 hours)

Scenario	AM peak	PM peak
2019 Base	15,394	18,924
2026 Future Base	16,876 (+10%)	20,612 (+9%)
2026 with HTCR Option 3B	17,654 (+15%)	22,193 (+17%)
2036 Future Base	18,017 (+17%)	24,596 (+30%)
2036 with HTCR Option 3B – AM and 3C – PM	22,011 (+43%)	27,896 (+47%)

Table B.4 compares the total number of unreleased vehicles in each scenario. Unreleased vehicles represent a small percentage of the total number of trips. The higher number in 2036 with HTCR scenarios is due to the spare road capacity being largely used up by the traffic growth in the Future Base.

Table B.4 Comparison of numbers of unreleased vehicles

Scenario	AM peak	PM peak
2019 Base	0 (0%)	0 (0%)
2026 Future Base	42 (0%)	21 (0%)
2026 with HTCR Option 3B	0 (0%)	443 (2%)
2036 Future Base	37 (0%)	1,717 (8%)
2036 with HTCR Option 3B – AM and 3C – PM	1,196 (5%)	2,743 (10%)

Comparing these results to other scenarios, it is noted that Option 3B has almost half the unreleased vehicles of the previous scenario (Option 3) in the AM. There is a small increase in the reported run in the 2036 PM peak, however, overall the network performance is more stable.

The location of unreleased vehicles in 2036 Option 3B are confined to two of the main entry points to the road network in the AM peak and spread around the network in the PM peak:

2036 Option 3B AM peak:

- Peats Ferry Road north 631
- Pacific Highway south 565

2036 Option 3C PM peak:

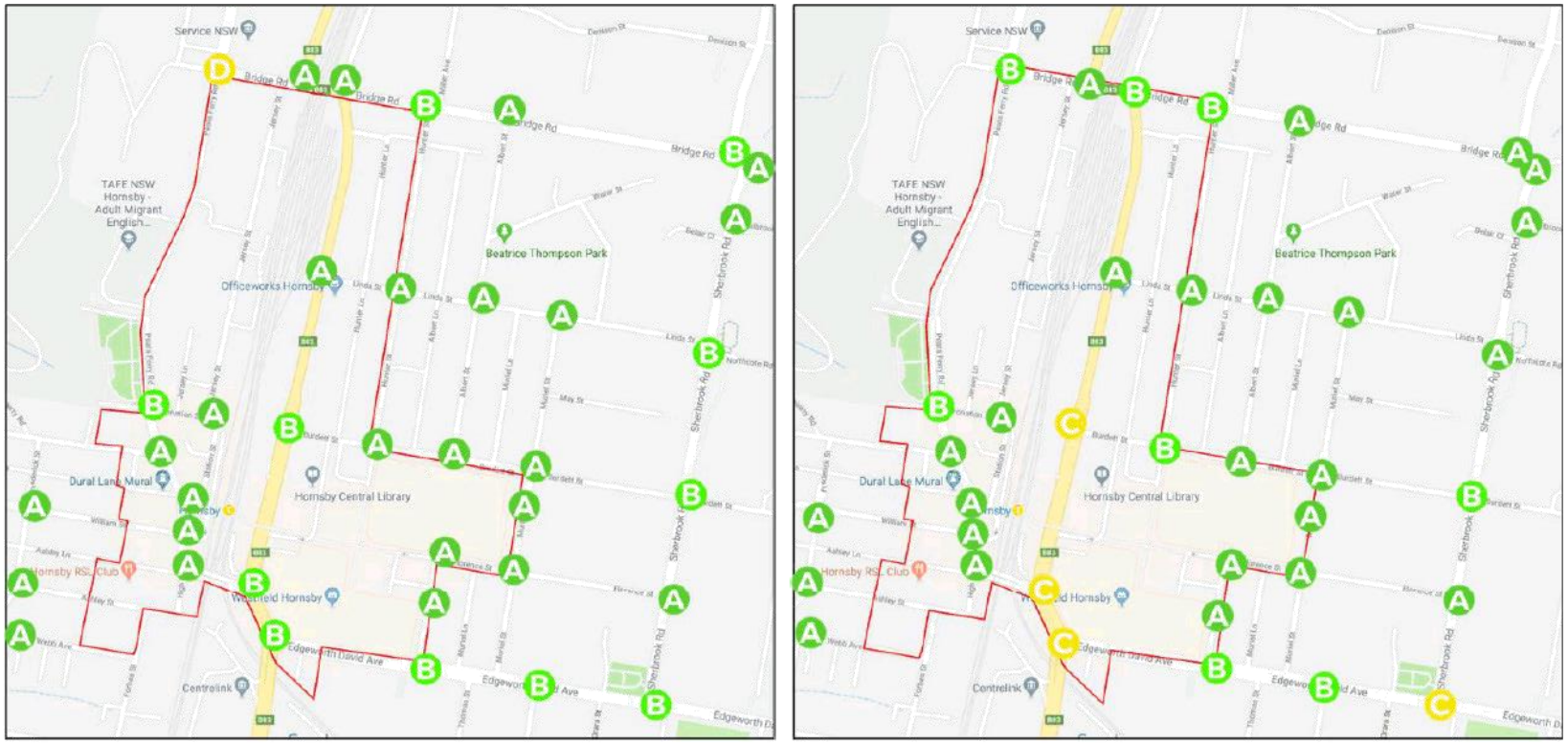
- Westfield exit onto Albert Street 704
- Peats Ferry Road north 347
- Romsey Street 302
- Edgeworth David Avenue 280
- Pacific Highway south 245
- George Street south 218
- Hunter Lane south of Burdett Street 208
- Westfield exit – Peats Ferry Road/George Street 168
- Pacific Highway south 143
- Edgeworth David Avenue 128

Table B.5 compares the average network speeds. Average speeds across the network decline slightly in the AM peak compared to the 2019 speeds. Option 3B has a higher average speed than other options with the HTCR development. In the PM peak, Option 3B improves average speeds slightly across the network compared to other scenarios.

Table B.5 Comparison of average network speeds

Scenario	AM peak	PM peak
2019 Base	20.4	18.8
2026 Future Base	19.8	16.1
2026 with HTCR Option 3B	20.0	13.8
2036 Future Base	19.8	11.0
2036 with HTCR Option 3B – AM and 3C – PM	16.0	9.3

B5 Intersection performance



AM peak **PM peak**

Figure B.1 Intersection performance – 2019 Existing situation

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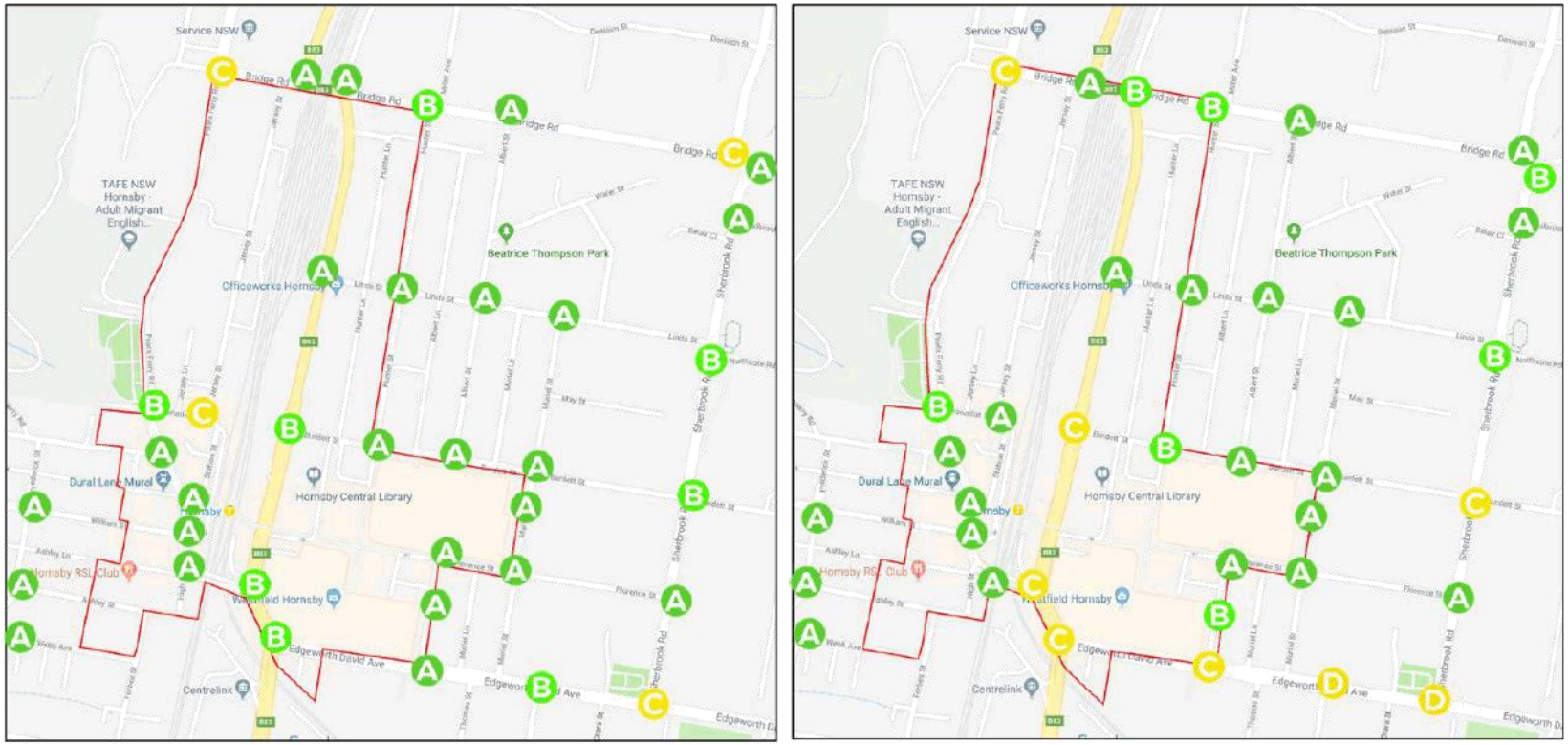

AM peak **PM peak**

Figure B.2 Intersection performance – 2026 Future Base

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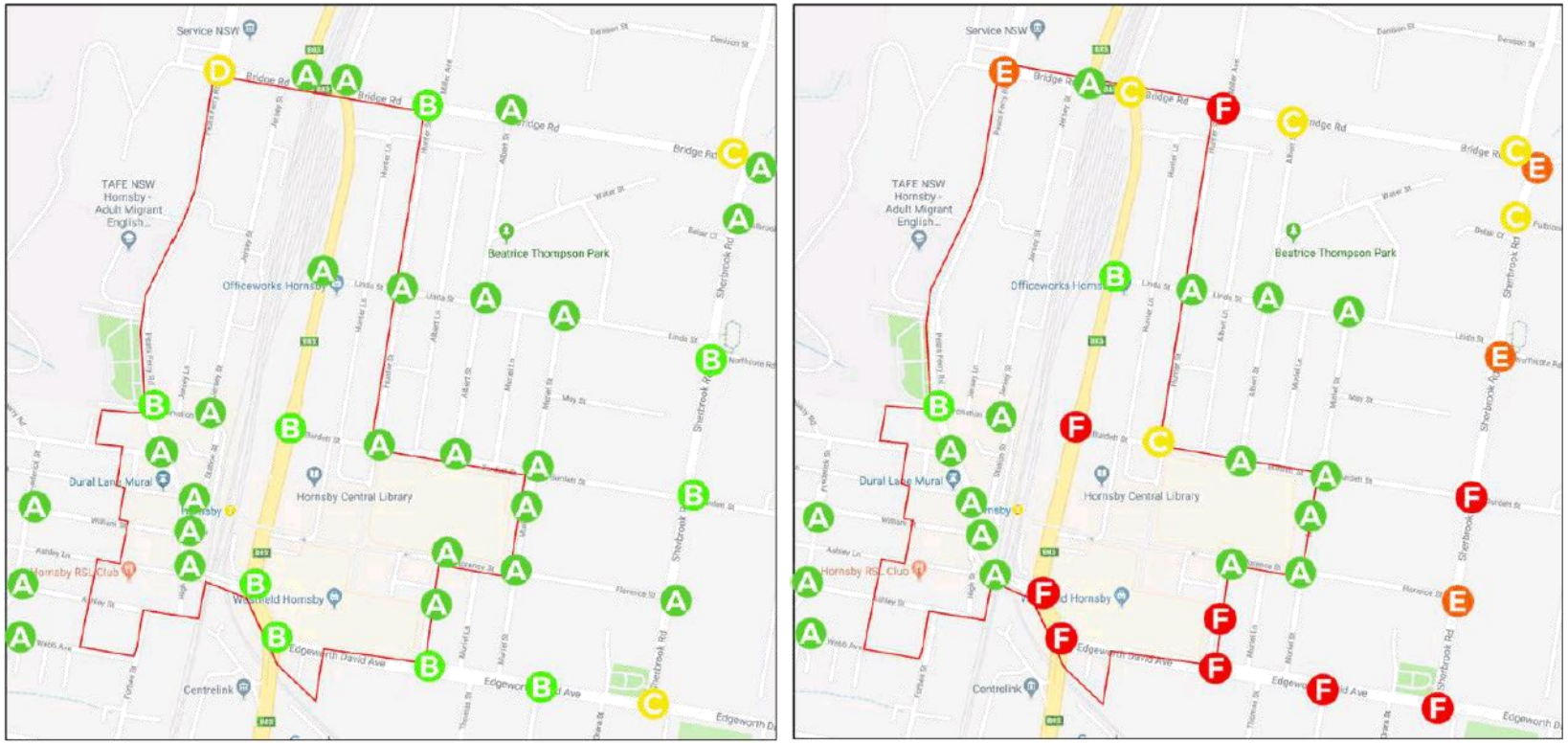

AM peak **PM peak**

Figure B.3 Intersection performance – 2036 Future Base

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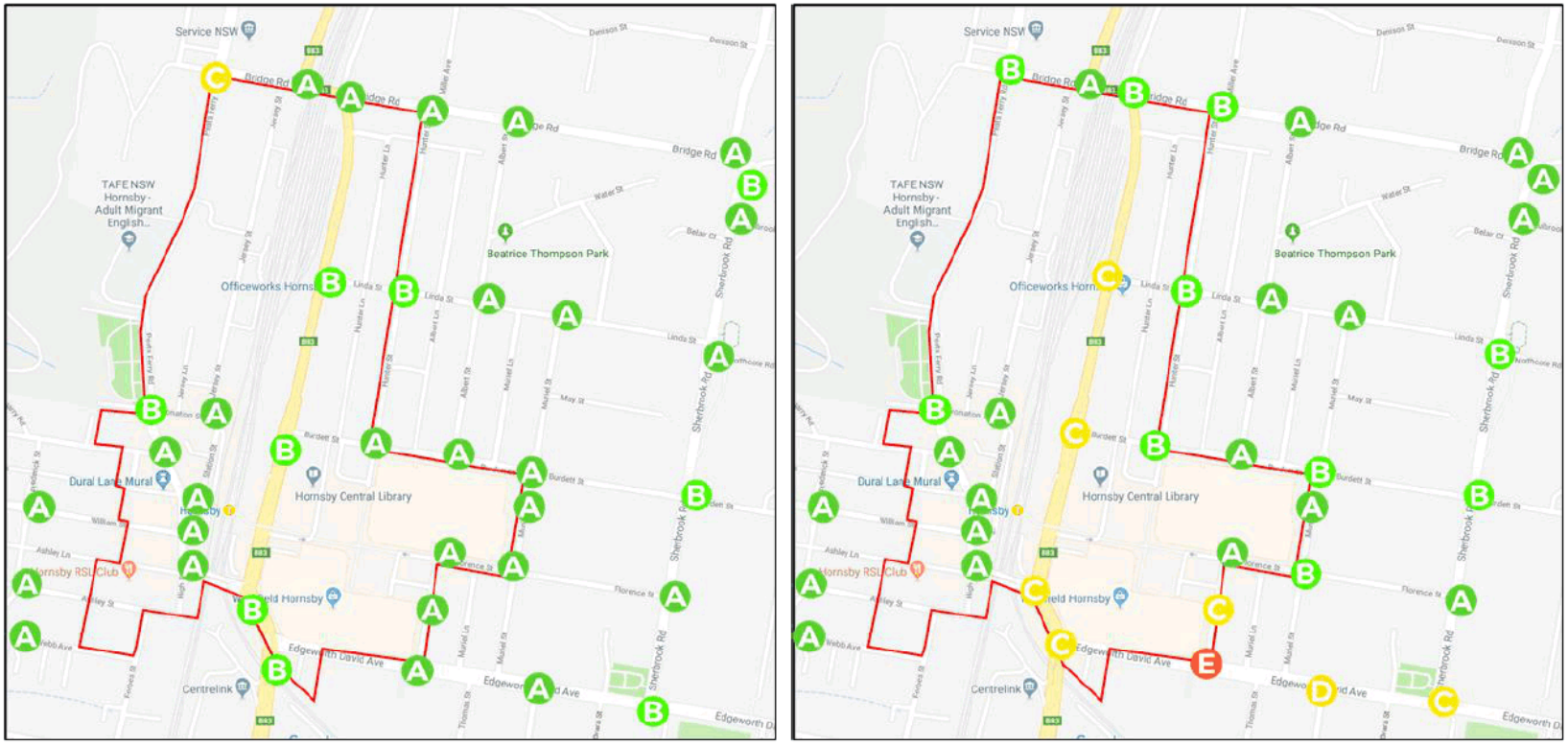

AM peak **PM peak**

Figure B.4 Intersection performance – 2036 with Hornsby Town Centre Review Option 3B

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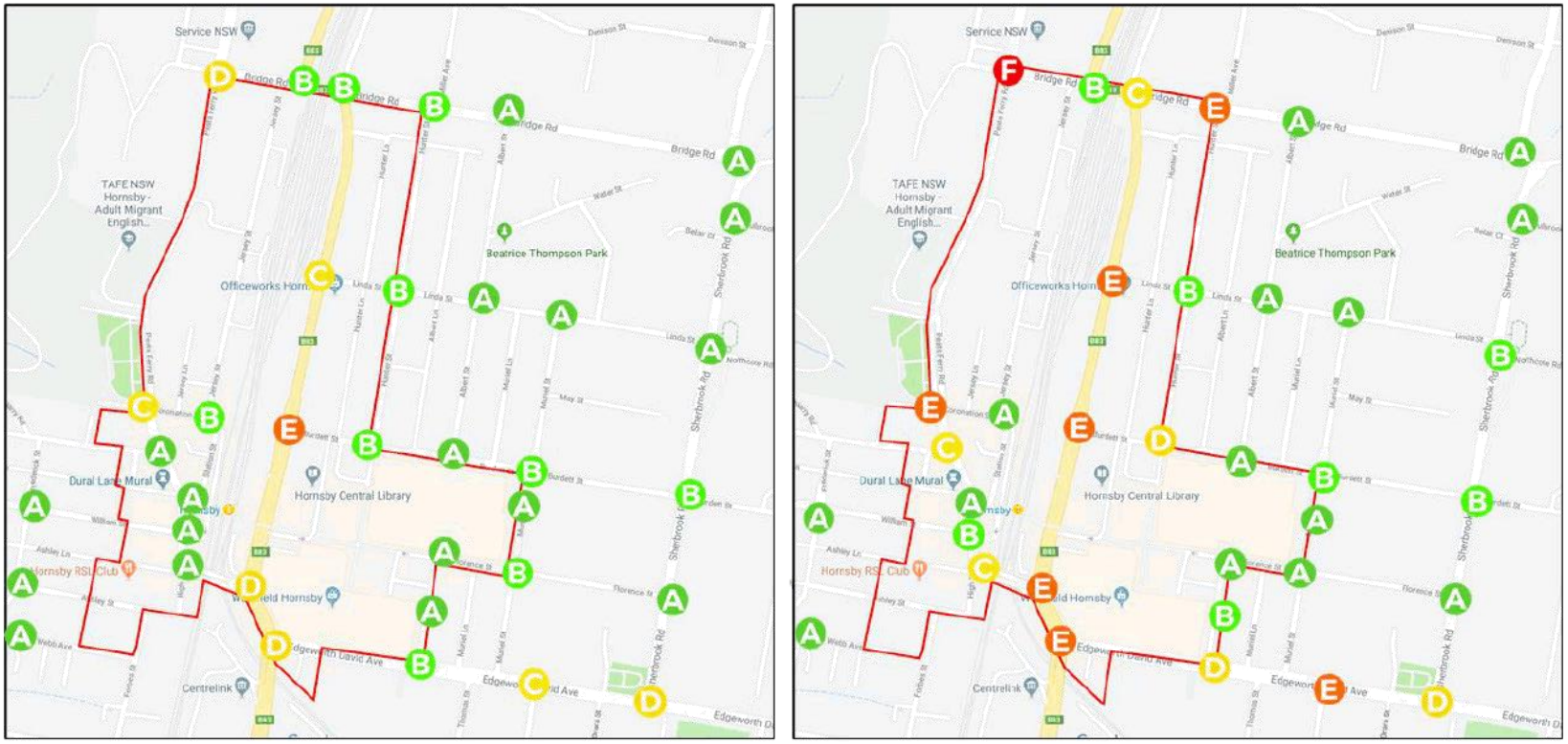

Figure B.5 Intersection performance - 2036 with Hornsby Town Centre Review Option 3B/3C

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Appendix C

Recommended transport upgrades

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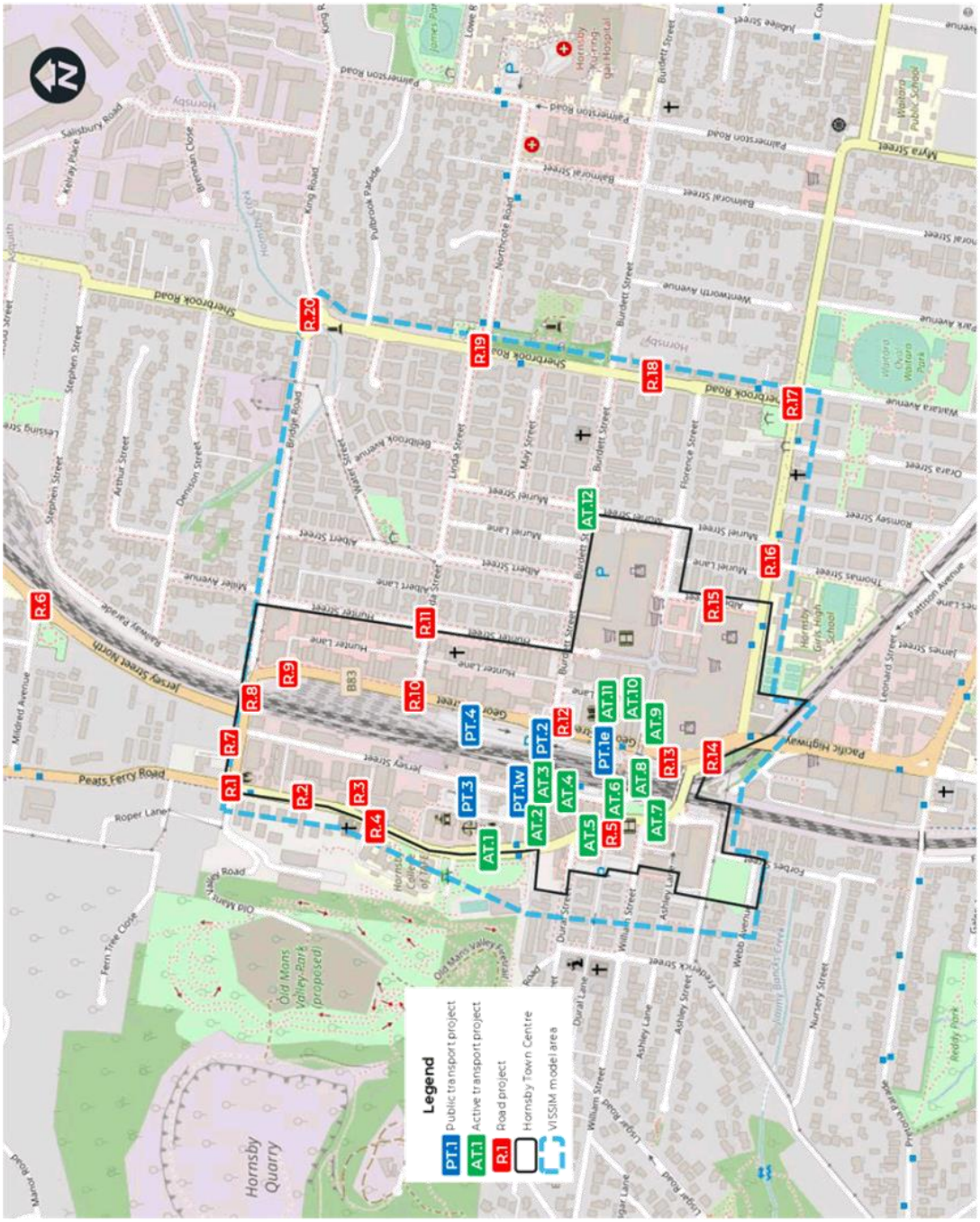

Figure C-PT.1w: Hornsby Split Bus Interchange – West layout

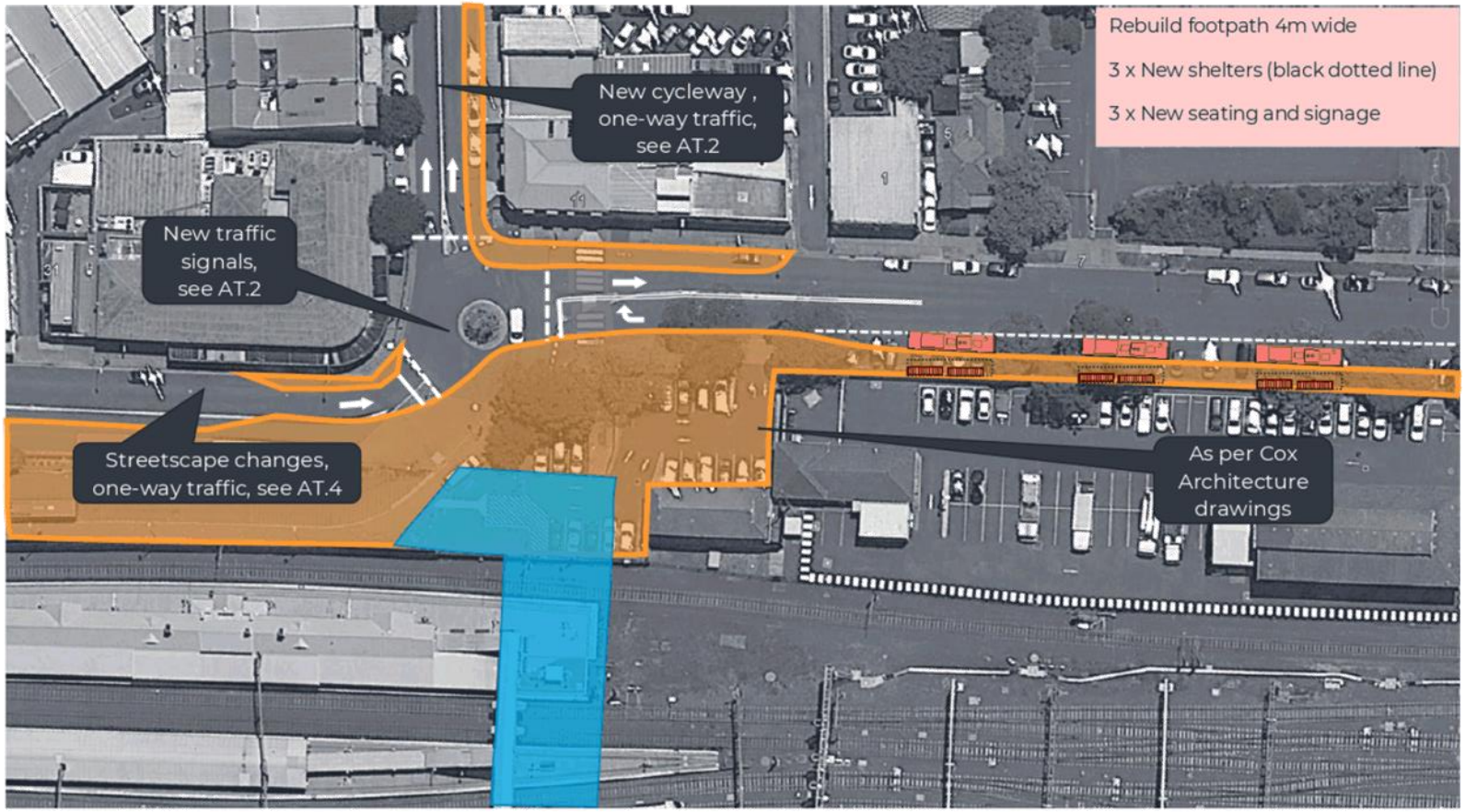

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Figure C-PT.1e: Hornsby Split Bus Interchange – East layou

Local Transport project

Land acquisition, Transport for NSW could retain ownership

Earthworks to drop Interchange level to road level (excavation)

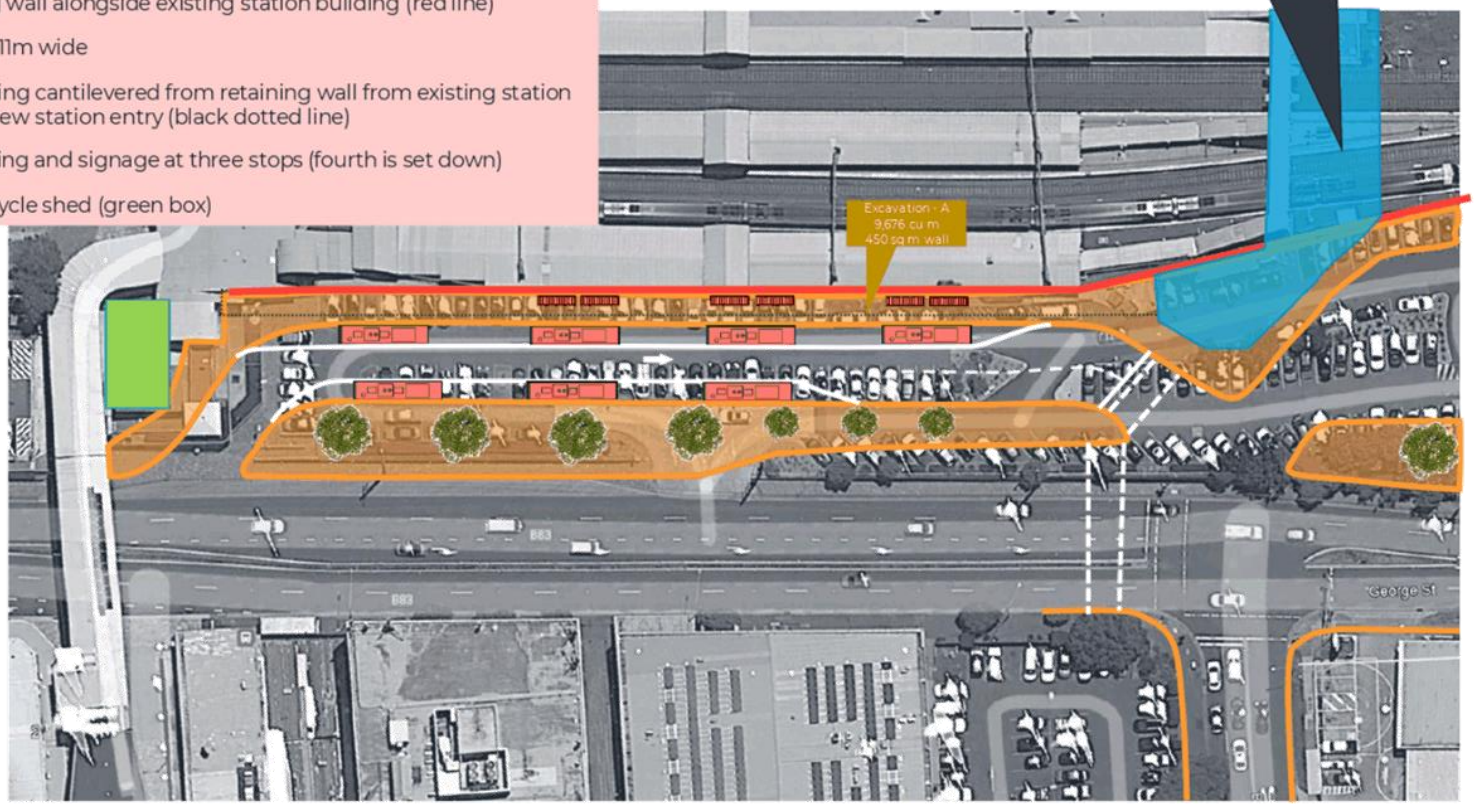
Retaining wall alongside existing station building (red line)

Bus road 11m wide

New awning cantilevered from retaining wall from existing station entry to new station entry (black dotted line)

New seating and signage at three stops (fourth is set down)

Rebuild cycle shed (green box)



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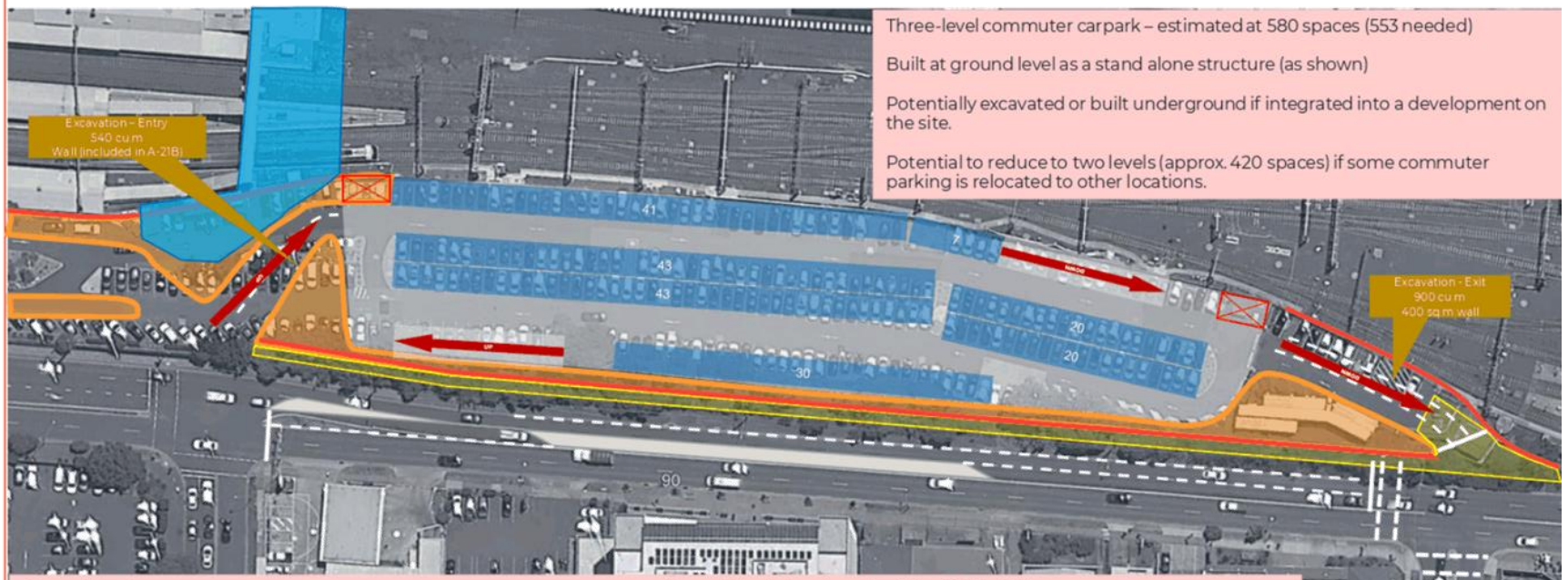
ATTACHMENT 3 - ITEM 8

Figure C-PT.2: Hornsby Station Northern Concourse

ATTACHMENT 3 - ITEM 8

Figure C-PT.4a: Hornsby Station Multi-Deck Commuter Carpark – Ground Level



Three-level commuter carpark – estimated at 580 spaces (553 needed)

Built at ground level as a stand alone structure (as shown)

Potentially excavated or built underground if integrated into a development on the site.

Potential to reduce to two levels (approx. 420 spaces) if some commuter parking is relocated to other locations.

Ground Level:

Entry ramp from George Street / Burdett Street intersection (excavation)

Exit ramp to George Street / Linda Street intersection (excavation)

Excavation into embankment to create space for additional lane on George Street

Demolition/relocation of existing Rail buildings

Retaining wall alongside existing station building (red line)

Up and Down Ramps to First floor

Ticket barriers/Opal car readers at entry and exit

Lifts in two locations plus fire stairs

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Figure C-PT.4b: Hornsby Station Multi-Deck Commuter Carpark – First floor

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Figure C-PT.4c: Hornsby Station Multi-Deck Commuter Carpark – Second floor

Second Floor:

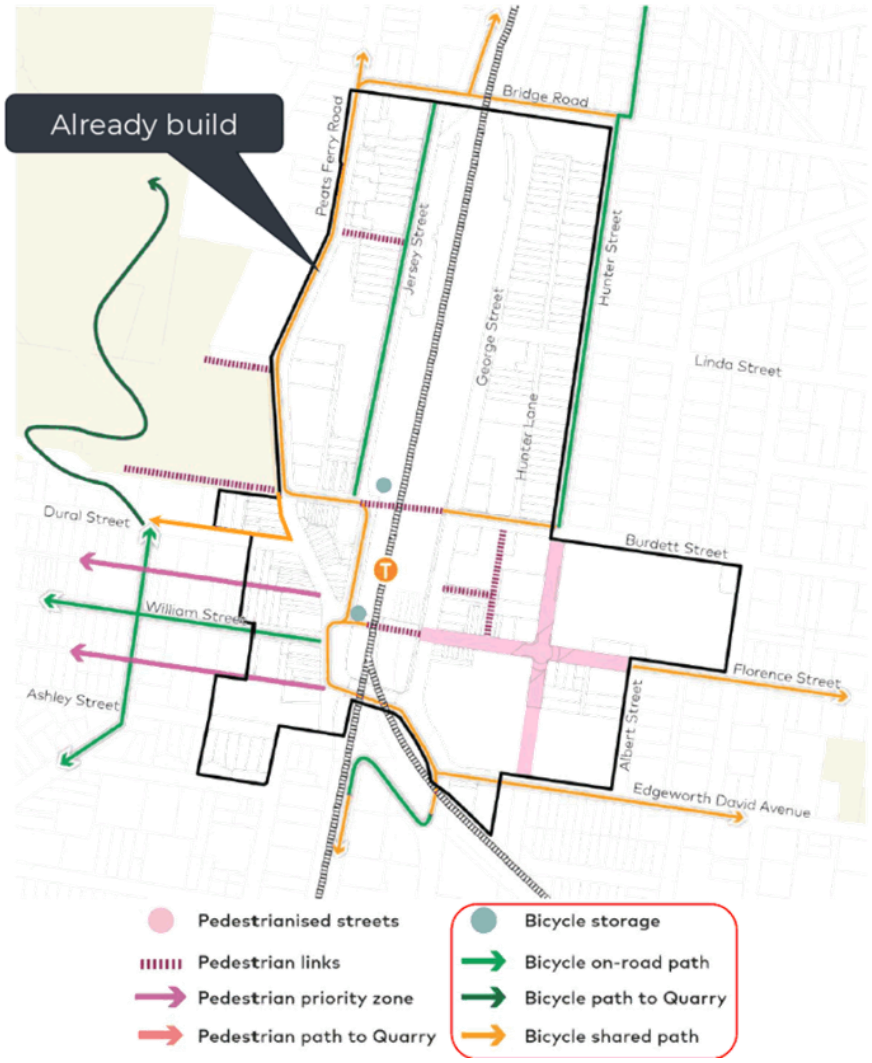
Up and down ramps to First floor

Lifts in two locations plus fire stairs

ATTACHMENT 3 - ITEM 8

Figure C-AT.1: Cycle Network

Street	Type	Length
Bridge Road	Shared path on southern footpath	325m
Peats Ferry Road (north)	Shared path on western footpath	590m (480m already built)
Coronation Street	Shared path built in current kerbside lane on north side	80m
Dural Street	Shared path on northern footpath	90m
Burdett Street	Shared path on southern footpath	125m
Station Street	Shared path built in current taxi lane on east side	150m
Cenotaph Park	Shared path through renewed park	80m
Peats Ferry Road (south)	Shared path on western & southern footpath	240m
Florence Street	Shared path on northern footpath	105m
Edgeworth David Avenue	Shared path on southern footpath	230m
Jersey Street South	On-road bicycle lanes (painted) in each direction	530m
Hunter Street	On-road bicycle lanes (painted) in each direction	530m
Bicycle parking Station North West	Bicycle shed with locking racks	45 sq.m
Bicycle parking Station South West	Bicycle shed with locking racks	45 sq.m

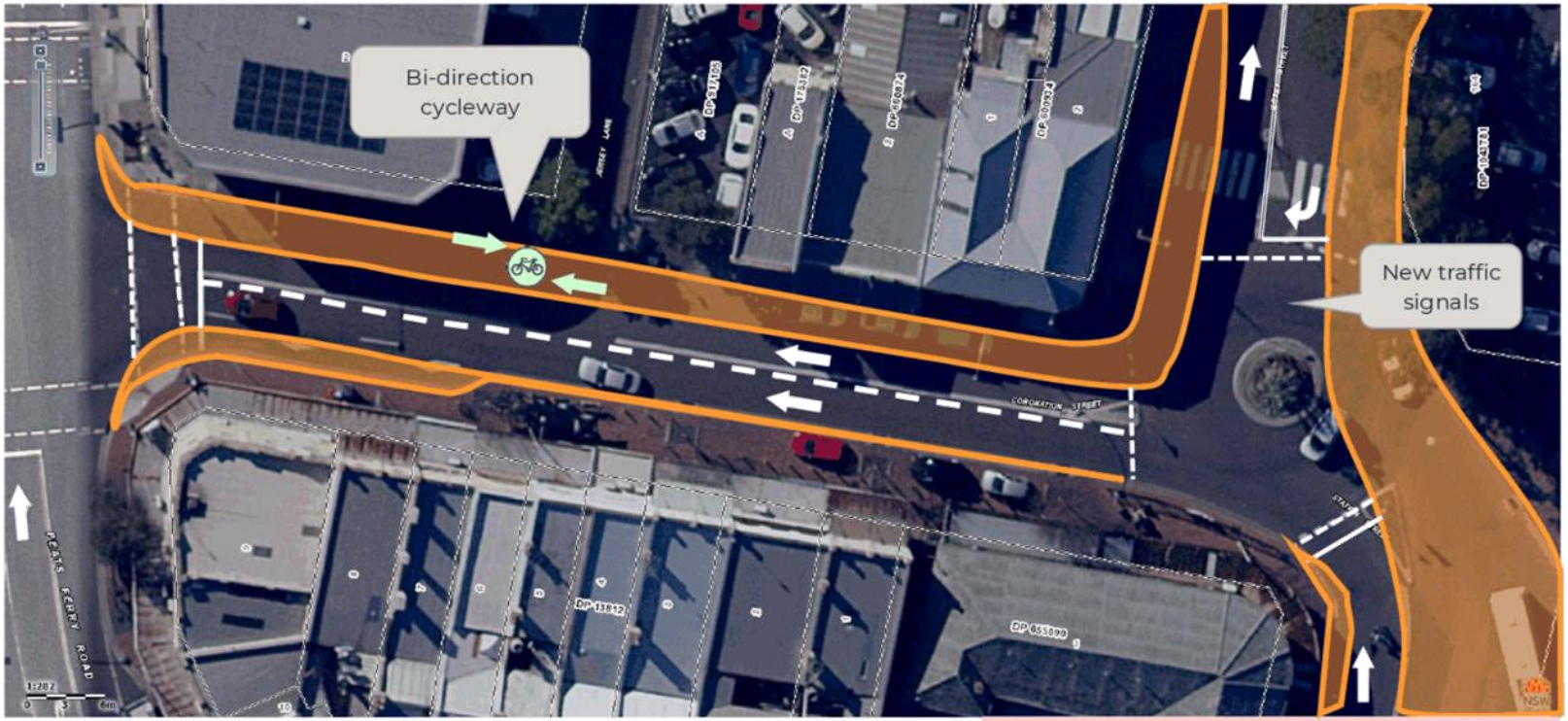


ATTACHMENT 3 - ITEM 8

Local Road project

No land acquisition

Figure C-AT.2: Coronation Street one-way westbound



Two westbound lanes

New traffic signals at Station Street / Jersey Street South

Widened footpaths on all sides

9

ATTACHMENT 3 - ITEM 8

Local Road project

No land acquisition

Figure C-AT.4: Station Street one-way northbound

Reconstruct bus stops/lane and taxi stops/lane into a pedestrian plaza

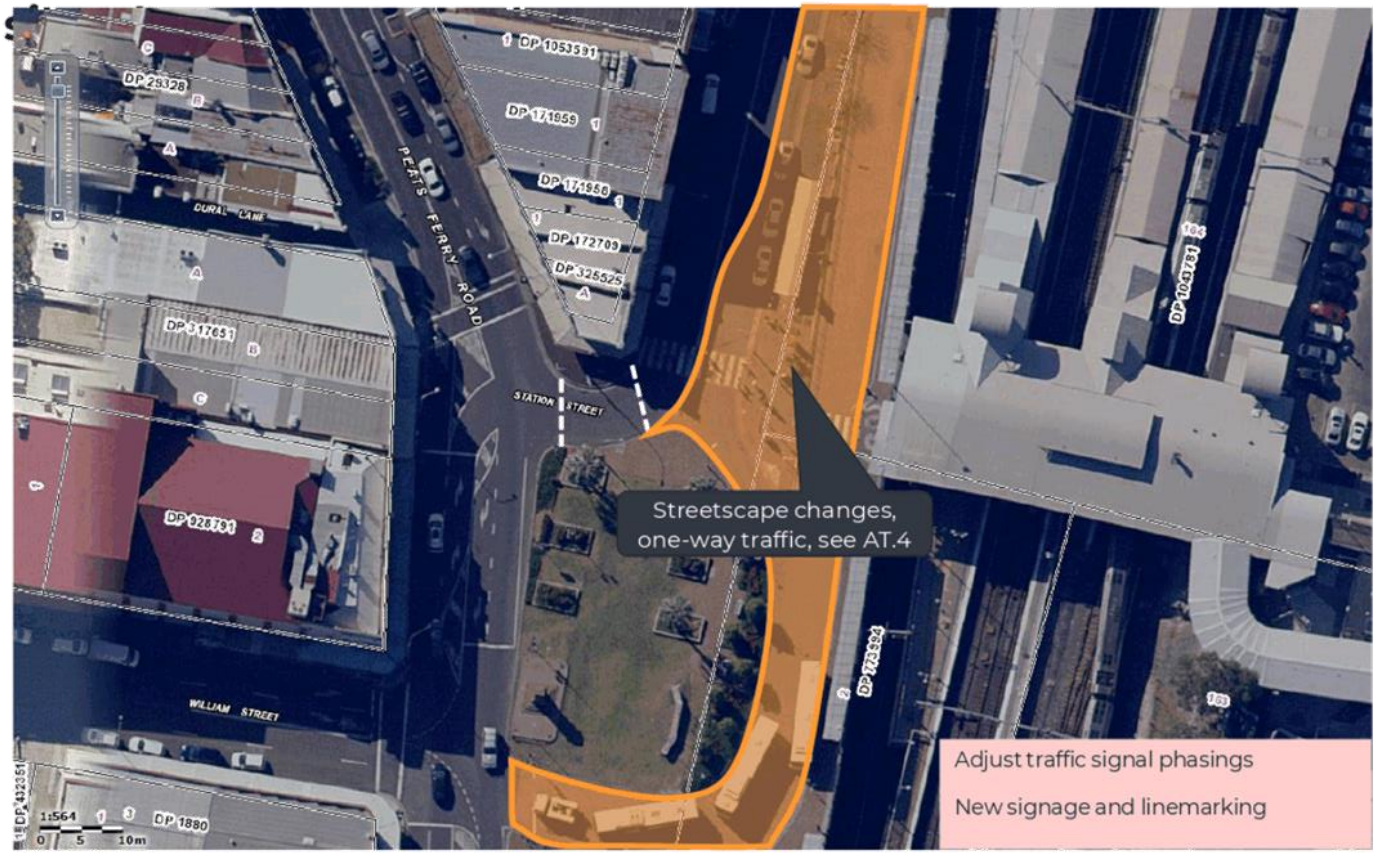
Connect to projects north and south

ATTACHMENT 3 - ITEM 8

Local Road project

No land acquisition

Figure C-AT.6: Peats Ferry Road and Station Street pedestrian

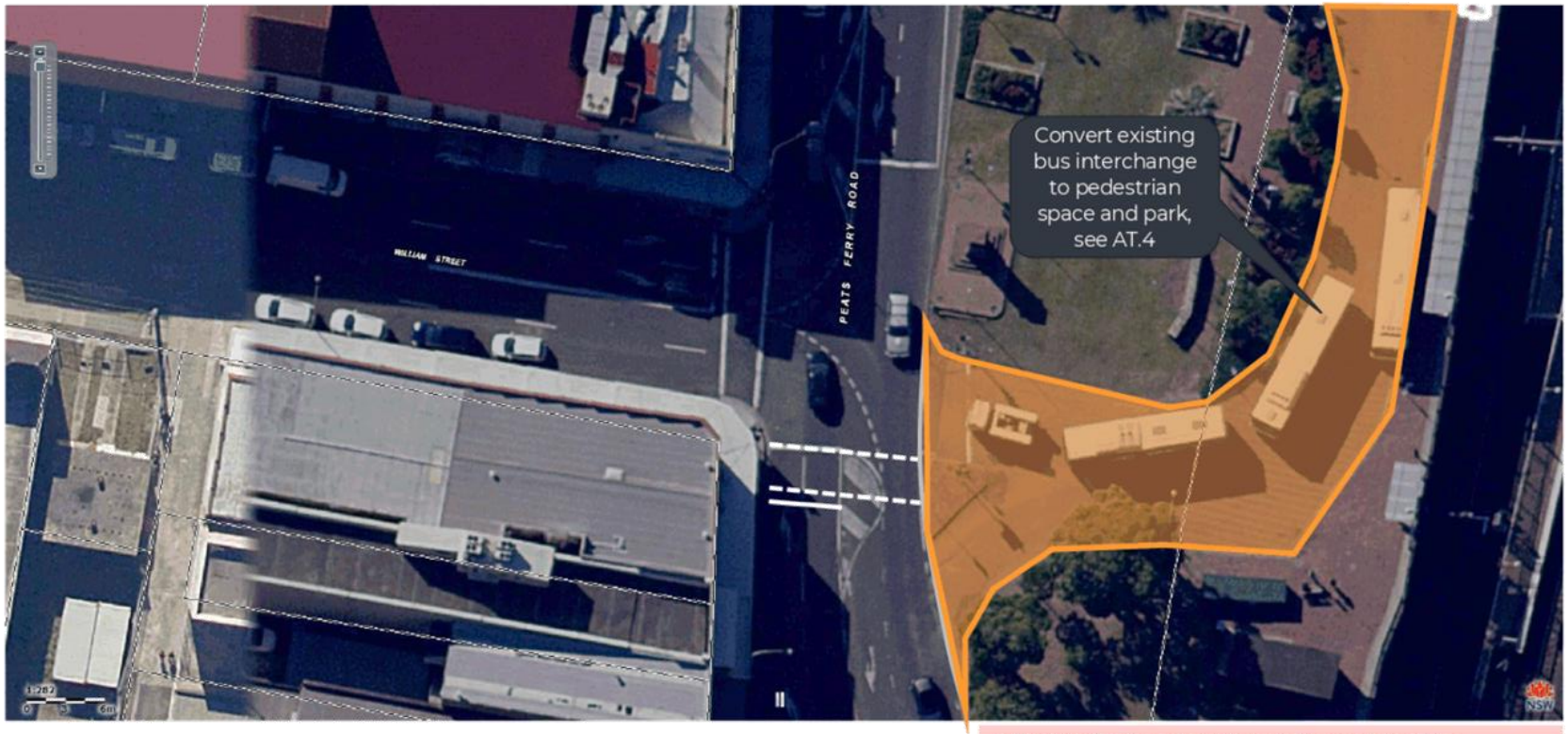


ATTACHMENT 3 - ITEM 8

Local Road project

No land acquisition

Figure C-AT.7: South pedestrian crossing at William Street



Adjust traffic signals with new linemarking for a pedestrian crossing on south side of the intersection

Connects to revised Cenotaph Park

ATTACHMENT 3 - ITEM 8

Local Road project

Land acquisition required

Figure C-AT.9: Florence Street closed George Street to Hunter lane

AT.10: Hunter Lane closed: Florence Street to new lane

AT.11: New lane George Street to Hunter Lane

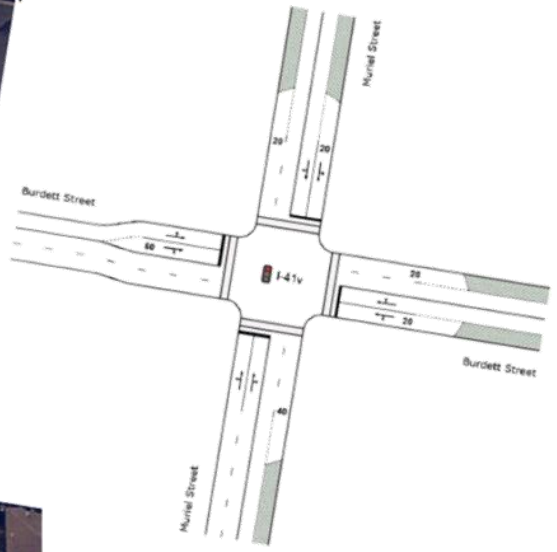
13

ATTACHMENT 3 - ITEM 8

Figure C-AT.12: Burdett Street and Muriel Street signalisation

Local Road project

No land acquisition



14

ATTACHMENT 3 - ITEM 8

State Road intersection / Local Government project (Hornsby Quarry Park)

Land acquisition required

Figure C-R.1: Peats Ferry Road and Bridge Road

Demolish north east corner dwelling

Construction of dual slip lanes and triangle island

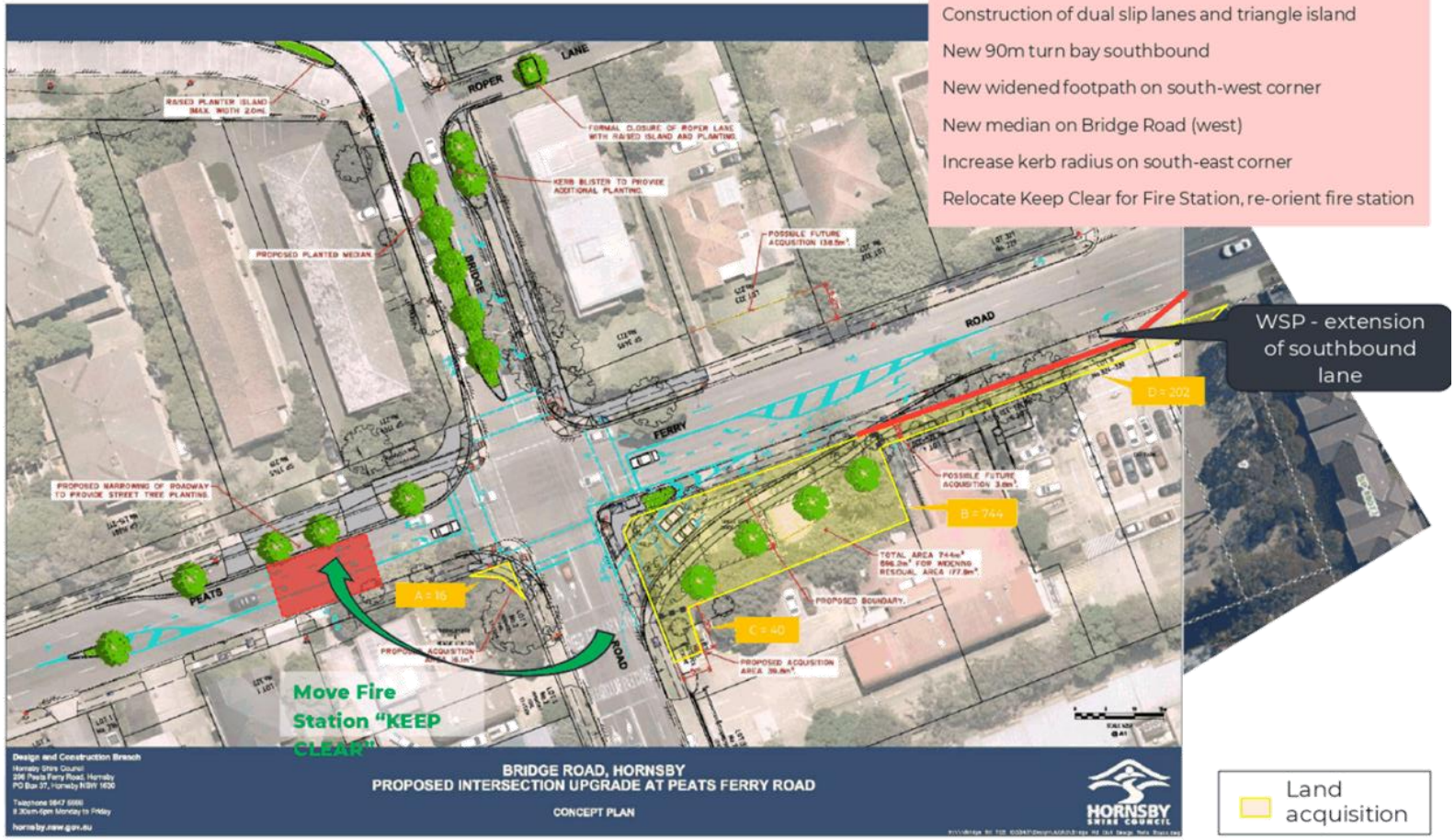
New 90m turn bay southbound

New widened footpath on south-west corner

New median on Bridge Road (west)

Increase kerb radius on south-east corner

Relocate Keep Clear for Fire Station, re-orient fire station



ATTACHMENT 3 - ITEM 8

Local Road project

No land acquisition

Figure C-R.2: Peats Ferry Road lane guidance

No land acquisition

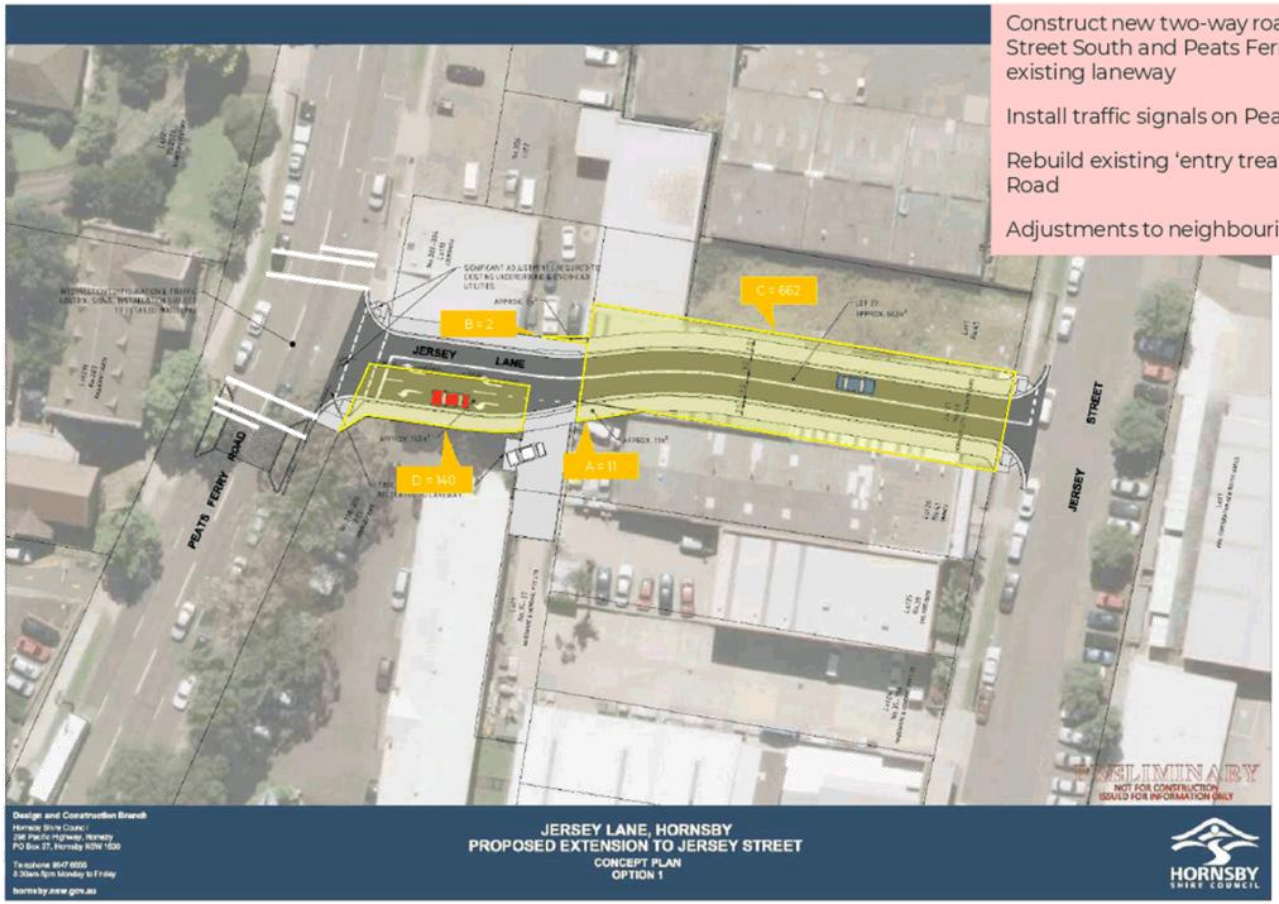
16

ATTACHMENT 3 - ITEM 8

Local Road project

Land acquisition required

Figure C-R.3: New laneway Peats Ferry Road to Jersey Street South



ATTACHMENT 3 - ITEM 8

Local Road project

No land acquisition

Figure C-R.4: Peats Ferry Road and TAFE car park exit – Keep Clear

ATTACHMENT 3 - ITEM 8

Local Road project

No land acquisition

Figure C-R.6: Jersey Street North and Mildred Avenue signalisation

19

ATTACHMENT 3 - ITEM 8

Figure C-R.7 Bridge Road / Peats Ferry Road – Further Upgrade

Project Justification Report - Bridge Road/Peats Ferry Road Intersection UPGRADE (TCS 2678)

State Road intersection

Land acquisition required

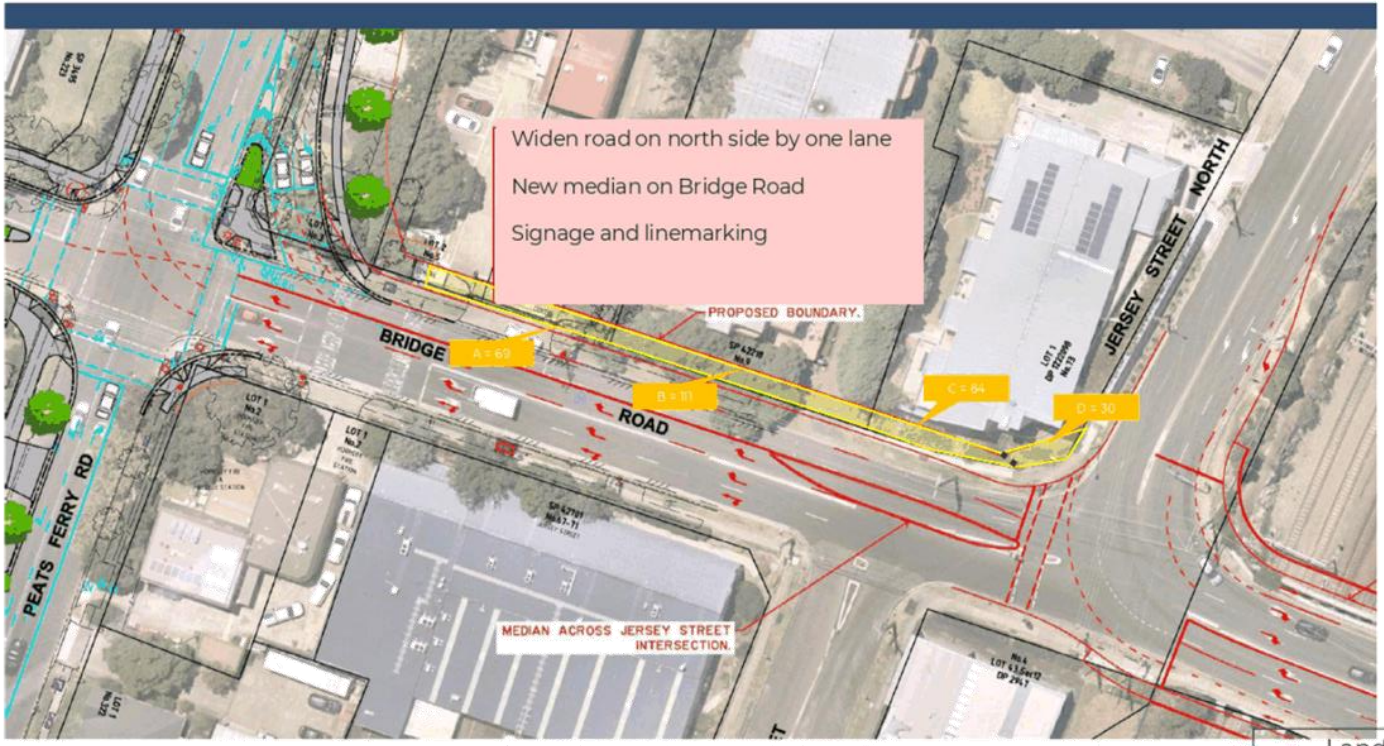


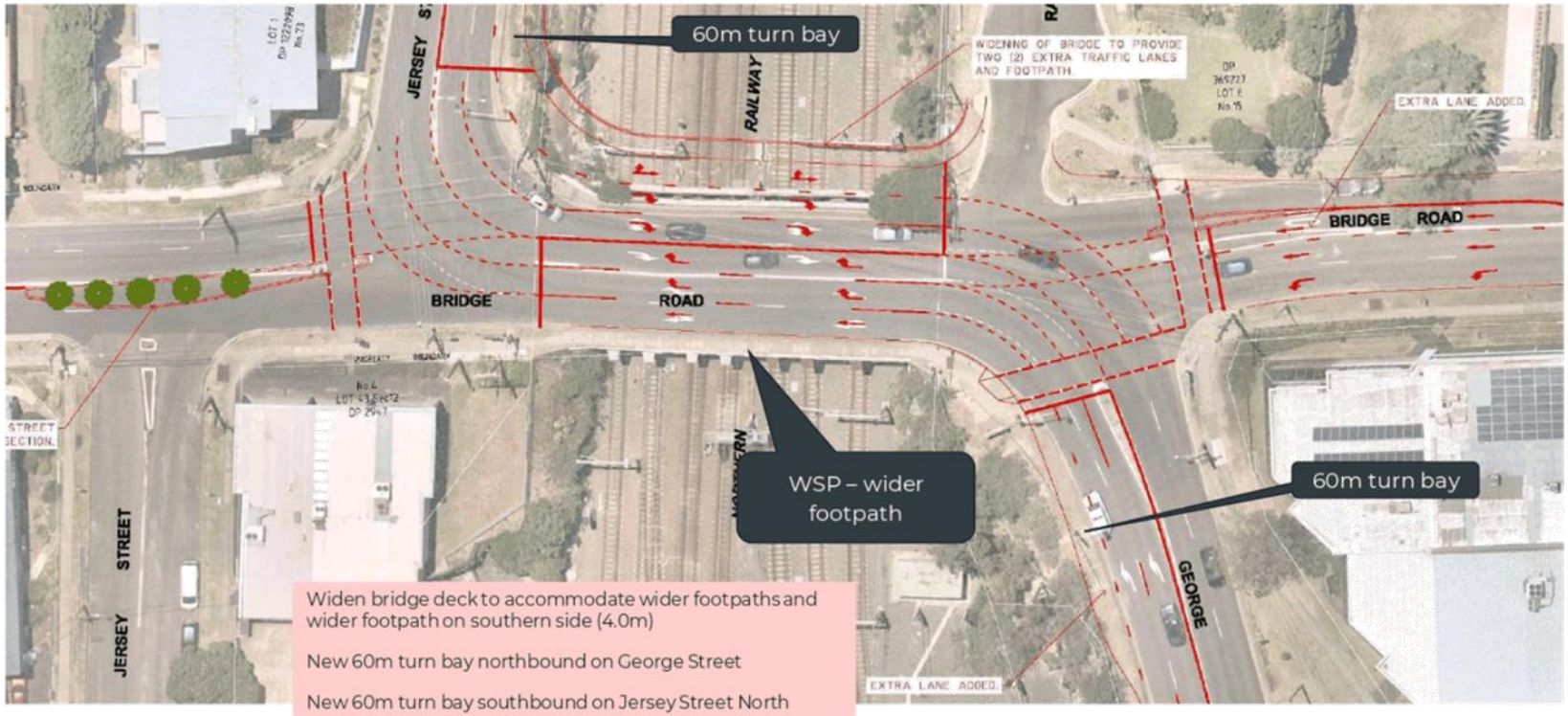
Figure 6.1b – Proposed Future Upgrade of Bridge Road

ATTACHMENT 3 - ITEM 8

State Road project

No land acquisition, Impacts over rail line

Figure C-R.8: Jersey Street North / Bridge Road / George Street



Widen bridge deck to accommodate wider footpaths and wider footpath on southern side (4.0m)

New 60m turn bay northbound on George Street

New 60m turn bay southbound on Jersey Street North

Adjust linemarking on Bridge Road east of George Street

New planted median on Bridge Road west of Jersey Street North

ATTACHMENT 3 - ITEM 8

Figure C-R.9: George Street and Hunter Lane Right turn bans

State Road project

No land acquisition

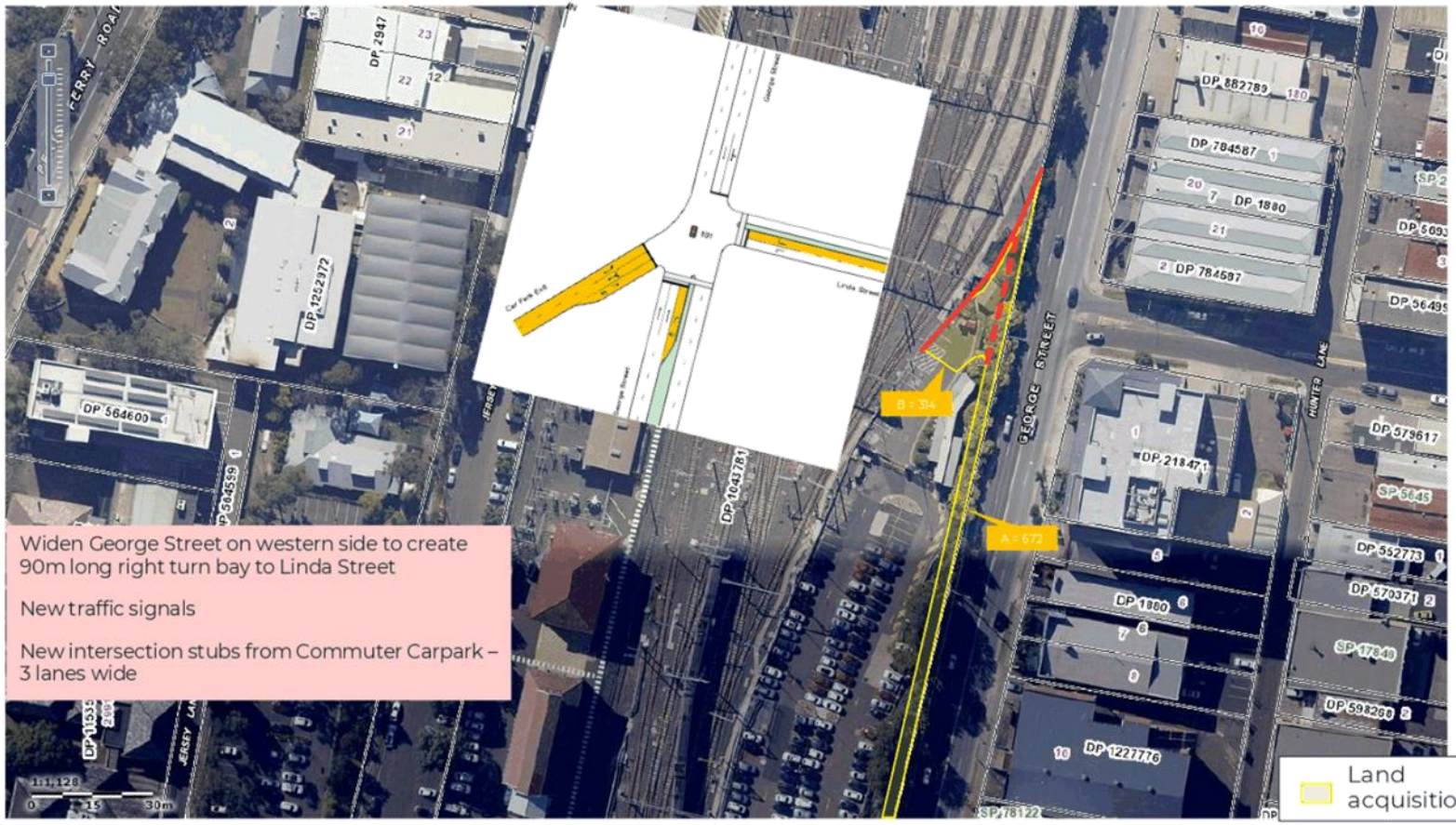
22

ATTACHMENT 3 - ITEM 8

State Road project

Land acquisition required

Figure C-R.10: George Street and Linda Street signalisation



ATTACHMENT 3 - ITEM 8

Local Road project

No land acquisition

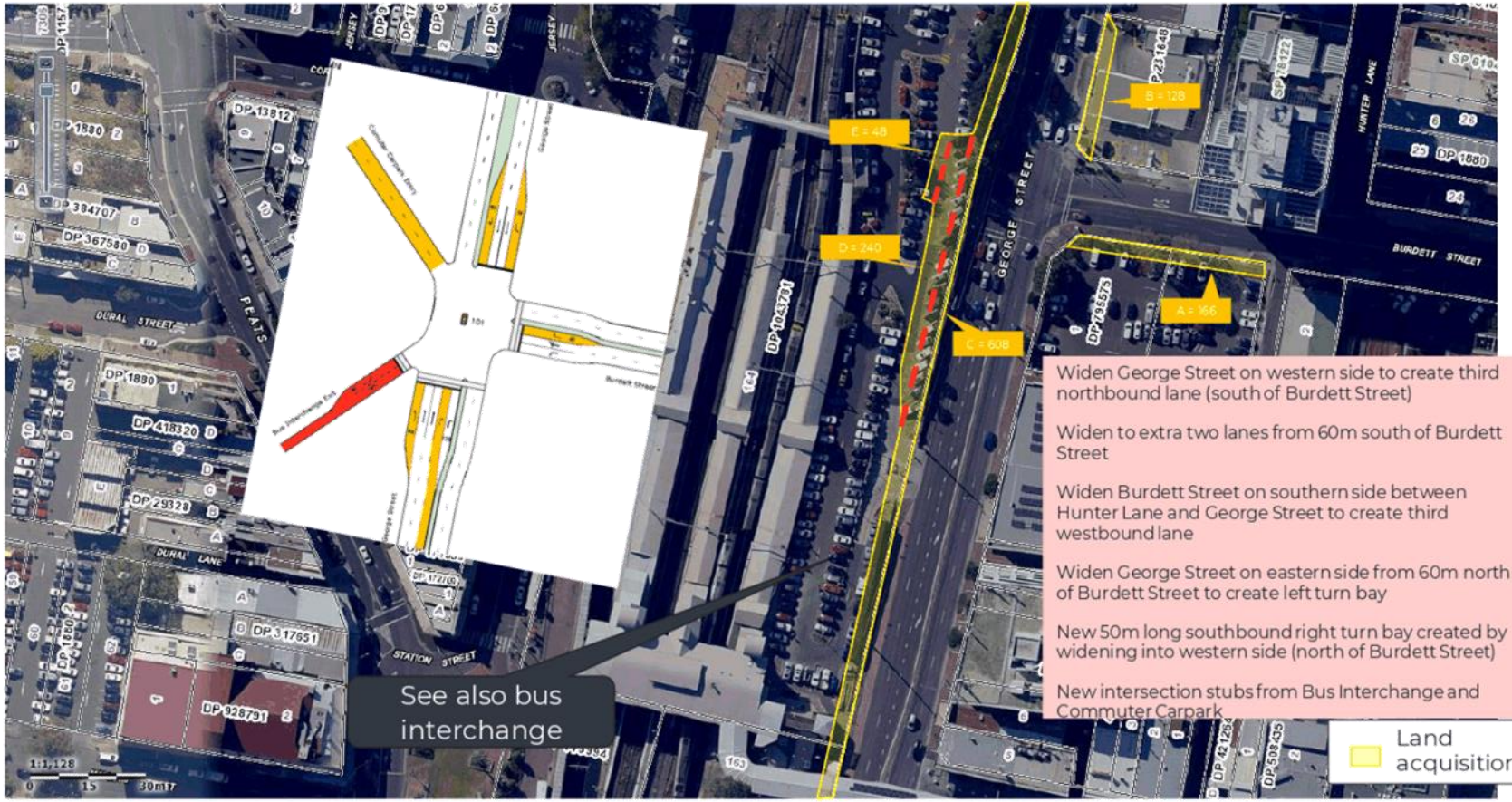
Figure C-R.11: Linda Street and Hunter Street signalisation

ATTACHMENT 3 - ITEM 8

Figure C-R.12: George Street and Burdett Street Upgrade

State Road project

Land acquisition required



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ATTACHMENT 3 - ITEM 8

State Road project

Land acquisition required

Figure C-R.13: George Street / Peats Ferry Road / Westfield upgrade

Widen George Street on western side to create third northbound lane

Adjust stairs leading from eastern end of southern rail concourse at Hornsby Station

Adjust retaining wall in short-term commuter carpark and change parking to parallel instead of 90 degree on eastern side

Land acquisition

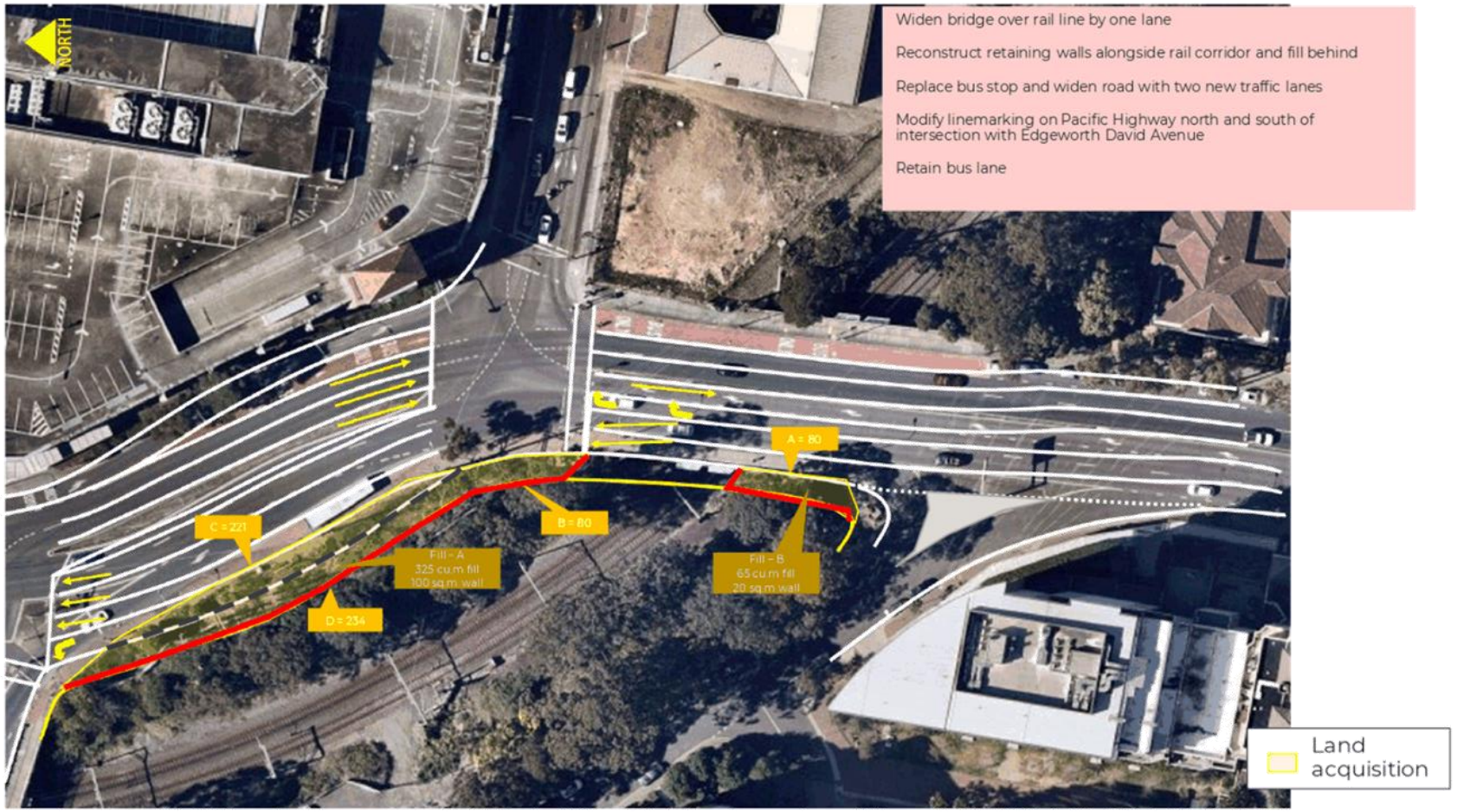
26

ATTACHMENT 3 - ITEM 8

State Road project

Land acquisition required

Figure C-R.14: Pacific Highway / Edgeworth David Avenue Upgrade

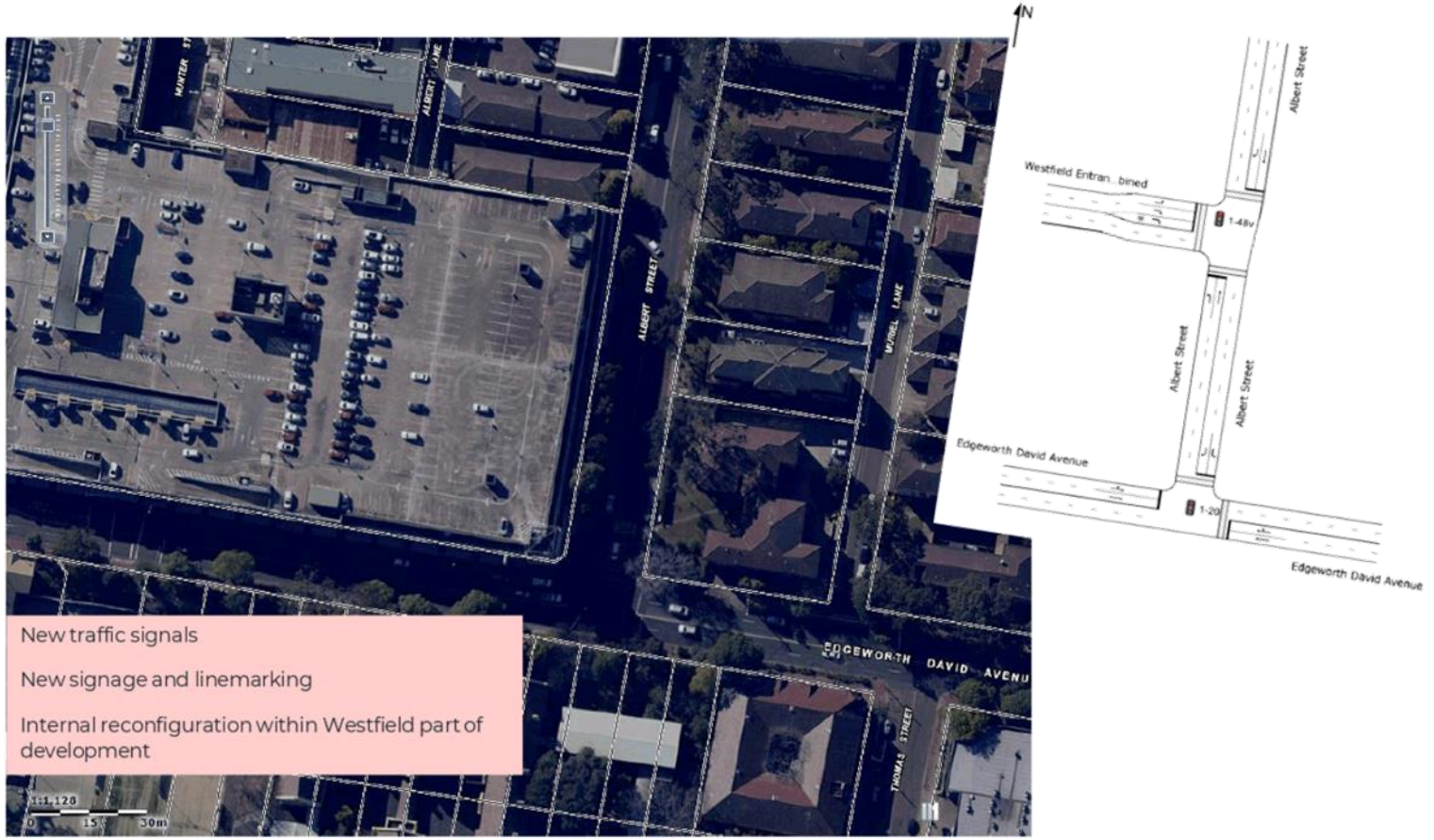


ATTACHMENT 3 - ITEM 8

Figure C-R.15: Reconfigure Albert Street/Westfield Entry/Exit

Local Road project

No land acquisition, Reconfiguration to right of way of Albert Lane



New traffic signals

New signage and linemarking

Internal reconfiguration within Westfield part of development

ATTACHMENT 3 - ITEM 8

Figure C-R.16: Edgeworth David Avenue / Romsey Street

Regional Road project

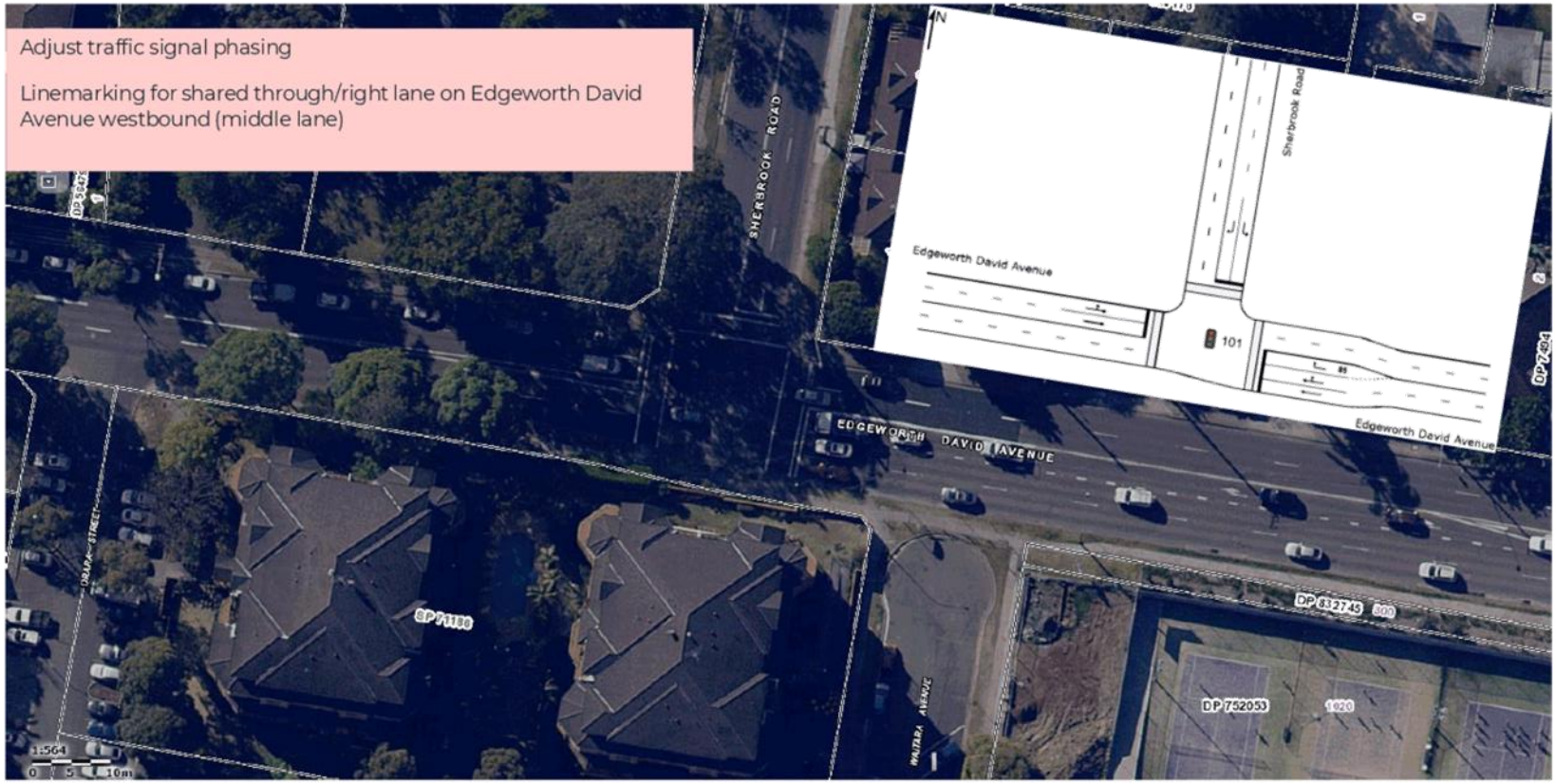
No land acquisition

ATTACHMENT 3 - ITEM 8

Figure C-R.17: Edgeworth David Avenue / Sherbrook Road

Regional Road project

No land acquisition

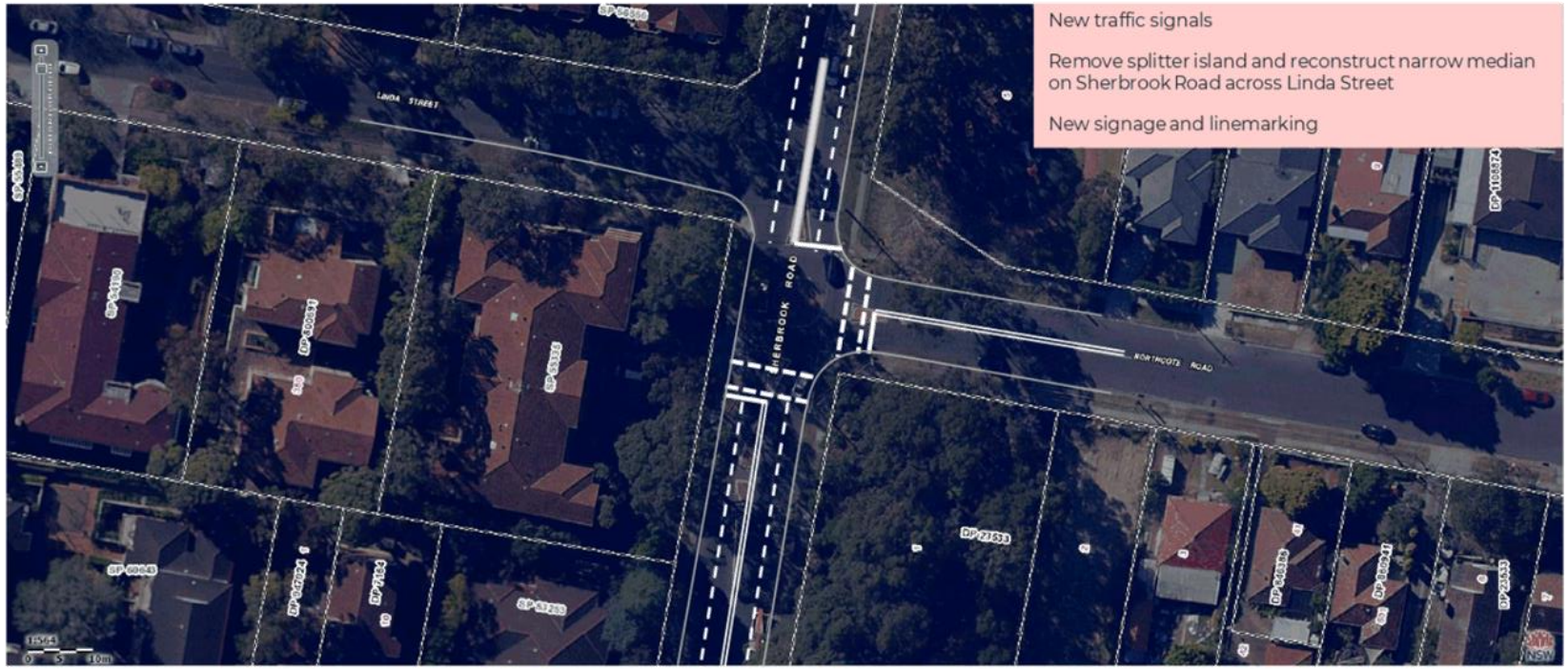


ATTACHMENT 3 - ITEM 8

Regional Road project

No land acquisition

Figure C-R.19: Sherbrook Road and Northcote Road signalisation



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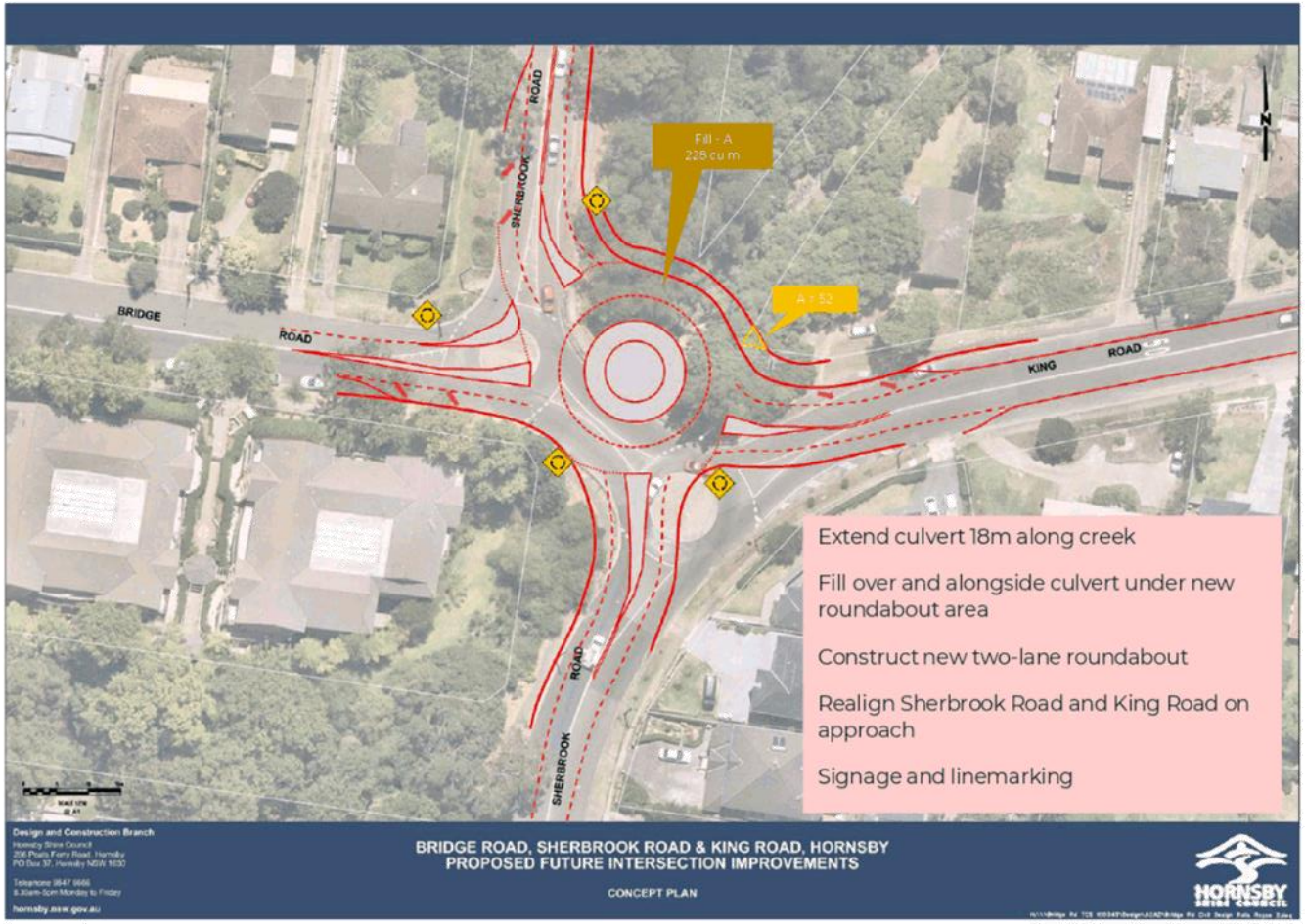
ATTACHMENT 3 - ITEM 8

Regional Road project

Land acquisition required

Figure C-R.20: Bridge Road / Sherbrook Road / King Road



ATTACHMENT 3 - ITEM 8

ATTACHMENT 4 - ITEM 8

Design for a better *future* /

HORNSBY SHIRE COUNCIL

HORNSBY TOWN CENTRE

NET ZERO CARBON PRECINCT STRATEGY FOR BUILDING DESIGN

wsp

JUNE 2022

ATTACHMENT 4 - ITEM 8

Question today
Imagine tomorrow
Create for the future

Hornsby Town Centre
Net Zero Carbon Precinct Strategy for Building Design

Hornsby Shire Council

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REV	DATE	DETAILS
01	26/05/21	Draft issue for coordination
02	21/06/2021	Draft issue for council review
03	23/07/2021	Final
04	26/08/2021	Final issue *(amdt to reference Sustainable Hornsby 2040)*
05	04/04/2022	Final issue
06	07/06/2022	Final issue response to review comments

	NAME	DATE	SIGNATURE
Prepared by:	TSC	22/07/2022	
Reviewed by:	NJA	07/06/2022	
Approved by:	KWF	07/06/2022	

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June 2022

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GLOSSARY

BAU	Business As Usual
BASIX	The Building Sustainability Index. A tool for rating the Energy & Water efficiency and Thermal Comfort performance of a development against baseline benchmarks. Provided by NSW DPIE to support the requirements under BASIX SEPP 2004
DCP	Development Control Plan
ESD	Ecologically Sustainable Design
FSR	Floor Space Ratio
HTC	Hornsby Town Centre
LEP	Local Environmental Plan
LGC	Large-scale Generation Certificate
LSPS	Local Strategic Planning Statement
NCC	National Construction Code
OSD	Over-Station Development
PV	Photovoltaic
PPA	Power Purchase Agreement
SEPP	State Environmental Planning Policy
TfNSW	Transport for NSW

1 INTRODUCTION

Hornsby Shire Council is seeking to consolidate the bulk of planned future growth within Hornsby Town Centre (HTC), to take advantage of its improved access to public transport and services and to derive value from concentrated infrastructure delivery rather than dispersed facilities. The growth would be included in a revitalisation of Hornsby Town Centre to create a liveable, green, and accessible centre that enhances public life for the community.

Intensification of activity within the town centre and significant new buildings being delivered, along with substantial opportunities for refurbishment and repurposing of existing buildings, provides an excellent opportunity to deliver high-performing, low emission developments. Supporting councils target of net zero emissions by 2050, NSW State policy and international commitments.

HTC is the major commercial centre within Hornsby Shire and encompasses a commercial core surrounded by light industrial, community, civic and residential development of varying density all anchored by Hornsby Station. The new masterplan is considering a new multi-purpose community facility and plaza, approximately 3,000 new dwellings, and new commercial and retail spaces.

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.

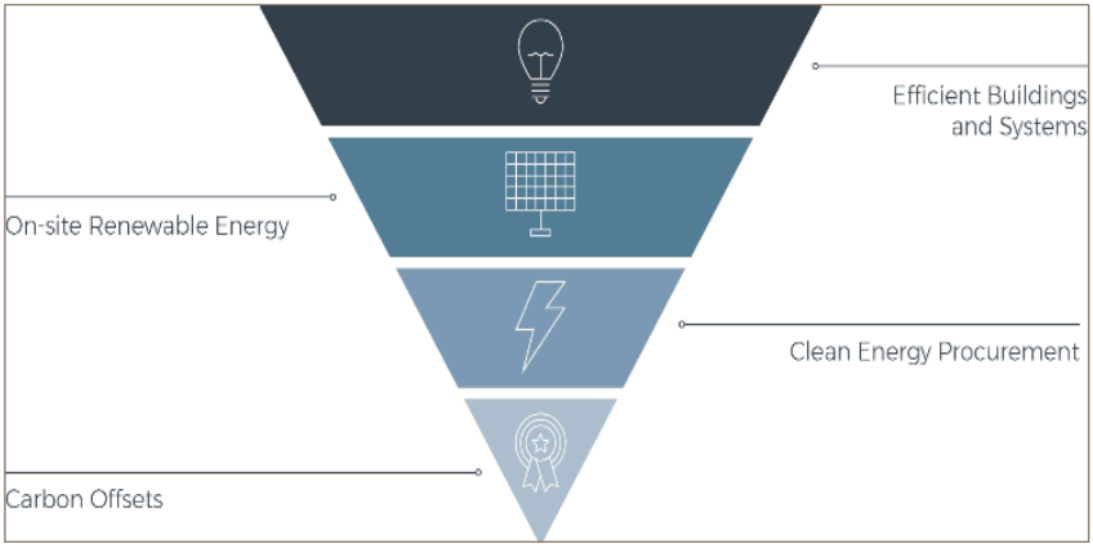

Figure 1.1 Energy use hierarchy for HTC

1.1 POLICY CONTEXT

As a large and contained redevelopment precinct, with potential large uplifts in density facilitated by rezoning and large amounts of government-owned land, HTC provides an opportunity for a consolidated precinct-level sustainability strategy to be implemented. This strategy has been committed to by Council and is in support of state sustainability priorities and objectives:

- Regional Policy:
  - A Metropolis of Three Cities – *A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change*
  - North District Plan - *Reducing carbon emissions and managing energy, water and waste efficiency*

The sustainability strategy reflects Hornsby's Local Strategic Planning Statement (LSPS) and Sustainable Hornsby 2040 Strategy:

Hornsby Town Centre Vision

"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 Principles

"A centre that exhibits best practice environmental sustainability."

Hornsby Park Objectives 5:

Demonstrating Sustainability - Developing robust and 'smart' systems that demonstrate 'sustainability in action' for management of the parkland. Examples may include autonomous electric vehicle transport and renewable energy systems.

Sustainable Hornsby 2040

Goal 5 Climate Wise – *"We will mitigate our actions and achieve zero net emissions by 2050. We will adapt to the changing climate"*

Figure 1.2: Hornsby Shire Council Planning Instruments

1.2 POLICY CASE STUDIES

The following case studies are provided to demonstrate where councils have included specific policies in their LEPs to require higher energy standards in buildings. These policies use incentives such as increased floor space ratio (FSR) or building heights. While these particular incentives may lead to undesirable outcomes in the context of the master planning

process and rezoning for HTC, they provide examples of specific policy measures that have been taken elsewhere to support the desired outcome.

BASIX is implemented under a SEPP and therefore planning controls cannot exceed the targets set in state legislation such as those for BASIX, hence incentives such as additional floor area are offered in these examples to incentivise such development.

1.2.1 BANKSTOWN CASE STUDY:

Clause 4.4A of Bankstown LEP 2015 provides for Floor Space Ratio (FSR) bonus of 0.5 on the FSRs allowed under the Local Area Plan for the Bankstown CBD on the condition that they achieve the following environmental design standards:

4.4A Additional gross floor area for more sustainable development in Bankstown CBD commercial core:

- *"Non-Residential component of a building:*
  - *Energy target is a maximum 135 kg of carbon/m²/year (equivalent to a 5 Star NABERS Energy rating for commercial buildings)*
- *Residential component of a building:*
  - *Energy target is a minimum 10-point increase in the BASIX score compared to current requirements."*

1.2.2 GUIDELINE FOR SITE-SPECIFIC PLANNING PROPOSAL REQUESTS IN CENTRAL SYDNEY (DRAFT)

This draft policy guideline details the planning pathways for developments seeking additional height and density through a site-specific planning proposal. Guidelines are provided which outline the methodology for determining the maximum possible building envelope along with minimum requirements for the Community Infrastructure Contribution, efficient land use, footpath pedestrian capacity testing and site testing.

The guidelines provide very high standards for ecologically sustainable design (ESD) and the control requires that proposals drive zero-net energy, zero waste and water efficient outcomes. The test for this is as follows:

- *"Development resulting from a Request must exceed Sydney LEP's minimum ESD controls.*
- *Proposed new buildings (or altered buildings) that rely on increased FSR and/or height must achieve an Office and Environment and Heritage (OEH) National Australian Built Environment Rating System (NABERS) Energy Commitment Agreement of at least 5.5 stars for office and 4.5 star for hotel.*
- *Sites subject to a Request must achieve net-zero carbon, zero waste and water efficient outcomes across the site.*
- *Net-zero carbon involves maximising inherent efficiency through design, materials and equipment selection with onsite renewable energy generation to the fullest extent possible.*
- *Net-zero carbon, zero waste and water efficient outcomes may be delivered by way of a block agreement where proposed new buildings (or altered buildings) facilitate the upgrade and/or off-set of greenhouse gas emissions, water consumption and operational waste production of other developments within the site."*

2 LIMITATIONS

The net zero emission strategy for the precinct relates to building operations and does not consider embodied carbon or emissions associated with transport or waste. The strategy has therefore focussed on options and opportunities to deliver buildings that, over the long term, have reduced their operational energy requirements as far as possible and that energy supplied is from low or zero emission sources.

Any residual emissions associated with the building operations are to be offset through an appropriate mechanism to enable the Hornsby Town Centre area to demonstrate global leadership in achieving net zero emission status. The assessment targets net zero emissions strategy for buildings; it is not a precinct emissions assessment. Advice provided is focused on buildings within Hornsby Town Centre and does not include factors outside of the building requirements. Water and waste are not factored into the carbon net zero assessment. Further advice can be provided in future on how to deliver water and waste reductions.

The energy modelling to develop the carbon profile of the precinct is based on the HTC master plan and exemplar high-level building models rather than on the architectural detail. The models have been selected from WSP's extensive database of projects and adapted to reflect the master plan area schedules.

3 NET ZERO EMISSIONS APPROACH

The approach to determining the net zero emissions strategy for HTC was structured to firstly establish the base case or business-as-usual (BAU) building across five distinct asset classes, with three building typologies within each class. The asset classes are office, hotel, shopping centres, residential and mixed-use buildings. Also investigated were smaller clusters of asset classes including public buildings to account for the library/community centre, along with light industrial units. New build and major refurbishment projects have also been included in the analysis. As detailed in **Error! Reference source not found.**, the net zero emission strategy for the precinct relates to building operations and does not consider embodied carbon or emissions associated with transport or waste.

With the base case established, the next step was to model a notional 'maximum energy efficient' building using current, available technologies and methods, to understand how far a building's energy could be reduced through building fabric and its services alone. Contribution from solar PV was then considered for providing renewable energy to meet the low carbon target.

Cost-benefit analysis was then undertaken, which showed that the 'maximum energy efficient' building, although technically feasible, was not economically viable. Regression from the maximum energy efficiency case established interim targets on the net zero trajectory. The range of interim targets allow selection of cost-neutral targets or targets that carry an implied low, medium or high uplift in development cost. Interim targets also provide some flexibility in terms of the number of milestones on the pathway to net-zero carbon.

An important factor in reaching net-zero carbon is the offsite or offset opportunities. It is accepted that for a majority of buildings it isn't feasible to achieve 100% zero emissions onsite, however the energy demand that can't be completely reduced or met through onsite renewables could be supplied from an offsite renewable energy installation, or through renewable energy procurement contracts.

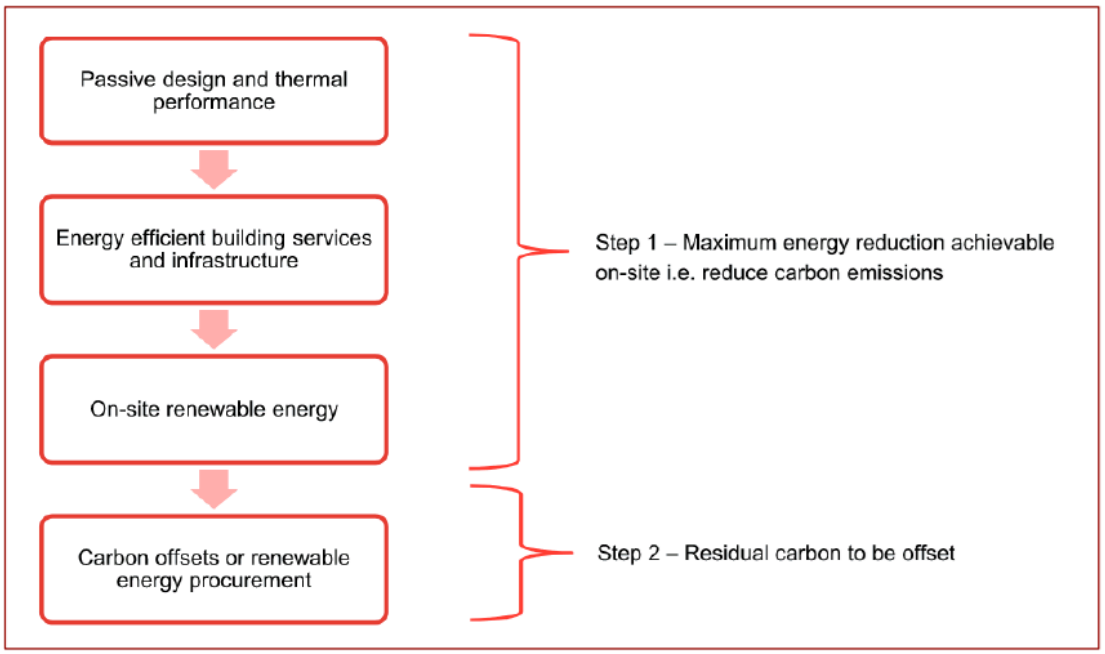

Figure 3.1 Achieving Net Zero Carbon – First Principles

3.1 DATA ANALYSIS/MODELLING

The following three approaches provides a range of benchmarks for Energy Efficiency in the context of this analysis:

- **Business as Usual** (BAU) is in accordance with NCC 2019 minimum requirements or common practice.
- **Best Practice** is superior procedure or strategy to a business as usual approach.
  For example:
  - Improving mechanical systems efficiency
  - Including daylight sensors.
- **Maximum Energy Efficiency** (MEE) case incorporates the following strategies (as applicable to and in accordance with building typology):
  - **Renewable energy contributions:** inclusion of PV systems on available roof tops has been investigated, however auxiliary contributions from Building Integrated Photovoltaics (BIPV) or solar roads were excluded due to their minor magnitude.
  - **Applying emission offsets:** this is typically in the form of renewable energy procurement.

The three approaches have been applied to the following building typologies used in the calculations:

- Office Building: Grade A building, GFA of 35,634m² with 18 office floors and 457m² of Retail space.
- Hotel Building: 4 Star Hotel, GFA of 4,420m² with 10 floors at 16 rooms per floor and Floor spare for Restaurant, Conference Room and Gym.
- Residential Building: 15 Story Residential Building, GFA of 9,858m² with 15 floors at 7 apartments per floor and carparking spaces.
- Shopping Centre: Medium size, GFA of 26,560m² with 2 floors and a total tenancy of 84.
- Public Buildings: as for office buildings in this analysis
- Light Industrial: considered for PV roof area opportunity

3.2 COST BENEFIT ANALYSIS

Energy consumption modelling used an example development typology, based on existing and proposed development designs, across five asset classes.

This seven-phase approach is described in Figure 3.2.

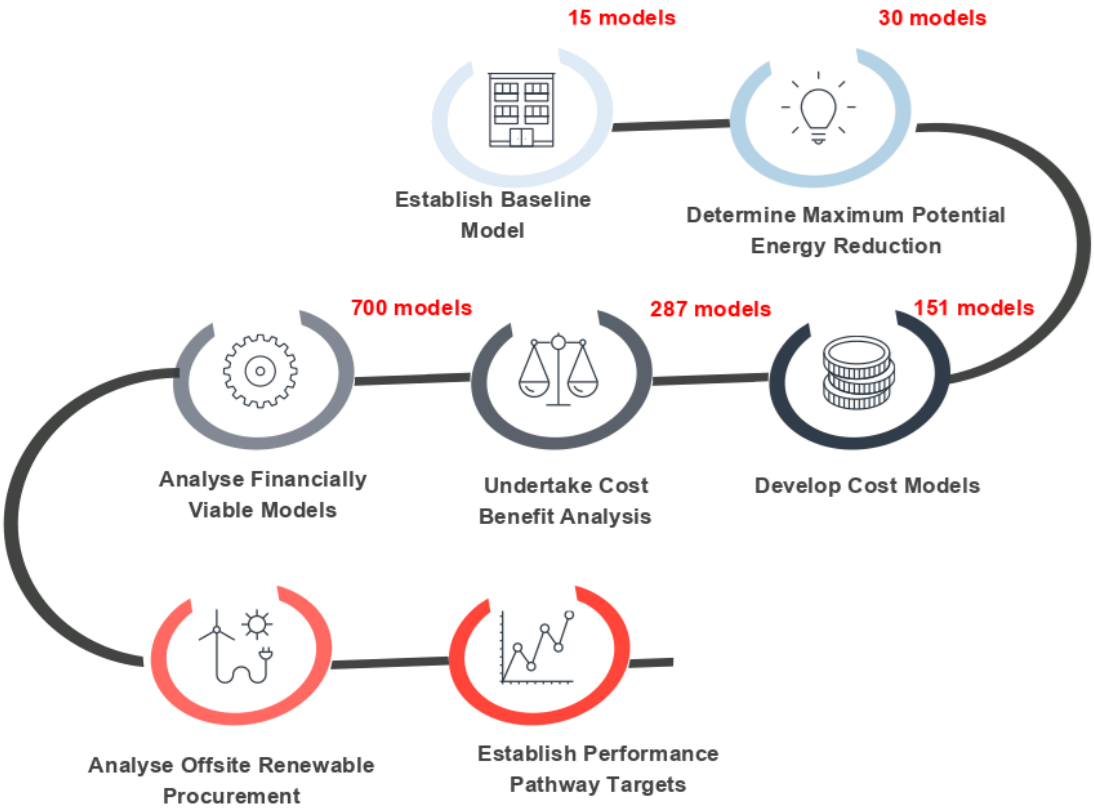

Figure 3.2 Phases of Energy Consumption modelling applied to the data for net zero emissions analysis

1 **Establish baseline model**
This step determined the suitable typologies for each asset class from a range of existing or proposed development designs that represented development in HTC, with a focus on high rise development. Three typologies were selected for each asset class, with each uplifted to meet NCC 2019 Section J.

2 **Determine maximum potential energy reduction**
This step determined maximum level of energy efficiency that could be achieved by optimising the building envelope and ensuring best practice building systems were provided in developments. The installation of onsite renewable energy generation was also considered in this analysis.

3 **Develop cost models**
Cost models, based on this maximum level of energy efficiency, were developed for the baseline model and each individual energy reduction measure of the maximum energy reduction potential model.

4 **Undertake cost-benefit analysis**
The cost benefit analysis identified which individual energy efficiency measure within the maximum energy efficiency potential model were financially viable or would become financially viable before 2050. An internal rate of return (IRR) was developed for each initiative and compared against the uplift in capital investment. While high performing, green credentialed building may attract high asset valuation this did not factor into the assessment.

5 **Analyse financially viable models**
Individually viable measures were aggregated to determine the financially viable energy efficiency measures for each typology from implementation to 2050.

6 **Analyse offsite renewable procurement**
Accounting for onsite energy reductions, offsite renewable procurement options were assessed for their viability in planning and their cost impact. This was informed by feedback from stakeholders.

7 **Establish performance pathway targets**
The final phase determined the targets from the financially viable energy reductions by considering the financially viable energy efficiency measures and the stakeholder engagement.

The analysis covered major refurbishments as well as new developments where major refurbishment means only the existing façade, floorplates and key structures are retained. It was assumed that the base case for a major refurbishment is a building with non-NCC compliant building fabric and glazing. Therefore, a major refurbishment would trigger Section J and all building fabric and glazing would need to be upgraded to meet Section J requirements.

It was assumed that all energy efficiency initiatives applied for a new development can be achieved in a major refurbishment without modifying the building structure.

ASSETS AND TYPOLOGIES

Table 3.1 shows the typologies in each asset class, how they are defined for the purposes of this assessment, and the scope considered in this analysis. The building typologies ranged in size and scale and were drawn from recent development applications in Greater Sydney.

Table 3.1 Asset classes and typologies making up the benchmarking data

ASSET CLASS	SCOPE	TYPOLOGIES SELECTED FOR ASSESSMENT PURPOSES	GROSS FLOOR AREA (GFA m²)
Office	Base building	Premium Grade (PCA) - 37 storey	67,684
		Grade A (PCA) - 20 storey	35,635
		Grade B (PCA) - 4 storey	8,878
Shopping Centre	Base building	Regional - 5 storey	114,443
		Subregional - 2 storey	26,560
		Neighbourhood - 1 storey	7,359
Hotel	Whole building	5 Star (ATAP) - 50 storey	38,975
		4 Star (ATAP) - 24 storey	11,262
		4 Star (ATAP) - 10 storey	4,420
Multi-unit residential	Whole building	High Rise - 25 storey	16,995
		Mid Rise - 15 storey	9,858
		Low Rise - 9 storey	7,847

4 EMISSION REDUCTION STRATEGY

4.1 EMISSIONS PROFILE

The trajectory to a Net Zero emissions precinct has been developed to set a clear target with increments over time, allowing industry time to adapt to new standards in high performance buildings.

A series of mechanisms can be applied sequentially and holistically to pursue the desired trajectory:

4.1.1 ENERGY EFFICIENCY

Initiatives to improve and maximise energy efficiency start with effective passive design and performance fabric selections so that HVAC plant can operate optimally. To complement well-performing building fabric, selection of higher efficiency HVAC plant, fans, pumps and lighting all contribute collectively to reduction in energy consumption.

Greater efficiency in operational energy consumption also contributes to reduced peak energy demand. This will reduce the burden on energy supply infrastructure and create the conditions for successful implementation of de-carbonised energy strategies that will rely on renewables-based electrification and effective peak management.

4.1.2 ON-SITE RENEWABLES

Energy efficiency will naturally only reduce but not eliminate energy consumption. The current primary source of electrical energy supply carries a high emissions ranking, resulting from heavy contributions by coal, gas and diesel-fuelled generators.

While and until the electrical grid transitions to renewables, the higher emissions associated with electrical energy consumed can be mitigated through on-site generation of renewable energy from photovoltaic (PV) installations and other non-fossil fuel sources of energy.

4.1.3 INFRASTRUCTURE AND SHARED SYSTEMS

Local infrastructure solutions at the precinct level can be applied that provide economies of scale for shared generation and storage of renewable energy as well as responding to peak demand events to manage energy pricing fluctuations associated with excessive grid demands. Where these economies of scale allow for optimal utilisation of renewable energy without surplus generating capacity, practical means of uptake should be explored.

Shared thermal energy infrastructure systems can also play a role in delivering efficient cooling and heating solutions across multiple assets, however this does rely on an integrated design approach and effective implementation of energy sharing agreements. Owner operated and infrastructure assets may benefit the most from such initiatives.

4.1.3.1 ELECTRIC VEHICLE INFRASTRUCTURE

Provision of infrastructure that supports the uptake of electric vehicles (EVs) in all new developments will encourage the shift towards net zero operational vehicle emissions associated with the precinct. Apartment buildings should include the necessary cabling, electrical infrastructure and car park planning so that they are EV ready, able to add on charging capability as demand arises.

The emergence and adoption of bi-directional smart chargers for EVs for example will further enhance the utility of such infrastructure. This technology allows for spare capacity in the charged EV batteries to be utilised when needed, providing potential to embed storage at precinct scale through the private vehicles already accommodated, without needing to install additional battery space.

Provisions might include minimum starting provisions for car parking spaces with charging facilities. For example planning targets could be minimum 20% of all residential parking spaces, minimum 10% of commercial and visitor spaces, and provision of the described infrastructure for future installation of 100% of all parking spaces.

4.1.4 OFFSITE / OFFSET OPTIONS

After energy efficient design, on-site renewable generation and infrastructure-scale options have been incorporated, there is a likely shortfall from zero emissions that will remain. The expectation is that the shortfall along the trajectory to net zero emissions will reduce, in accordance with the choice of initial improvements to be implemented and the growth of the trajectory towards zero emissions over time.

The remnant shortfall in emissions reductions can be mitigated through the purchase of offsets or off-site renewable sourced energy. By balancing the remnant 'negative' emissions with an equivalent amount of 'carbon-positive' emissions reductions off site, the net-zero emissions target is attained.

The primary mechanisms through which this balancing can be achieved are:

- Power Purchase Agreements (PPAs) for 'green' electrical power that guarantee renewable energy sourcing over a minimum time commitment
- Purchasing and voiding of certificates for an amount of emissions or carbon abatement equivalent to the surplus emissions generated.

4.2 TRAJECTORY TO NET ZERO EMISSIONS

The proposed pathway towards achieving net zero carbon emissions by 2035 is presented as a trajectory plot of percentage reduction in emissions over time, aligned to key milestone dates (years) at which to audit and review the amount of offset adjustment required to meet the net zero target.

The regulatory drivers and incentives for residential development differ from those affecting non-residential development, and therefore an overall steep initial trajectory relies on a greater proportion of the reduction commitment carried by the residential elements of the scheme. This is due to the opportunity that exist to incentivise residential developers to perform beyond minimum compliance.

The residential components are anticipated to follow a trajectory aligned to the measures implemented through regulatory mechanisms of BASIX and the National Construction Code alone.

Figure 4.1 and Figure 4.2 demonstrate these differences in weighting between the non-residential and residential elements of the scheme respectively.

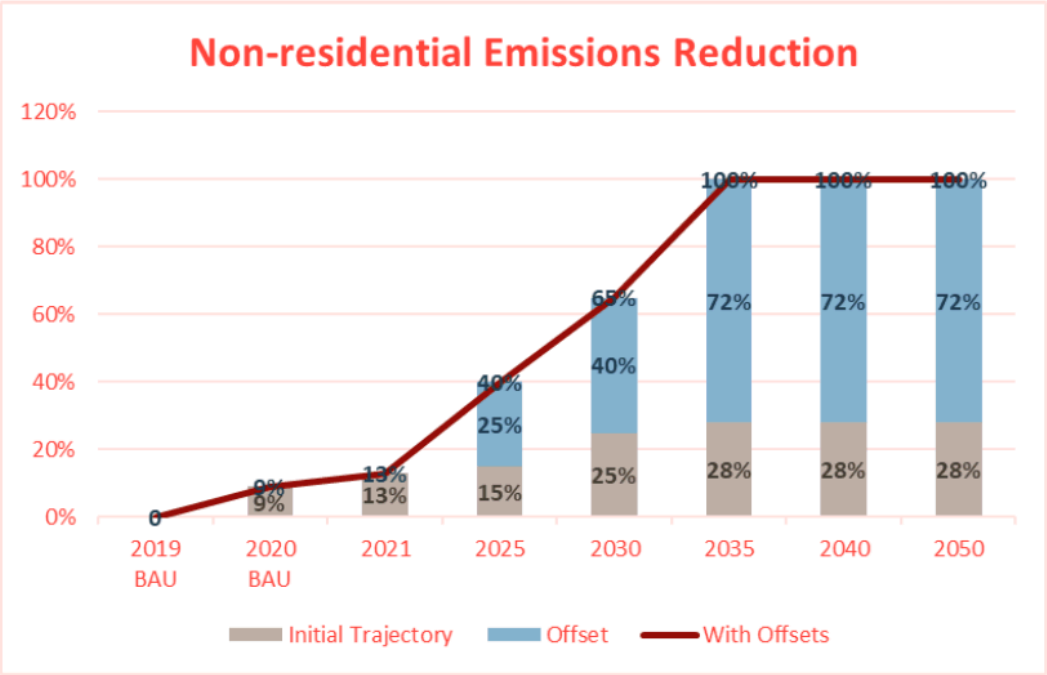

Figure 4.1 Proposed trajectory to net zero emissions for non-residential asset classes

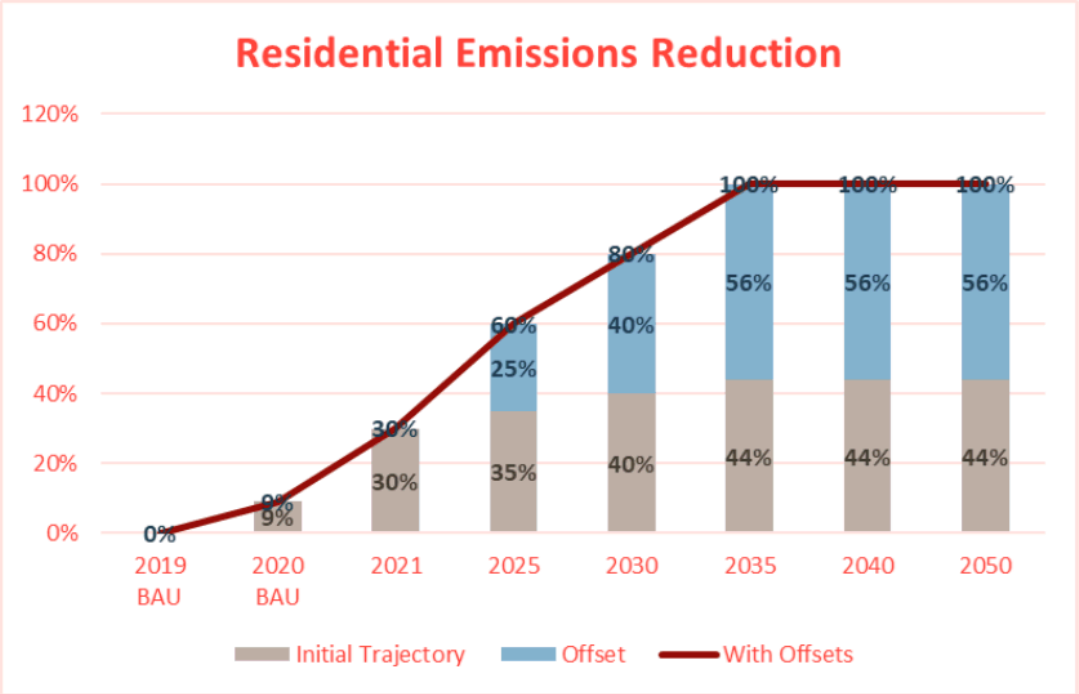

Figure 4.2 Proposed trajectory to net zero emissions for the residential asset class

4.2.1 ASSET MIX

The 'Intervention Case' capacity information from Cox Architects provides the spread of asset class GFA listed in Table 4.1, to which the available energy and emissions analysis data has been applied.

Public buildings for the purpose of current analysis can be broadly interpreted as being similar to the office asset class.

Table 4.1 Summary of HTC capacity breakdown by GFA across modelled asset classes

	Office†	Hotel†	Shopping Centre / Retail	Residential	Public Buildings (Civic & Education)
Gross Floor Area (m²)	112,017	28,004	29,846	566,721	22,477
Percentage split of GFA	14.8%	3.7%	3.9%	74.6%	3.0%

†*The present yield data for the HTC master plan does not identify hotel GFA explicitly. A factor of 20% of total commercial area has been applied so that the range of asset classes matched to analysis data could be assessed.*

The asset mix above has excluded all GFA associated with car parks and infrastructure identified in the capacity breakdown from Cox.

4.2.2 PERFORMANCE IMPROVEMENTS ACHIEVING COST NEUTRALITY

A first step on the trajectory towards net zero was selected based on a combination of measures deemed to achieve a cost neutral outcome, on the basis that the costs of uplift are justified against the internal returns on the asset and/or the measures selected being already, or expected to become, standard practice within the time frame of the strategy implementation.

From the modelled performance settings for Business As Usual (BAU), Best Practice and Maximum Energy Efficiency approaches, the matrix of measures shown in Table 4.2 is the configuration that was agreed as defining the cost neutral first step on the net zero emissions trajectory described in Figure 4.1 and Figure 4.2 above.

Table 4.2 Cost neutral matrix of improvement measures across asset classes representing first step on net zero emissions trajectory

Proposed Building Improvements	Office	Hotel	Shopping Centre	Residential
Fans	Best Practice	BAU	Best Practice	Best Practice
Pumps	BAU	BAU	BAU	BAU
Heating	BAU	Max Efficiency	Best Practice	Best Practice
Cooling Towers	BAU	BAU	BAU	BAU
Cooling	Best Practice	BAU	Best Practice	Best Practice
Mechanical Ventilation Fans	Best Practice	BAU	Best Practice	BAU
Lighting	Best Practice	BAU	Best Practice	BAU
Tenant Condenser Water Loop	BAU	N/A	N/A	N/A
Hotel/Dwelling Kitchen Equipment	N/A	Best Practice	BAU	Best Practice
Hotel Room/Dwelling Equipment	BAU	Best Practice	BAU	Best Practice
Hotel/Dwelling Laundry Equipment	N/A	Best Practice	N/A	Best Practice
Pool Heating	N/A	BAU	N/A	N/A
Lifts and Escalators	BAU	BAU	BAU	BAU
Domestic Hot Water	BAU	Max Efficiency	BAU	Max Efficiency
Hydraulic Pumps	BAU	BAU	BAU	BAU
House Power	BAU	BAU	BAU	BAU
Generator Jacket Heater	BAU	BAU	BAU	BAU

Table 4.3: Summary of predicted emissions reductions by use and asset class under the cost neutral first trajectory step

		OFFICE	HOTEL	SHOPPING CENTRE	RESIDENTIAL
AC	Fans	18%	9%	32%	44%
	Pumps	9%	9%	- *	0%
	Heating	9%	47%	20%	9%
	Cooling Towers	9%	9%	- *	0%
	Cooling	27%	9%	20%	0%
Mechanical Ventilation Fans		3%	9%	19%	9%
Lighting		37%	9%	28%	9%
Kitchen Equipment & Appliances		-	23%	9%	23%
Dwelling Equipment & Appliances		-	27%	9%	38%
Laundry Equipment		-	-	-	29%
Lifts and Escalators		9%	9%	9%	9%
Domestic Hot Water		9%	-49%	9%	59%
Hydraulic Pumps		9%	9%	9%	9%
Overall Emissions Reduction by Asset Class:		15%	11%	14%	30%
Average Emissions Reduction Total:		**27%**			

* HVAC modelling for shopping centres assumes air cooled, VRF based systems with no water use for heat transfer or rejection and therefore does not include components of emissions reduction for pumping or cooling towers.

*The -49% for DHW in hotels is a consequence of switching to electric heat pumps which are far more energy efficient but have substantial higher emissions compared to gas in the baseline. As the grid de-carbonises this can be expected to improve.

The Cost Neutral pathway demonstrates a feasible and achievable first step target for designers and developers to work towards.

BUILDING ENERGY PERFORMANCE IMPROVEMENTS SUMMARY BY ASSET CLASS

The cost neutral target for the net zero trajectory first step is a significant improvement compared to the current Business As Usual approach. Compared to the maximum energy efficiency case, there remains ample opportunity for further improvement after the first step, confirming that the selected trajectory initiation is not an aggressive launch towards the maximum targets straight away.

Table 4.4 Summary of predicted emissions reductions by asset class and strength of performance improvement

	BAU	COST NEUTRAL FIRST STEP	MAX ENERGY EFFICIENCY
Office	9%	15%	36%
Hotel	9%	11%	25%
Shopping Centre	9%	14%	24%
Residential	9%	30%	44%
Overall Emissions Reduction	**9%**	**23%**	**36%**

The predicted overall improvement is an average of the improvements across the various asset classes and dependent on the relative mix of those assets in the scheme.

Comparing the broader scheme yields with the anticipated breakdowns in the Scenario 1+ core scheme for example, there are material variations in the weighting of different asset classes that could substantially shift the resultant improvements if these were reflected across the precinct.

The divergent capability for percentage of improvement between residential and non-residential development suggests that different step targets can be set between the two broad asset classes.

Establishing separate targets for residential vs. non-residential typologies will enable more representative tracking to a net zero pathway for the asset classes and should apply to publicly owned assets as well as private.

Public entities including Transport for NSW and Council have opportunity to meet and exceed the trajectory targets.

- Aligned with commitment to state government targets
- Creates policy leadership signal
- Early public building projects can showcase initiatives, with inherent benefits for Council as the operator
- Sets clear agenda for trajectory
- Subsequent cuts are more incremental and assist in maintaining policy momentum.
- Captures early, substantial reductions

4.2.3 POTENTIAL FOR SOLAR PHOTOVOLTAIC (PV) INSTALLATION AND CAPACITY

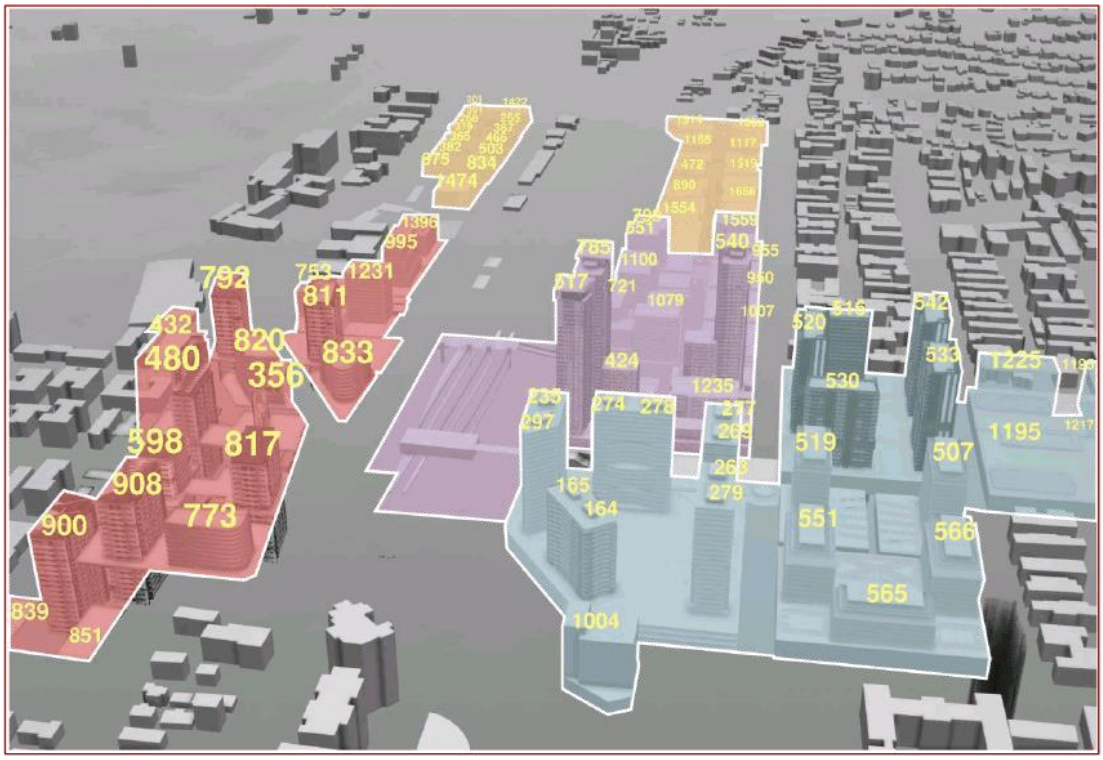

Figure 4.3 Areas of potential roof space in m² identified across the proposed HTC Scenario 1+, showing breakdown by Western Heritage (●), Northern Employment (●), Central Heart (●) and Retail Core (●) development sites.

The mix of structures across the precinct offers numerous roof locations with opportunity for installation of solar PV for precinct renewable energy generation. A take-off of potentially usable roof areas across the town centre during development of the scheme indicated up to 63,000m² of space could be available.

Accounting for other uses of the roof space, including plant and outdoor lettable space, and for potential overshadowing of the available area, it is prudent to work with 25% utilisation of this yield for estimation purposes i.e. ~15,750m². An opportunity may exist for partnership between HTC and Transport for NSW to utilise roof space in the rail yards in addition.

Generation capacity from the utilised area will be influenced by factors such as panel technology and model selection, spacing needs and inverter efficiency. Taking a representative model of PV panel on the current market rated at 450W and current inverter technology and allowing nominal spacing and access area around installed PV racks, 2,235 MWh of annual precinct renewable energy generation can be expected.

Against the cost neutral first step strategy, this represents a 1.4% offset to energy demand, and 2.3% reduction in associated emissions, for overall 54% reduction in energy and 29% reduction in emissions.

To achieve 5% reduction or more under the cost neutral first step, a greater amount of PV capacity would be required, utilising 50% or more of available roof area across the town centre.

Precinct 2%-5% Emissions Reduction

- 25% to 50% of tower roof tops selected for PV allocation in the current analysis for optimal solar access
- Lower height buildings and podiums may conflict with other planned uses and overshadowing could impact PV performance
- Opportunities to be explored include potential for PV on structures over the rail corridor and lower height, unshaded roof areas, to improve the percentage of roof area available to utilise for PV.

4.3 OFFSITE / OFFSET CASE STUDIES

The following case studies demonstrate instances where councils have included specific policies in their Local Environmental Plans (LEP) to require higher energy standards in buildings, as well as other initiatives such as voluntary agreements that sit outside the planning framework and have been used to facilitate net zero carbon precincts or bulk purchase renewable energy.

4.3.1 LOCAL ENVIRONMENTAL PLANS

PERFORMANCE AND / OR INCENTIVE CONTROLS IN POLICIES

BASIX is an achievable benchmark for new developments to target, however, individual Council's and communities who are looking to apply sustainability targets beyond that prescribed by BASIX are inhibited by the hierarchal nature of the SEPP over LEPs and other local policy related to residential development.

Targets beyond BASIX can be included in local plans for non-residential development at the discretion of the Council. For residential, minimum requirements can only be set aside in favour of higher standards, if provisions offer incentives under the competing provision rule. Below are case studies of alterative examples on how to achieve higher sustainable outcomes through incentive base approaches.

Clause 4.4A of Bankstown LEP 2015 provides for Floor Space Ratio (FSR) Bonus of 0.5 on the FSRs allowed under the Local Area Plan for the Bankstown CBD on the condition that they achieve the following environmental design standards:

Residential component of a building:

- *Energy target is a minimum 10-point increase in the BASIX score compared to current requirements.*
- *Water target is a minimum BASIX 60.*

Non-Residential component of a building:

- *Energy target is a maximum 135 kg of CO_2/m^2 per year (equivalent to a 5-star NABERS rating for commercial buildings)*
- *Water target is a maximum 0.47 kL/m^2 per year for office (equivalent to a 4.5-star NABERS rating for commercial buildings)*

Parramatta City Council have taken a similar approach to include higher energy performance standards in the draft Parramatta CBD Planning Proposal, which is currently being considered by Council (https://www.cityofparramatta.nsw.gov.au/parramatta-cbd-planning-proposal).

4.3.2 OFFSITE / OFFSET OPTIONS VOLUNTARY AGREEMENTS

Initiatives such as voluntary agreements that sit outside the planning framework that have been used to facilitate net zero carbon precincts, or ability to purchase bulk renewable energy.

ESTATE LEVY – BARANGAROO

The Barangaroo Authority has committed to Barangaroo operating as a carbon neutral precinct that is delivered through a carbon reconciliation and offsetting process, using a proportion of the funds generated by the Estate Levy to purchase Renewable Energy Certificates (RECs) and offsets where appropriate. The Authority allocates an amount no greater than $4.90 per annum of the Estate Levy per m² of GFA for each building which has achieved Practical Completion to Climate Positive Fund provision account. The Authority intends to utilise the nationally recognised National Carbon Offset Standard (NCOS) certification process to validate carbon neutrality once the standard is introduced.

POWER PURCHASING AGREEMENT

Corporate Purchase Power Agreements (PPAs) involve companies entering independent contracts with power producers or utility companies to source their renewable energy supply directly. This involves the company committing to purchase a specific amount of renewable electricity from the provider at an agreed amount for an agreed period of generally 10+ years. The two most common types of PPA contracts are wholesale and retail PPAs:

Wholesale PPA Contract - Also known as Unsleeved / Unbundled / Virtual contracts.
A corporation requests to purchase a certain amount of electricity from a producer for a certain time frame. To price this electricity, the utility company and buyer agree on a PPA strike-price for the electricity, which is an average price free from market fluctuations.

Retail PPA Contracts - Also known as Sleeved/Bundled - *approx. 20% of large-scale corporate renewable energy deals*
To access sleeved PPA's, corporate buyers enter contracts with the electricity retailers rather than the generators. In this contract, the retailers absorb most of the risk and responsibility, and avoids the need for the corporate buyer to have familiarly with the wholesale market.

CITY OF MELBOURNE PPA

The City of Melbourne instigated a market-wide request for offers from renewable energy generators and "shovel ready" projects for the supply of renewable energy to a consortium including Melbourne City Council and businesses within the City of Melbourne.

Collective tender out to 16 energy retailers seeking a renewable energy Power Purchase Agreement

- Facilitated by City of Melbourne
- The Melbourne Renewable Energy Project (MREP) Group will supply electricity to Large Sites, Small Sites and Unmetered Sites with a combined annual consumption of 110,261 MWh.
- City of Melbourne ensured all parties were aligned on fundamental criteria such as risk appetite and organisational carbon targets

Marketing points:

- Melbourne Renewable Energy Project resulted in 140 construction jobs
- Aside from renewable energy itself, other benefits for the group include knowledge sharing, purchasing power and greater flexibility in energy use change

HORNSBY TOWN CENTRE PPA OPPORTUNITY

- Large entities such as Hornsby Shire Council, Westfield and Transport for NSW are ideal candidates to establish a PPA. The PPA would provide opportunities for smaller scale agreements to support the balance of buildings.
- Hornsby Shire Council could facilitate the agreement; arrange the collective tender and go to market.
- There is an opportunity to either construct a renewable energy source or access existing renewable energy.

ENOVA COMMUNITY-BASED MICROGRID

Enova20 is Australia's first community-owned power company and has developed a microgrid project in Byron Bay. The model shows the consumer also being a producer, rather than the traditional model of large scale generation and long distance distribution. Enova encourages microgrids and solar gardens, where communities generate, distribute and share their renewable energy at a lower cost. The self-described social enterprise is owned by more than 1,600 Australian community shareholders and invests 50% of profits (after tax and reinvestment) back into the community, by way of renewable energy projects, energy education and energy efficiency services.

4.4 POTENTIAL UTILITY / PRECINCT LEVEL INITIATIVES

EMBEDDED NETWORK

An embedded network (EN) is a privately owned, operated or controlled energy network, connected at a parent (main) connection point to a distribution or transmission system tethered to the main centralised (public utility) grid. A 'smart embedded network' (SEN) has additional ability to integrate, monitor, and optimise (and potentially peer to-peer trade) distributed energy, storage, load and demand, while maintaining interaction with the main grid.

PRECINCT EMBEDDED BATTERY STORAGE

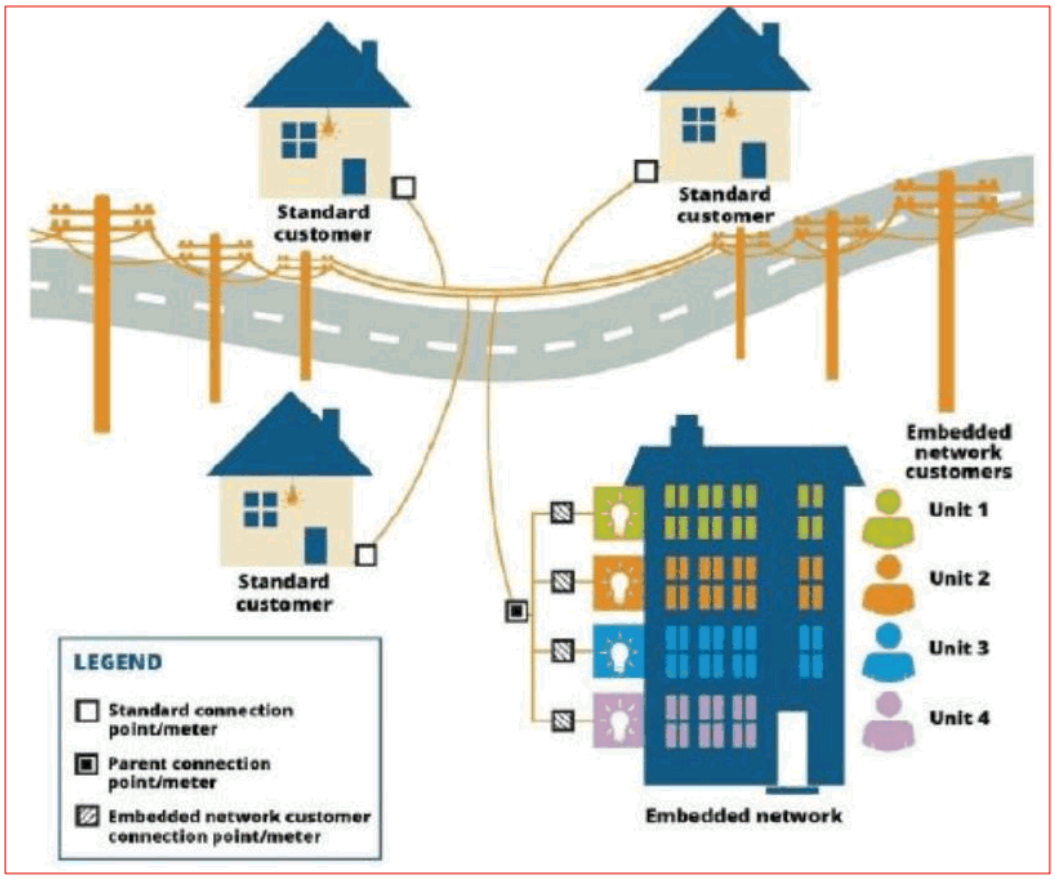

Figure 4.4 Embedded network connection points (AEMC)

The adoption of on-site energy storage systems provides the opportunities for a range of new energy management initiatives. Embedded battery energy storage systems can be used to provide demand response support and are a key component in managing peak electricity demand, providing storage for excess renewable energy generation, and the use of smart tariffs and power purchase agreements through the connection with the site-wide electricity grid.

Electrical energy storage can be delivered through a variety of mechanisms including large scale battery deployment and the aggregation of multiple smaller batteries being managed through a Virtual Power Plant (VPP) network.

VIRTUAL POWER PLANT & DISTRIBUTED ENERGY RESOURCES MANAGEMENT SYSTEMS

A Virtual Power Plant (VPP) is a network of distributed energy resources and generators (i.e. DES), including energy storage, as well as flexible power consumers (i.e. households), to give reliable overall power supply.

The interconnected systems are dispatched through the central control room of the VPP but nonetheless remain independent in their operation and ownership.

5 EMISSIONS TARGET & TRAJECTORY

The following recommendations have been put together based on the workshop with Hornsby Shire Council, input from industry stakeholder groups and robust analysis to identify cost effective pathways to net zero.

The recommendations consider what can be practically achieved within the target timeline.

5.1 WORKABLE TARGETS AND IMPLEMENTATION

First and second target milestones are recommended for each asset class, to establish a trajectory towards the target emissions reduction and lock in reduction targets in a timely fashion. The first target is proposed for 2023 and the second in 2026. This includes an absolute energy intensity target in kWh/m² or a recognised benchmark that achieves an equivalent outcome for each asset class. These targets are shown in Table 5.1.

Most buildings will require purchase of offsite renewables or offsets to achieve a net zero outcome, after implementing cost-effective energy efficiency measures and onsite renewables. The additional cost of offsite options was included in cost benefit analysis and the results. Further consultation will be required with stakeholders that include developers, industry groups, local and state government, to refine the options and establish a robust assessment process (including clarity around required documentation to support a development application).

Embedding of the 'First' (2023) and 'Second' (2026) targets into the statutory planning assessment framework, supported through the strategic planning framework to achieve net zero, entails setting of practical and achievable targets within the available timeframe under the following recommended approaches.

5.1.1 ACHIEVING THE FIRST TARGET (2023)

For all asset classes, amending the DCP and LEP to accommodate the targets is key.

HTC has primary management and control over the process – amendments to the DCP and LEP allows HTC some flexibility in how they will achieve the target, which would not be the case if the target is only in the LEP.

However, for residential flat buildings, the statutory weight of the BASIX SEPP may hinder implementation. If HTC wants to implement an energy target for residential developments that is higher than that in the BASIX SEPP, either the SEPP needs to be altered or the council will need to amend its LEP to incorporate incentives for developers to reach the recommended target.

5.1.2 ACHIEVING THE SECOND TARGET (2026)

For many developments, the purchase of offsite renewable energy will be a key element to reach the second target of net zero. The NSW planning system will need to allow for the procurement of offsite renewables to be recognised in the assessment of development applications.

This approach is primarily voluntary at present, through agreements outside the planning system. Any requirements for offsite renewables applied through a condition of consent could be challenged in the Land and Environment Court if certificates associated with the purchased renewables expire before the end of the required period.

Benefits of achieving targets for net zero buildings include:

- Creating jobs and demand for new skills in the energy efficiency (design and operation) component of the building construction and management sectors, as well as in the renewable energy sector;
- Reducing the need to build additional energy infrastructure, potentially reducing costs; and
- Potential lower operational costs.

Table 5.1 Metrics for first and second milestone targets by asset class

ASSET CLASS	FIRST TARGET (2023)	SECOND TARGET (2026)
Office	Maximum 45kWh/m², **or** Equivalent NABERS Energy, **or** Green Star Buildings credits Minimum 10% car parking with EV charging provisions	Maximum 45kWh/m², **or** Equivalent NABERS Energy, **or** Green Star Buildings credits, **and** Renewable energy procurement to net zero
Shopping centre	Maximum 45kWh/m², **or** Equivalent NABERS Energy, **or** Green Star Buildings credits Minimum 10% car parking with EV charging provisions	Maximum 45kWh/m², **or** Equivalent NABERS Energy, **or** Green Star Buildings credits, **and** Renewable energy procurement to net zero
Hotel	Maximum 245kWh/m², **or** Equivalent NABERS Energy, **or** Green Star Buildings credits Minimum 10% car parking with EV charging provisions	Maximum 240kWh/ m², **or** Equivalent NABERS Energy, **or** Green Star Buildings credits, **and** Renewable energy procurement to net zero
Multi-unit residential	Minimum 20% car parking with EV charging provisions	
6-10 storeys	BASIX Energy 40	BASIX Energy 45 **and** renewable energy procurement to net zero
11-20 storeys	BASIX Energy 35	BASIX Energy 40 **and** renewable energy procurement to net zero
21-30 storeys	Energy 30	BASIX Energy 43 **and** renewable energy procurement to net zero
Mixed use	Combination of individual asset component targets apportioned by GFA	Combination of individual asset component targets apportioned by GFA

5.2 BENEFITS TO ACHIEVING TARGETS

Achievement of the proposed milestones in accordance with the timeframe means that there is sufficient time available in which to implement and monitor the progress of the strategy. Net zero targets for buildings can help to:

- reduce the demand for additional energy infrastructure, with the potential to reduce project costs
- lower operational costs through increased energy efficiency and energy savings
- reduce overall greenhouse gas emissions associated with buildings in the precinct, as one of a suite of strategies needed for responding to climate change and its impacts
- create jobs and demand for new skills in energy efficient design and operation of the building construction and management sectors, as well as in the renewable energy sector drive growth in the renewable energy sector
- drive innovation in the sustainable building sector.

6 ACTIONS AND RECOMMENDATIONS

6.1 SUMMARY OF STAKEHOLDER WORKSHOP

To inform analysis to this point, a workshop with stakeholders was undertaken in the early phase of this project to understand and seek consensus on principle issues. These included the nature of the net zero emissions implementation trajectory and the leadership role of council with regard to initiatives such as precinct Power Purchase Agreements (PPAs).

"Whether to adopt a steep or shallow trajectory for HTC development. with an option for different targets to be applied to different asset classes."

Consensus from the workshop was steep curve for implementing net zero carbon initiatives. This is due to the unique opportunity HTC has for redevelopment in the Town Centre. The concurrent changes in policy and zoning permits a win-win approach for developers and landowners in the area.

It was made clear that HTC should discourage mediocre development and aim to attract building excellence. Developers should be incentivised to build in the town centre. Early adoption of carbon neutrality is a big opportunity for innovation, the benchmark can be set high early and sets the culture for the rest of the town centre.

Appointing council internal champions of the policy will provide a level of assurance to successfully implementing the net zero emissions policy. The internal role of such champions working across council departments will be outworked publicly through engagement with community and development proponents.

Residential development has higher profit margins and should therefore adopt a higher target. This is also applicable to government land, both Transport for NSW (TfNSW) & Hornsby Council should deliver higher standards to lead by example. Moreover, it is financially responsible to implement net zero carbon design to government assets, as the asset will remain in governments control.

"Opportunity for PPA in the precinct and would Hornsby Shire Council see themselves as a facilitator / leader of this type of agreement"

Hornby council have conducted preliminary investigation into PPA. Hornby community members have approached Council to establish a PPA, this is positive for future opportunities. The Westfield has an existing embedded network to be taken into consideration. Future opportunity for TfNSW, Hornsby Council and Hornsby community to establish the PPA. The PPA is only beneficial at scale and is likely to be reliant on council to act as the facilitator.

6.2 OPPORTUNITIES AND RECOMMENDATIONS

Based on the findings of this study, the net zero buildings modelling, reviews of case studies and stakeholder perspectives summarised in the workshop, the following opportunities were identified and are recommended for further consideration:

- Opportunity to negotiate with TfNSW on the provisions for Over-Station Development (OSD), specifically large-scale PV systems that would provide ideal scale of onsite renewable energy resource.
- Opportunity for future agreement where community members have initiated conversations on PPA with council.

- Potential for agreement / JV with Westfield to install PV systems over car park. This was achieved in neighbouring Willoughy Council.
- An option during DA approval process to commit to a carbon net zero development. Doing so would fast track the planning process providing developers a shorter timeframe prior to construction.
- Set interim targets toward achieving Council's 2050 net zero commitment.
  For 2025, a 32% reduction and by 2030 a 53% reduction in emissions is sought.
  These targets are aligned with State government commitments and also broadly align to the proposed steeper trajectory presented in the workshop.

EDUCATING LOCAL GOVERNMENT STAFF TO FACILITATE NET ZERO DEVELOPMENTS

- Provide planning training on:
  - the application of the National Construction Code
  - how to prepare performance based LEPs and DCPs
  - net zero building innovations such as passive principles (air tightness) and alternative energy sources
  - negotiation to deliver improved performance
  - developer perspective
- Improved regulation and monitoring of high-performance measures

IDENTIFYING INCENTIVES FOR DEVELOPMENTS ACHIEVING ABOVE MANDATORY STANDARDS

- Increased FSR or height allowances (e.g. if 6-star NABERS Energy Commitment Agreement)
- Fast tracked approvals
- Reduced application fees
- Tax and contribution incentive

SUPPORTING DEVELOPERS TO UNDERSTAND NET ZERO EARLY IN THE DESIGN AND PROJECT PLANNING PHASES

- Providing resources:
  - Cost-benefit evidence base for higher targets
  - Case studies
  - Best practice guidelines for net zero developments
- Explanation of rating tools and standards
- Information on new technologies
- Engaging with energy and utility providers to better understand any opportunities and constraints with their services, legislation and regulation.
  - Also needs to be a consideration for local and NSW government
- Providing industry upskilling to lower tier developers

INVESTIGATING FINANCIAL MEASURES TO INCENTIVISE NET ZERO DEVELOPMENTS

- Grant funding for new and model developments
- Investor green bonds
- Voucher subsidies for purchasers
- Funding of demonstration and model projects.
- Green home loans for purchasing high efficiency homes

DEMONSTRATING LEADERSHIP AND DIRECTION FROM HTC

- Undertake demonstration projects.
- Funding or facilitation by State Government of a 'hero' project or design to understand the opportunities and possibilities for future projects.
- Advocate to the Environment Minister, local members and the Department of Planning, Industry and Environment (DPIE) to implement targets in legislation and state policies
- Work with Greater Sydney Commission to update the North District Plan to support the implementation of targets across Greater Sydney
- Advocate for the extension of the Renewable Energy Target to 2050 to support the use of off-site renewables
- Behavioural workshops/instructions for owners/renters on how to maximise effectiveness of energy saving features of buildings

7 FUTURE OPPORTUNITIES

Incentives were considered the primary driver for delivery of net zero buildings or precincts as there is perceived to be limited market advantage to delivering higher energy performance buildings. The possibility was raised for Hornsby Council to scale contribution requirements to reflect building standards achieved. It was also suggested that an increase in FSR could be linked to performance commitments. There were concerns however that incentives need to be carefully considered to ensure that they facilitate a significant advancement in delivering on net zero development.

Appointing council internal champions of the policy will provide a level of assurance to successfully implementing the net zero emissions policy. The internal role of such champions working across council departments will be outworked publicly through engagement with community and development proponents.

It was felt that owners and occupiers of residential developments were least informed about the benefits of energy efficient developments. With little market incentive or pressure, developers require upfront financial benefits to move beyond minimum standards.

Other incentives suggested by participants included:

- Reduced council rates for energy efficient buildings
- Expanding low interest loans such as the Environmental Upgrade Agreement scheme to new builds
- Providing planning contribution incentives for net zero developments.

A number of changes to the existing planning pathway for major developments were suggested to improve the uptake of net zero buildings. This included identifying benchmarks in the Secretary's Environmental Assessment Requirements (SEARs), fast tracking net zero development assessments, incorporating building performance and sustainable material requirements in DCPs and using conditions of consent to increase and ensure energy efficiency. It was noted that conditions of consent for energy efficiency could be strengthened along with improvements to the National Construction Code. It was noted that high energy performance standards should be set during the concept plan and rezoning process at a level which is acceptable to the market.

Under a City of Sydney draft DCP amendment, new office developments and retrofits with net lettable areas of 1,000 m² or more will be required to enter into a 5.5 Star Office Base Building NABERS Energy Commitment Agreement. This initiative was well regarded by participants who suggested it should be made standard across all councils in Greater Sydney.

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HORNSBY SHIRE COUNCIL

JLL Achieve Ambitions

Economic Development and Employment Land Uses

Prepared for Hornsby Shire Council

June 2022

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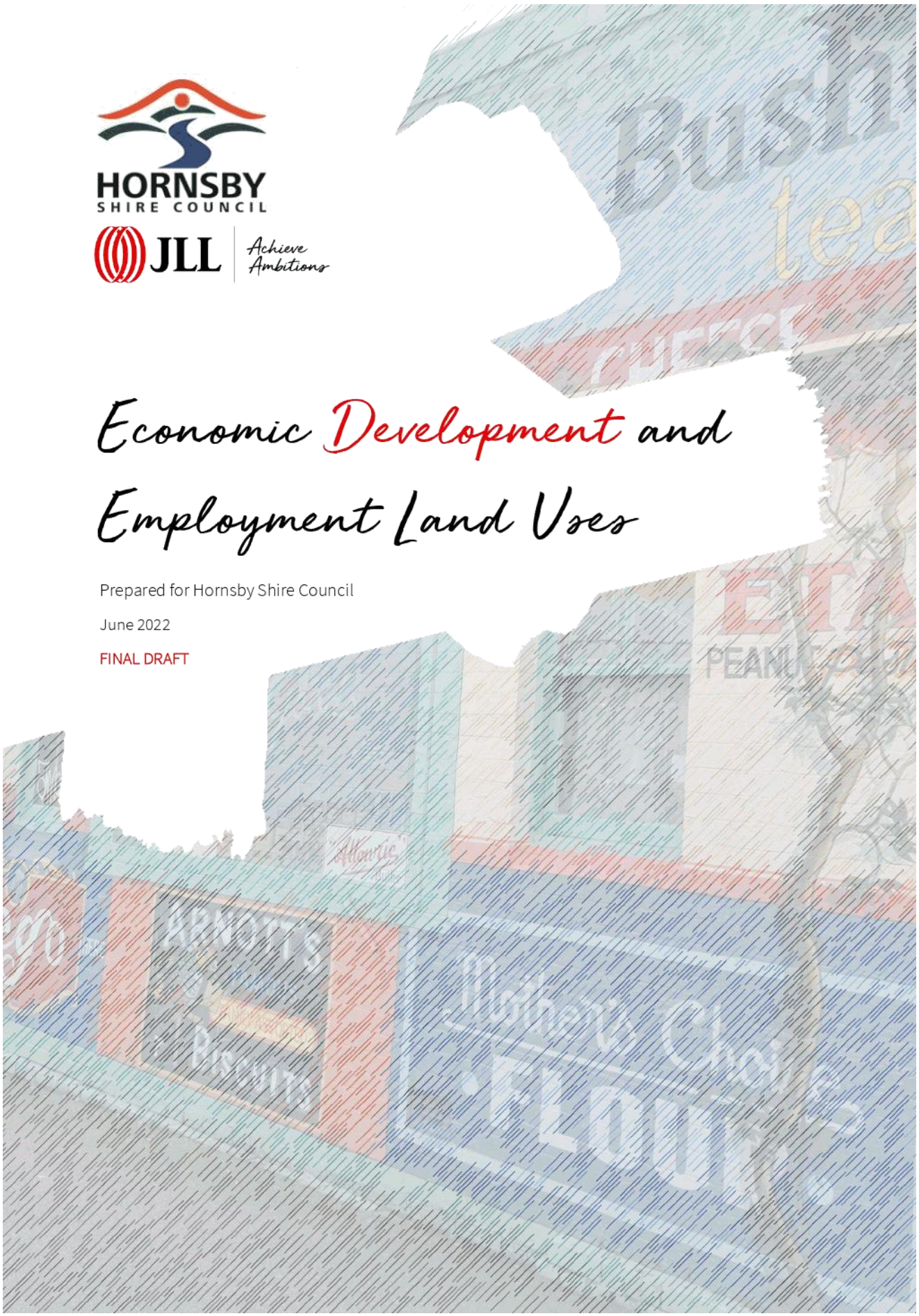

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1 Introduction

1.1 Date of Analysis

JLL notes that the analysis provided within this report was undertaken in **December 2019.** We note that economic and market circumstances have changed since that time (e.g. impact of COVID-19) and that the contents of this report should be considered in that context.

1.2 Purpose

The purpose of this report is to provide an investigation and analysis of the economic and employment land use potential of Hornsby Town Centre (HTC). This involves:

- Understand Economic Context and Implications
  - Provide high level observations on the current and forecast economic conditions.
  - Identify medium term factors likely to impact development in HTC.
- Prepare Employment Land Use Survey
  - Undertake a 'door-to-door' audit of employment lands in the HTC. This will provide metrics and observations on employment uses within the precinct, including vacancy, employment density and observations from current operators / tenants as to the attributes and challenges with the location.
  - Utilise existing database with employment metrics from over 50 suburbs to understand relative performance within the centre (*to be provided in next stage of report*).
- Prepare 'Tipping Point' and Feasibility Analysis
  - Undertake preliminary analysis to understand 'as is' value for a selection of building typologies within the centre and compare this to redevelopment value in order to understand the point in which financial viability is reached which justifies development / redevelopment of landholdings within the centre.
  - Work with the broader team to identify up to 5 options for more detailed feasibility analysis completed in Estate Master Development Feasibility software. This analysis will test additional considerations including potential affordable housing contributions.
- Undertake a Residential Market Assessment and Outlook. This will provide an overview of the market; review the market demand and supply factors; provide HTC specific observations and SWOT analysis related to the current market; and consider future trends, as well as, the feasibility analysis to understand potential opportunities for residential in the HTC.
- Undertake three further Assessments and Outlooks for the Retail Market, Industrial Market, and Office Market, as per the above. These assessments will also leverage off the Employment Land Use Survey, and the Office review will have a primary focus on the potential for investment grade office.

1.3 Relevance to Hornsby Town Centre Review

JLL was appointed in 2019, as part of a broader consultancy team, to undertake the Hornsby Town Centre Review. The review of the Hornsby Town Centre (HTC) will seek to provide a framework to consider future investment and growth against an opportunity to consider the wider implications of a changing centre and its role as a strategic centre within the north district of Greater Sydney.

The review will look to understand all the various elements influencing the HTC including urban design, transport, employment and feasibility; and pursue to provide principles and a framework to yield social, cultural, economic and environmental benefits to current and future communities, business and visitors to HTC. The review aims to support Council's vision to revitalise HTC into a 'liveable, green, and accessible centre that enhances public life for the community.'

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HTC is the major commercial centre within Hornsby Shire and encompasses a commercial core surrounded by light industrial, community, civic and residential development of varying density all anchored by Hornsby Station. Desired outcomes from the project are identified within the following figure.

Figure 1: Hornsby Town Centre Review – Key Principles

Community & Experience

- A centre that builds on the mall and expands the type and variety of public spaces that are both accessible and attractive
- A centre that supports a diversity of employment including start-ups, day to day services, businesses and offices, and employment catalysts such as a university or Government hub
- A cultural centre through provision of a range of community facilities connected to open spaces
- An active night time economy creating a vibrant and attractive place
- A destination in its own right

Public Domain & Landscape

- A centre that reflects the Shire through the use of tree canopy, landscape, water, sandstone, storytelling and linkages to Hornsby Park
- A centre that exhibits best practice environmental sustainability
- Creation of public and private domain that supports an increased tree canopy
- Identify, reinforce and protect important elements that contribute to the character of the centre
- Provide accessible public and private spaces that are easily navigated

Urban Design & Built Form

- A centre that promotes and exhibits design excellence
- Development that results in human scale and fine grain
- Development over the rail line at a scale that supports the aspirations of the centre
- A range of housing of high amenity at a variety of densities and scale to deliver greater housing diversity and housing choice, including affordable housing options
- Identify limits to the centre and designate areas of activation
- Ensure built form and spaces have a human scale and that scale transitions are managed to maintain this scale

Movement & Place

- A centre that is viewed as a whole and integrates the east and west sides seamlessly
- Transport infrastructure that supports the vision in terms of well-located bus, train, commuter parking, cycling and pedestrian modes and linkages

Source: Hornsby Town Centre Review Discussion Paper – July 2021

As identified above, the purpose of this report is a focus on the economic, employment and feasibility aspects of the review.

1.4 Hornsby Town Centre Precincts

Through collaboration with Council and broader consultation, the project team split the HTC into various precincts. A map of these precincts is provided overleaf. In providing key observations for the HTC we have attempted to specify these by precinct.

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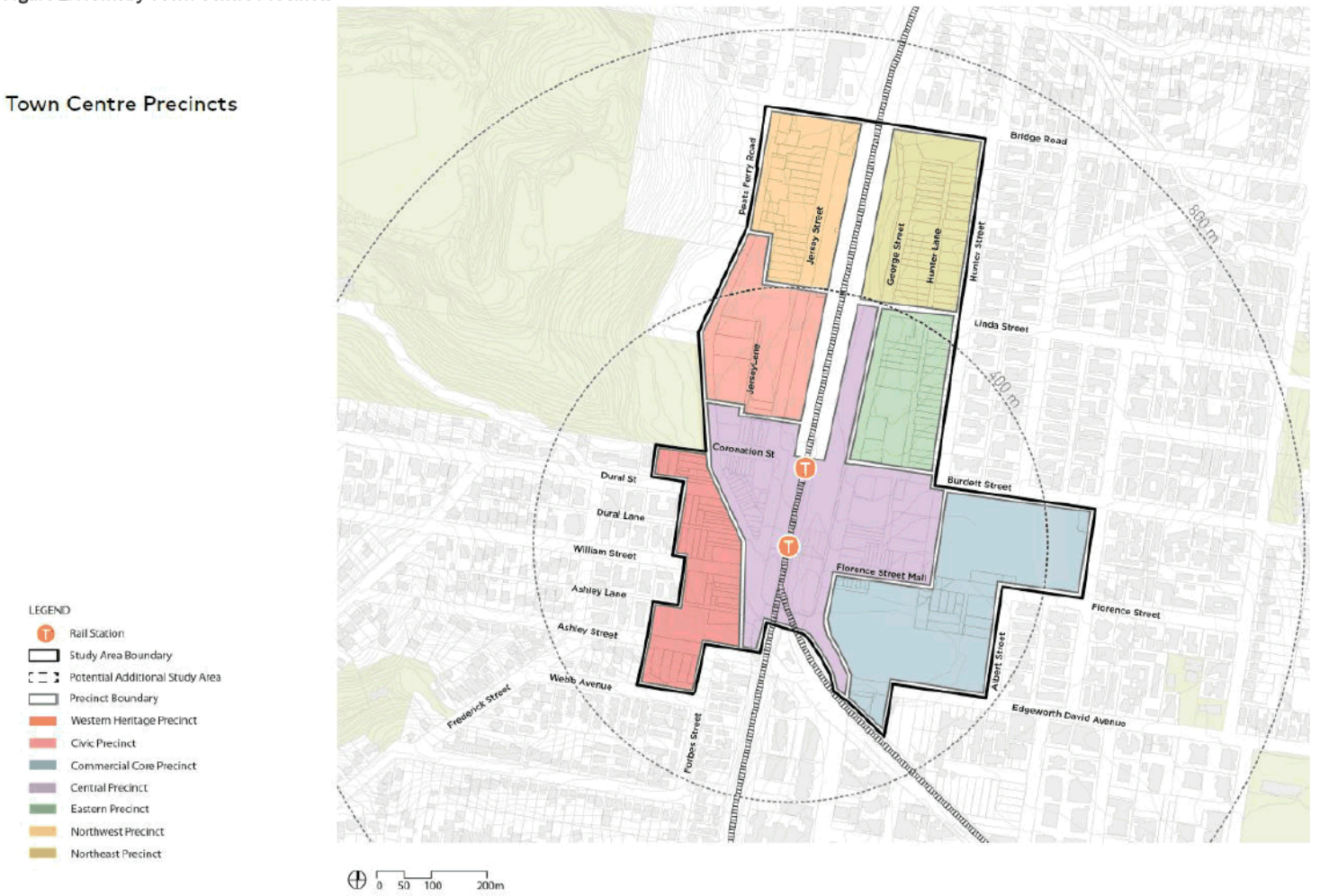
Figure 2: Hornsby Town Centre Precincts



Source: COX

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We note that following our analysis, the precinct boundaries were adjusted. See below.

Figure 3: Hornsby Town Centre – Revised Precincts

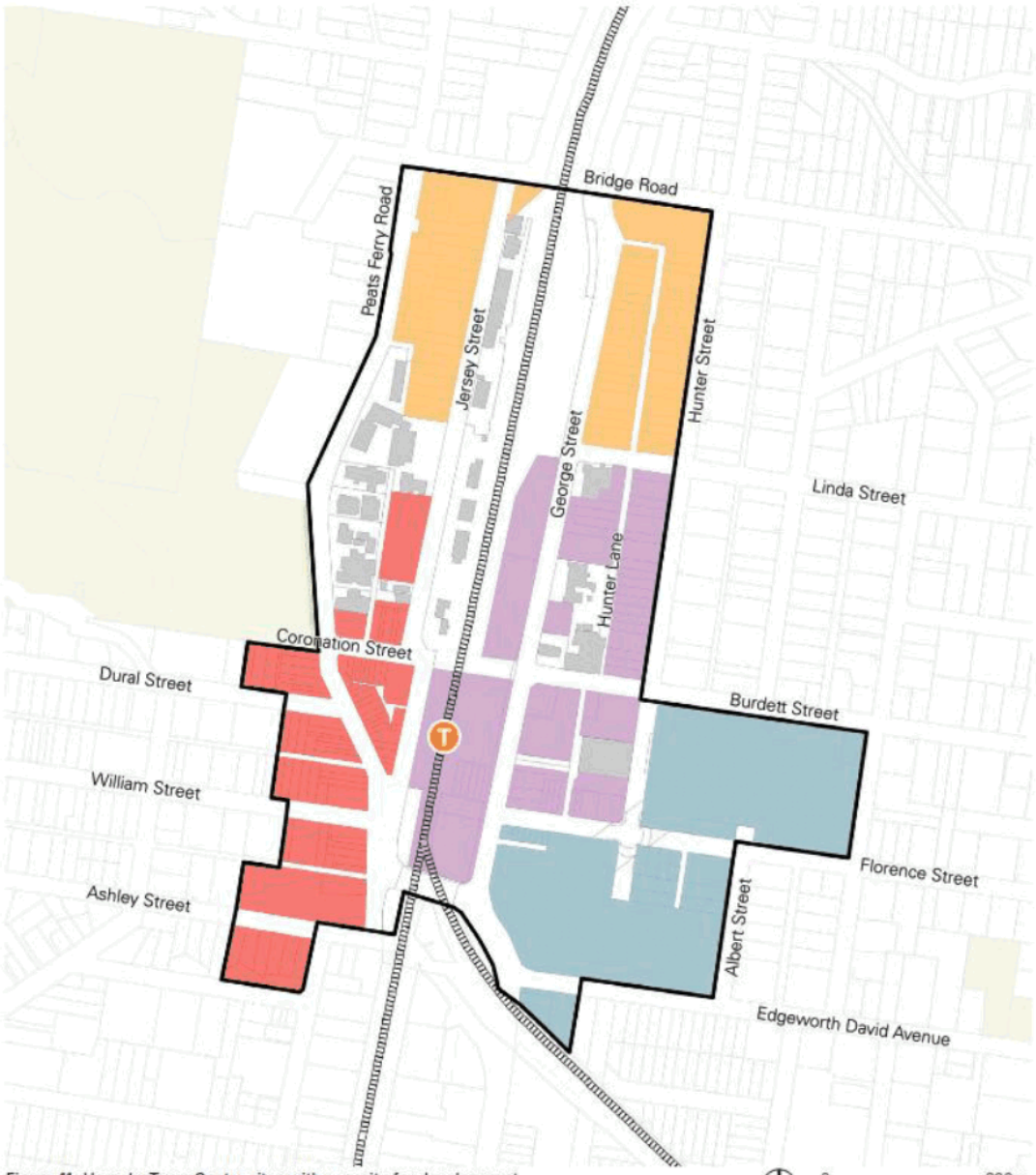


Figure 11: Hornsby Town Centre sites with capacity for development

- Central heart development opportunity sites
- Retail core development opportunity sites
- Western heritage development opportunity sites
- Northern employment development opportunity sites

Source: Hornsby Town Centre Review Discussion Paper – July 2021

2 Economic Context and Implications

The objective of this section is to provide the economic context and factors which may impact the Hornsby Town Centre property market. We consider these factors have a 'short to medium' term impact on development-based decisions. The analysis provided within this section was undertaken in **December 2019.**

2.1 Summary of Key Economic Metrics

Provided in the table below are a selection of historic, current and forecasts for economic and broader demographic considerations.

Table 1: Historic, Current and Forecast Economic Conditions (Average % or % p.a. CAGR)

National	Historic	Current	Forecast	Observations
Standard bank variable mortgage rate (average)	8.3% (FY89-FY18) 6.4% (FY09-FY18)	5.2% (FY18)	6.4% (FY19-FY28)	Interest rates increasing albeit off historic lows
Treasury Bonds (10 year) (average)	6.4% (FY89-FY18) 3.8% (FY09-2018)	2.6% (FY18)	4.0% (FY19-FY28)	Risk free rates increasing albeit off historic lows
CPI (average)	3.0% (FY89-FY18) 2.5% (FY09-FY18)	2.0% (FY18)	2.3% (FY19-FY28)	CPI to revert to slightly higher levels than current
NSW	**Historic**	**Current**	**Forecast**	**Observations**
Gross State Product (CAGR)	2.7% (FY88-FY18) 2.5% (FY08-FY18)	3.1% (FY18)	2.5% (FY18-FY28)	Slight moderation in growth
Private housing investment (CAGR)	3.2% (FY88-FY18) 4.1% (FY08-FY18)	1.6% (FY18)	0.3% (FY18-FY28)	Significant growth recently in housing investment, beginning, and expected to continue to moderate
Retail turnover (CAGR)	3.3% (FY88-FY18) 3.0% (FY08-FY18)	3.0% (FY18)	3.0% (FY18-FY28)	Retail turnover growth expected slightly below long-term historic growth
Population growth (Sydney Metro) (CAGR)	1.7% (2006-2016)	1.9% (2016)	1.7% (2016-2026) 1.6% (2016-2036)	Population growth in line with recent historic average with an eventual moderation over the longer term
Employment growth (Sydney GCCSA) (CAGR)	1.8% (FY88-FY18) 2.3% (FY08-FY18)	3.9% (FY18)	1.6% (FY18-FY28)	Employment growth declining to long term average over next 10 years

Source: Australian Bureau of Statistics, Deloitte Access Economics, NSW Department of Planning & Environment, JLL
Notes:
CAGR – Compound Annual Growth Rate
GCCSA – Greater Capital City Statistical Area

2.2 Implications

The most recent Australian Gross Domestic Product (GDP) numbers show that Australia has had an unprecedented 27 years without recession, which is the only country in the developed world with a period of uninterrupted economic growth that long. New South Wales has recently experienced a strong state economy above the national average. Retail turnover growth (by volume) in New South Wales has been above the national average since mid-2013.

Notwithstanding the recent historic strength of the Australian and NSW economies, there is a risk of future moderation. The outlook for the NSW economy is for a slowdown of growth in State Final Demand and GSP. A decline in residential construction activity is expected, after a period of extraordinary growth, which will ultimately negatively impact on economic growth.

In October 2019, the Reserve Bank lowered the cash rate by 25 basis points to the historic low of 0.75%, however the market remains nervous about the future movements. Looking forward we consider a range of economic factors may impact the Sydney property market, however, we note specific sensitivity to interest rate movements and the impact that may have on pricing.

Broadly the implications of the above identify:

- The current economic conditions are conducive to investment, reflected in the long-term growth in the Australian market and most recent strength in the NSW market

- The conditions have specifically supported very strong growth in the Sydney property markets with all asset classes impacted (residential, office, retail, industrial etc.). We expect the investment and development markets to moderate significantly
- While the JLL house-view does not forecast any 'doom and gloom', our view is that conditions indicate a moderated growth outlook – with the key implication being that the recent investment levels will not be continued. This will most noticeably impact the development market where very significant activity has occurred recently

3 Employment Land Use Survey

The project team completed a land use survey of all businesses within the Hornsby Town Centre in July 2019. The study area included the main employment-related properties around Hornsby Station, including Hornsby Westfield. The survey provided critical insights into the number of employees, floor space and types of uses associated with the Town Centre's employment land.

The study will form part of Hornsby Council's ongoing strategic planning work with the aim to support business activity in the centre. The analysis of the survey results was undertaken in **December 2019.**

3.1 Survey Background

JLL conducted a door-to-door survey of all businesses located within the study area. The questionnaire asked for the following information:

- Business Name
- Industry Type – coded to the Australian and New Zealand Standard Industrial Classification (ANZSIC). ANZSIC is a standard classification developed by the Australian Bureau of Statistics which is used to analyse industry statistics. There are 19 broad industry divisions. The classification refers to the primary industry that a business is engaged (e.g. manufacturing, mining, retail trade) rather than the land use of a particular premises (office, shop, storage).
- Type of Employment Use – based on the nature of the business / improvements we applied a broad employment use to each business i.e. office, retail, industrial, civic, etc.
- Number of Full-time equivalent (FTE) employees. The calculation of FTE for part-time staff is based on the proportion of time worked compared to that worked by full-time staff performing similar duties.
- Opinions on working in Hornsby Town Centre. General remarks on benefits and/or dislikes of business owners and employees on different aspects of the Centre.

Building areas were based on the capacity study prepared by COX with an estimated split across businesses / uses – primarily for the purpose of capturing vacancy.

3.2 Survey Limitations

There are some limitations associated with this survey, including:

- Reliance on the accuracy of information provided by individual business representatives;
- Regarding FTE's the LUS is recorded based on discussions with local businesses. These businesses provided an estimate of their FTE's on the spot and therefore there is potential for inaccuracies. Additionally, when businesses were unattended, unavailable or unwilling to provide an estimate, we had to make an estimate at the time of inspection;
- It is likely that off-site employment or employees that work between various sites may not have been included;
- The industry classification uses does not necessarily describe the actual land use. It describes the primary industry of the business only;
- There are large differences to employment numbers of Hornsby Town Centre compared to ABS census data as this data has differing boundaries to the prescribed study area;
- The survey excludes Hornsby Council's casual employees;
- The survey includes an estimate of employment numbers for TAFE NSW's Hornsby campus which is both within and outside the centre;
- Often assumptions regarding businesses' casual employees were made, e.g. assumed Hornsby RSL casuals equate to a 0.5 FTE.

3.3 Hornsby Town Centre Employment Uses

The tables below identify the largest employment uses by ANZISC code, the largest type of employment uses by GFA and the key employers within the Hornsby Town Centre by employment uses.

Table 2: Employees by 1 Digit ANZSIC code

1 Digit ANZSIC code	Sum of Number of Employees	Percentage
C - Manufacturing	60	1.5%
E - Construction	66	1.6%
F - Wholesale Trade	32	0.8%
G - Retail Trade	866	21.6%
H - Accommodation and Food Services	523	13.0%
I - Transport, Postal and Warehousing	15	0.4%
J - Information Media and Telecommunications	71	1.8%
K - Financial and Insurance Services	114	2.8%
L - Rental, Hiring and Real Estate Services	117	2.9%
M - Professional, Scientific and Technical Services	191	4.8%
N - Administrative and Support Services	65	1.6%
N/A	128	3.2%
O - Public Administration and Safety	506	12.6%
P - Education and Training	527	13.1%
Q - Health Care and Social Assistance	359	8.9%
R - Arts and Recreation Services	105	2.6%
S - Other Services	271	6.7%
Total	4,014	100%

Source: JLL

Table 3: Types of Employment Uses by GFA and Vacancy

Types of Employment Uses	Type of Use GFA (sqm)	Proportion of Use to Total GFA	Occupied GFA (sqm)	Vacant GFA (sqm)	Vacancy Rate
Civic	15,277	5.6%	15,277	0	0%
Education[1]	26,219	9.5%	26,219	0	0%
Industrial[2]	36,044	13.1%	29,779	6,265	17%
Infrastructure	8,004	2.9%	8,004	0	0%
Office	38,975	14.2%	32,450	6,525	17%
Other	2,907	1.1%	2,907	0	0%
Recreation	1,000	0.4%	1,000	0	0%
Retail	131,504	47.9%	127,587	3,917	3%
Club	14,744	5.4%	14,744	0	0%
Total	274,673	100.0%	257,966	16,707	6%

Source: JLL

[1]We note the education GFA includes an estimate of the entire Hornsby TAFE campus.

[2]We note ~3,000sqm of the vacant GFA is related to the former AMF Bowling at 116-122 George Street which is proposed to be redeveloped to a Spotlight. Should this site be excluded vacancy would reflect ~10% for industrial.

Table 4: Types of Employment Uses by GFA and FTE

Types of Employment Uses	Type of Use GFA (sqm)	FTE	GFA per FTE
Civic	15,277	465	33
Education[1]	26,219	492	53
Industrial[2]	36,044	333	108
Infrastructure	8,004	17	471
Office	38,975	876	45
Other	2,907	28	104
Recreation	1,000	4	250
Retail	131,504	1,640	80
Club	14,744	160	92
Total	274,673	4,014	68

Source: JLL

Table 5: Key Employers in Hornsby by Type of Employment Use

Business Name (ANZSIC Single Digit)	Number of Employees (FTE)
Civic	
Hornsby Shire Council	230
Hornsby Police Station	150
Hornsby Central Library	55
Education	
TAFE	450
Hornsby Community College	20.5
Industrial	
Prosys/Intergroup	25
Watermatic Irrigation	20
Infrastructure	
Hornsby Railway Station	15
Office	
Department of Human Services	40
NSW Department of Education	34
Other	
Studio ARTES	20
Recreation	
Hornsby 24/7 Gym	7
Retail	
David Jones	60
Liquorland & Coles	50
Club	
Hornsby RSL	160

Source: JLL

3.4 Observations from Land Use Survey

The largest industry (by total number of jobs) is Retail. Over 40% of the total employees within the centre work for business related to the retail trade industry. Of this amount, a large number of jobs are found within Westfield Hornsby (over 1,000 total employees work in the Westfield). Retail property uses also take up the largest proportion of employment GFA in the centre (47.9%), although we note these amounts don't reflect the ANZSIC code definition of "retail trade" and may include businesses in other industries such as Accommodation and Food Services, Health Care and Social Assistance, etc.

As a proportion of total employment, Civic only represents ~12% of total jobs. However, this employment use tends to have some of the largest single employers, with Hornsby Shire Council and Hornsby Police Station boasting the second and fourth greatest numbers of FTEs respectively out of all employers in the Centre. The largest employer within the centre is TAFE NSW, although the estimate provided to us includes the entire TAFE NSW campus, which a portion sits outside of the town centre.

Typical office related industries such as Professional, Scientific and Technical Services (4.8%) and Financial and Insurance Services (2.8%) have low corresponding amounts of employees, however office uses comprise the second largest amount of GFA (14.2% of total GFA).

3.5 Observations by Broad Area

As part of JLL's survey of the Hornsby Town Centre, observations were received from businesses in regard to both working in the centre and the general opinions of Hornsby as a whole. Also within this section are JLL's observations on Hornsby Town Centre. These observations varied across the precincts and, as such, the responses have been split between the precincts of Hornsby Westfield, Eastern and Western Hornsby Town Centre. Despite variance, some key themes exist across some or all of the areas, including congestion, a lack of parking, lack of night life, and a lack of activities for young people. These responses have been provided in further detail below.

Hornsby Westfield

- Businesses:
  - Those working in the centre say the parking is good as all day parking for employees is reasonably priced for the day (~$7).
  - There is generally a great community feel, specifically in and around the Westfield.
  - A large anchor tenant commented that shoplifting has been a major issue in their store.
  - There has been a lack of focus on young people, keeping kids out of trouble.
  - No existence of night life in the town with those wanting this experience are required to travel elsewhere, out of the town centre.
  - Congestion is created in peak times around Barker College as many older students drive and park along one lane streets and this also increases chances of potential collision. A suggestion for this was to have metered parking with a ~3-hour time limit for these neighbourhood streets to reduce the dependence of driving.
  - Often employees have to allow extra time for travelling to the centre due to large amounts of congestions, especially in the morning.
- JLL:
  - Appealing place to work with a pleasant environment feeling.
  - Plenty of options for all types of retail goods with many large and well recognised tenants.
  - Plenty of food options with a food court and smaller food shops scattered throughout. There are also a few restaurants located on the outside of the centre and in the plaza.
  - A very large centre but well connected with walkway on a higher level and within the outdoor plaza.
  - The intersection of Peats Ferry Road and George Street is fairly unsafe for pedestrians walking along the eastern side of George Street (adjacent to Westfield) as this intersection joins with a parking entrance to the Westfield. Cars crossing to and from the western side of the railway can enter the Westfield at this point and witnessed cars neglecting pedestrians walking across the driveway of Westfield despite the green walking light.

Eastern Hornsby Town Centre (Specifically along George and Hunter Street)

- Businesses:

  - Multiple business owners within the industrial precinct along George and Hunter Street, especially those in auto repair, complained about the lack of parking available for their businesses. One business owner commented that a good part of their employees' tasks is to keep moving cars they service to different parking spaces to avoid fines.
  - An owner of an auto service claimed that they had accumulated over $300 in parking fines while at work in one week.
  - A business owner on Hunter Street felt like himself and other local businesses where not being heard by Council. For example, multiple local businesses that have access to Hunter Lane objected the Council decision to put a road block on the intersection at Hunter Lane and Linda Street. Anecdotally, this road improvement has caused multiple car accidents and confusion. Business owners felt that Council did not listen to their objection and feels like they are not being heard.
  - Multiple comments that Hunter Lane is unsafe – small road, multiple vehicles.
  - Lack of recreational facilities for adolescents – parks/skate parks appear unsafe at night.
  - Parking is an issue, claim that Westfield parking is only option and is expensive.
- JLL:
  - This precinct felt un-activated in the afternoons i.e. low foot traffic, etc.
  - Limited food options in the industrial/commercial area – two take-away pizza restaurants and two café's that were hidden.
  - Strata industrial appeared neglected and was uncertain if it was occupied.
  - Dated strata office product appeared unutilised.
  - Two office spaces above Officeworks were vacant at inspection.
  - Noticeable presence of 'Avanti' developments – residential towers including commercial office suites ('Avanti Commercial'). 2 identified - 90 George Street and 1C Burdett Street.

Western Hornsby Town Centre

- Businesses:
  - Common feeling of disconnection between the western and eastern side of the railway
  - Parking is a major issue
  - Limited staples within the western side i.e. no major supermarket, etc.
- JLL:
  - A lot more pedestrian friendly then the Eastern side
  - Challenges in crossing the railway line
  - Despite a lot of negative comments regarding being the "poorer" side, surprisingly low vacancies.
  - Interesting clusters of groups / businesses, with a cluster of civic uses along Peats Ferry Road surrounding Council, as well as, charity and not for profits along Jersey Street.

4 Industrial Market in Context

This section will provide observations on the existing industrial market within the Hornsby Town Centre. We have considered the proposed industrial supply, identified the drivers of this land use, and have provided observations more specific to the centre, as it relates to the industrial market. The analysis provided within this section was undertaken in **December 2019.**

4.1 Overview of Sydney's Industrial Markets

Industrial uses are a broad category that encompass some wide range typologies. Generally, the uses have the underlying zoning of IN1, IN2, IN3, IN4, B5, B6 and B7. Sydney's industrial areas:

- Cover 13,717 hectares of land area
- Comprise 47.8 million square metres of Gross Floor Area (GFA), with an average site coverage of 35%
- Supports approximately 594,000 jobs which is 26% of total jobs in Greater Sydney.

Based on the above,

- Every employee with these industrial utilises 80 sqm of GFA and 231 sqm of land.
- Every person in Sydney (population) utilises 10 sqm of GFA and 28 sqm of land.

Context into Industrial Typologies and the Industrial Market

Industrial uses broadly fit into one of the following typologies, although we note that many precincts have multiple attributes.

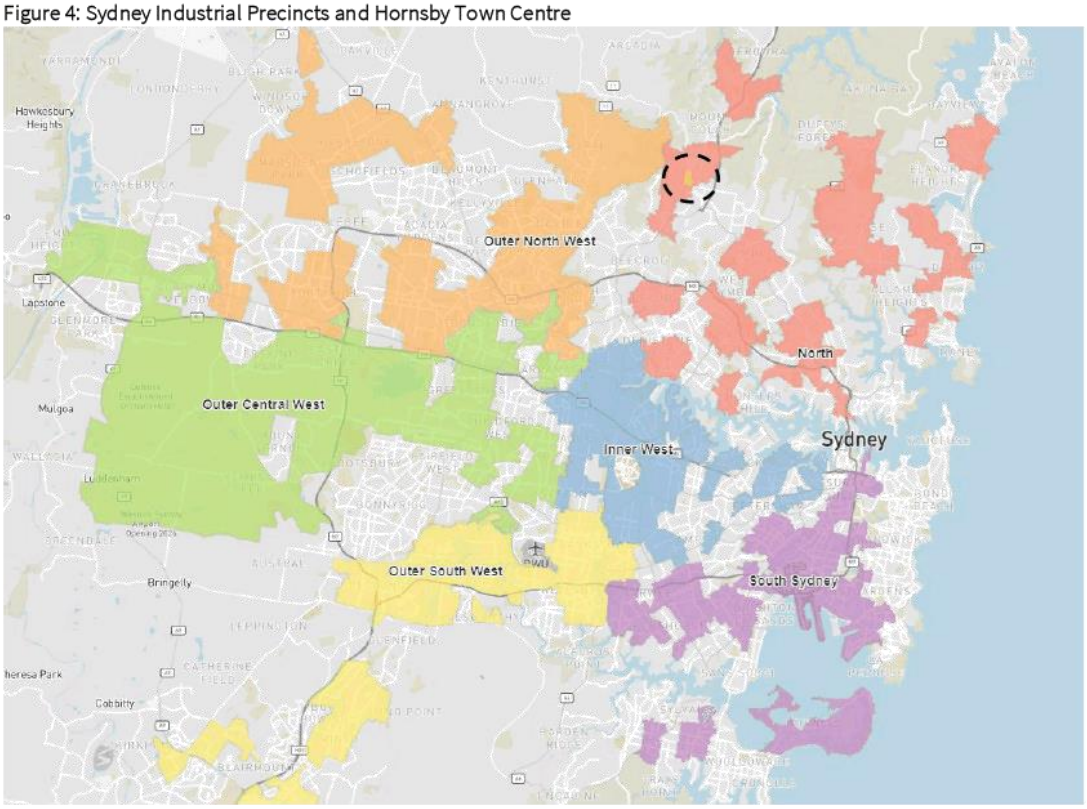
Table 6: Industrial Typologies

Large Scale Logistics	Precincts which have a significant proportion of occupiers associated with transport and logistics that service the Greater Sydney Metropolitan area and beyond. Access to motorways for B-doubles is critical. The improvements generally comprise large space, high clearance industrial sheds with low proportions of supporting office uses office. Many of these will have warehouse facilities of greater than 10,000 sqm. Often site coverage is no more than 50% given the requirement for parking / turning circles. These precincts (and average lot sizes) are generally above average sizes compared with the Sydney Metropolitan average. Ownership in these types of precincts are generally dominated by listed property trusts. An example of
General industrial	Generally comprising larger industrial precincts which service a mix of the Greater Sydney Metropolitan area as well as more localised offerings. The improvements can vary significantly in age, size, tenure (strata and freehold) and ownership (investment and owner occupied). Clustering exists in a number of these precincts however the majority of uses are not specifically clustered.
Local Services	This typology is generally more suburban in their location given the nature of the market they serve, are well established and well occupied and frequently located adjacent or nearby to residential. The improvements are frequently dated although exceptions exist. A mix of freehold and strata title product can be seen. A preference generally exists for owner occupation. Frequently the local services are provided in precincts that are smaller than the average seen across the Sydney Metropolitan region.
Bulky Goods	This land use necessarily requires high exposure and therefore example of this exist along key road connections e.g. Parramatta Road, Victoria Road etc. The built form typology generally comprises mid-sized improvements and often these uses cluster together.
Independent / Isolated Sites	Generally, these precincts are within suburban locations and are small with one or few industrial properties. They often were historically larger but have, over time, diminished with redevelopment for residential and other uses. These sites are generally vulnerable to or already the subject of planning proposals for residential. Frequently, but not always, these sites are owner occupied and comprise older facilities beyond their current economic life.

JLL Research monitors the metropolitan Sydney industrial market, including trends in supply, demand, rents, yields and investment sales. Six precincts are monitored across Sydney, being: South, North, Inner West, Outer Central West, Outer

North West and Outer South West. The figure below identifies each of the precincts, with the Hornsby Town Centre forming part of the North industrial precinct (highlighted yellow).

Figure 4: Sydney Industrial Precincts and Hornsby Town Centre



Source: JLL Research

4.2 Industrial Supply

Industrial Land Supply

The NSW Department of Planning & Environment classifies Employment Lands as being:

"Land that is zoned for industry and/or warehouse uses including manufacturing; transport and warehousing; service and repair trades and industries; integrated enterprises with a mix of administration, production, warehousing, research and development; and urban services and utilities."

As of January 2018, there were 13,755.2 hectares of zoned employment lands in metropolitan Sydney, with 2,937.1 hectares being undeveloped zoned employment lands. Undeveloped employment lands have decreased by 94.8 hectares over the 12 months to January 2018.

Additionally, there was also 6,653.9 hectares of proposed employment lands in January 2018. This land was identified for future employment lands (e.g. in planning strategies) but was yet to be rezoned. The majority of these future areas are identified to be within the Western Sydney Employment Area Extension (67%). All these future employment lands are to be located within the following LGA's: Camden, Liverpool, Campbelltown and Penrith.

The table below shows the distribution of Sydney's employment lands by District[1] as shown in the NSW Government's Employment Lands Development Monitor 2018 (ELDM 2018). The two Western Districts (Central City and Western City) account for just under 73% of the total Sydney region's employment lands. The westward shift of employment lands is a

[1] We note that the District areas differ from JLL research industrial precincts.

long-term process, originally initiated by relative abundant, larger and cheaper industrial land in Sydney's west, and more recently driven by development of the Sydney Orbital Network. The Hornsby Town Centre is within the North district.

Table 7: Sydney Employment Lands, January 2018

District	Total Stock (ha)	% of Total
Central City	4,591.6	33.4%
Eastern City	1,494.7	10.9%
North	561.1	4.1%
South	1,665.6	12.1%
Western City	5,442.2	39.6%
Total	13,755.2	100%

Source: NSW Department of Planning & Environment – Employment Lands Development Monitor

Shift of Industrial from Urbanised Areas

Industrial land in established areas remains under pressure to be rezoned for a range of alternative uses, including a broader mix of employment generating uses, mixed-use development and residential uses. Rezoning to business Enterprise Corridor zones or Mixed-Use zones provides the opportunity to transition traditionally lower value industries to higher value knowledge-intensive industries.

Traditional employment lands around the periphery of the Sydney CBD, including areas in South Sydney, Ultimo-Pyrmont and along the Parramatta River towards Parramatta, have been transformed with industry zones rezoned to allow medium to high density residential development or a mix of business and residential uses. This is a global phenomenon, with urban regeneration of former industrial precincts taken place in cities such as London, Hamburg, Berlin, Barcelona, Milan, New York, Montreal, Toronto, San Francisco, Vancouver, Tokyo, Shanghai, Seoul and Singapore.

Furthermore, the new knowledge-intensive industries have reinforced the importance of central city and near city locations. These industries seek locations where there is a high concentration of well educated, creative people, which is typical of an inner-city area. Collaborations with universities and research institutions mean some businesses will seek to locate near major research hubs that are aligned to universities and teaching hospitals.

Small start-up businesses in a range of emerging sectors have also taken advantage of relatively affordable industrial space, setting up in former factories and warehouses in older industrial areas. Examples include new production spaces for small knowledge-based firms in multi-media, computer graphics, software design, fashion, advertising, furniture and design, film production and post-production and specialised foods and beverages such as organics and health products.

The transition from lower value traditional industries to knowledge-intensive industries has increased demand for a range of services and amenities close to businesses. New businesses and their workers seek high quality amenities including sport and recreational activities, cafes, childcare and accessibility to shopping opportunities. The increasing affluence of employees in knowledge-based industries is also driving consumption for a range of consumer goods, including luxury car showrooms, electronic goods and other household goods.

Existing Supply

In Hornsby East, the industrial uses are concentrated between George and Hunter Street, and in Hornsby West, industrial uses are focused between Jersey Street and Peats Ferry Road. According to the ELDM, Hornsby Town Centre accommodates approximately 2.9 hectares of developed employment lands within two precincts, Hornsby West (1.96ha) and Hornsby East (0.99ha-to note, the ELDM Hornsby East precinct covers less than half of the industrial uses east of the railway). In total, Hornsby Town Centre represents just 1.7% of the total employment lands in the Hornsby LGA, with the majority located in the Asquith and Mount Ku-ring-gai precincts (62%).

As shown from the Employment Land Use Survey, we have identified that there is approximately 30,000 square metres of Industrial GFA, reflecting around 10.9% of the total floor area in the centre.

Overall, the Hornsby LGA serves a relatively important role in terms of providing employment lands in the North district. This is as it contains the second largest amount of employment lands of any LGA in the North district at 1,051 hectares (following Northern Beaches at 1,173 hectares).

Localised Supply

In terms of nearby competing supply for the Hornsby Town Centre precinct, the main competition comes from the Hornsby/Asquith main industrial precinct (to the north-east) and Waitara.

In deriving future localised supply, we have used Cordell's construction project activity database to determine the current forecasted supply of industrial space within the Hornsby and Ku-ring-gai local government areas. The table below summarises the proposed future supply within both LGAs by suburb and year. This analysis has excluded any project defined as "Abandoned", "Deferred" or "No further info available".

Table 8: Total Localised Industrial Supply, Hornsby and Ku-ring-gai Local Government Area

Suburb	2019	2020	2021	2022	2023	Total
Dural	0	0	0	1,444	3,300	4,744
Mount Kuring-Gai	0	500	958	1,420	0	2,878
Pymble	11,200	9,380	0	16,035	0	36,615
Wahroonga	0	578	0	0	0	578
Total	11,200	10,458	958	18,899	3,300	44,815

Source: JLL & Cordell Connect, as of August 2019

We note that nearly all of the above-mentioned industrial space is in relative early stages, apart from the project at 3-5 West St & 28 Bridge St, Pymble[2]. This project is a 11,200sqm self-storage facility which is expected to be completed in December 2019. The vast majority of industrial space is expected to be supplied in Pymble (82%). Just over a third of the total supply is forecasted in one project, a Bunnings Warehouse development at 950-950A Pacific Hwy & 2 Bridge St.[3]

No industrial supply is forecasted within the suburb of Hornsby.

Broader Supply (North Industrial Precinct)

In having consideration to larger supply of industrial within and surrounding the Hornsby Town Centre, we have had consideration to our tracked North industrial precinct supply. We note our research only tracks projects of 5,000 sqm or more.

No major completions have been recorded in the North industrial precinct since 2Q15. The lack of development stock will limit the precinct's industrial supply in the near to medium term. The lack of activity is a result of the precinct being a tightly held market, dominated by specialised businesses who occupy the majority of stock in the area. There are also limited options for industrial tenants seeking space over 5,000 sqm.

4.3 Industrial Demand

While economic growth is a natural driver of demand for industrial space, there are other forces at play that impact these uses. These include:

Table 9: Factors Influencing Industrial Land Uses

Structural Change and Rise of the Logistics Sector	Also referred to as the changing needs of industrial space occupiers. This has in part been influenced by changes in technology. Mobile communications as well as improved data and inventory management has led to changes in business processes, including outsourcing to specialist logistics companies, consolidation and centralisation of warehousing as well as the adoption of "just-in-time" inventory management. This has transformed demand for industrial real estate away from smaller dispersed warehouse space to large distribution centres located on the major arterial road and rail networks.
Transition from Manufacturing to Warehousing	There has been a noticeable decline in manufacturing across Australia, with manufacturing output declining from 14% to 7% of total output since 1980. Manufacturers have had to cope with increased competition from Asia and a strong Australian dollar for much of the past few years, with companies pushing production offshore. This has resulted in a shift in some company's property requirements from factory to warehouse space.

[2] We note this project is now completed.
[3] We note this project is now completed.

Infrastructure	Infrastructure improvements are one "pull factor" that can increase the appeal of a particular region. Good quality infrastructure can entice companies to move to outer suburban areas or even regional locations that might have been overlooked in favour of a more central location. While proximity to infrastructure such as major motorways is often considered a major "pull factor" of industrial land in precincts, the same motorways can also provide a compelling case for major distribution centres to re-locate to more affordable outer metropolitan locations – which have access to these motorways.
Clustering	Clustering of like-minded businesses facilitates the creation of business networks and has the potential to generate new market opportunities through collaboration.
Affordable land	A supply of affordable, well-located land provides the impetus for companies to consider moving premises, particularly those companies with either poorly located properties, facilities that are out-dated, or undergoing expansion / contraction. The Western Sydney Employment Area extension by over 4,500 hectares will ensure a long-term supply of relatively affordable industrial land in Western Sydney and provide further impetus for companies to consider moving west.
Competing Land Uses in Inner /Middle Suburban Areas	This includes competition from higher order commercial and residential uses and demand from owner-occupiers for well-located sites from which to run their business. There has also been a trend towards subdivision to smaller lots as larger parcels become available. This form of re-investment in industry zones provides new opportunities for small to medium sized business enterprises, while industries requiring larger premises have tended to look further afield for more affordable serviced land.
On-line Retailing	The growth of this sector has seen increased demand for well-located warehouses, from both the online retailers and third-party logistics providers who deliver their goods to customers.
Technology	Rapid advancements in the use of Geographic Information Systems (GIS) are now enabling occupiers to find locations which deliver them multiple benefits important to their operational success. This includes minimising the combined cost of transport and property, faster service times to stores and franchisees, access to skilled labour, and in some cases, maximising access to a target demographic market

Source: JLL

North Industrial Precinct Demand

Major occupier activity remains subdued in the North, with the last major lease (above 5,000 sqm) in the precinct recorded in 2Q15. As discussed earlier in this report, the lack of activity is a result of the precinct being a tightly held market, dominated by specialised businesses who occupy the majority of stock in the area. There are also limited options for industrial tenants seeking space over 5,000 sqm.

Investor appetite in the market is still strong, with owner-occupiers experiencing pressure to secure sites. However, the limited amount of assets placed for sale, along with the pressure from higher land uses (medical, automotive, childcare etc.) are limiting opportunities for owner occupiers.

4.4 Hornsby Town Centre Observations

Provided below are observations on the Hornsby Town Centre as it relates to the industrial market.

Principles for Managing Industrial and Urban Services Land

The Greater Sydney Region Plan highlights the importance of industrial and urban services land. Across Greater Sydney, 15 per cent of all jobs are located on industrial and urban services land. Despite this only eight per cent of developable land in Greater Sydney prohibits residential uses.

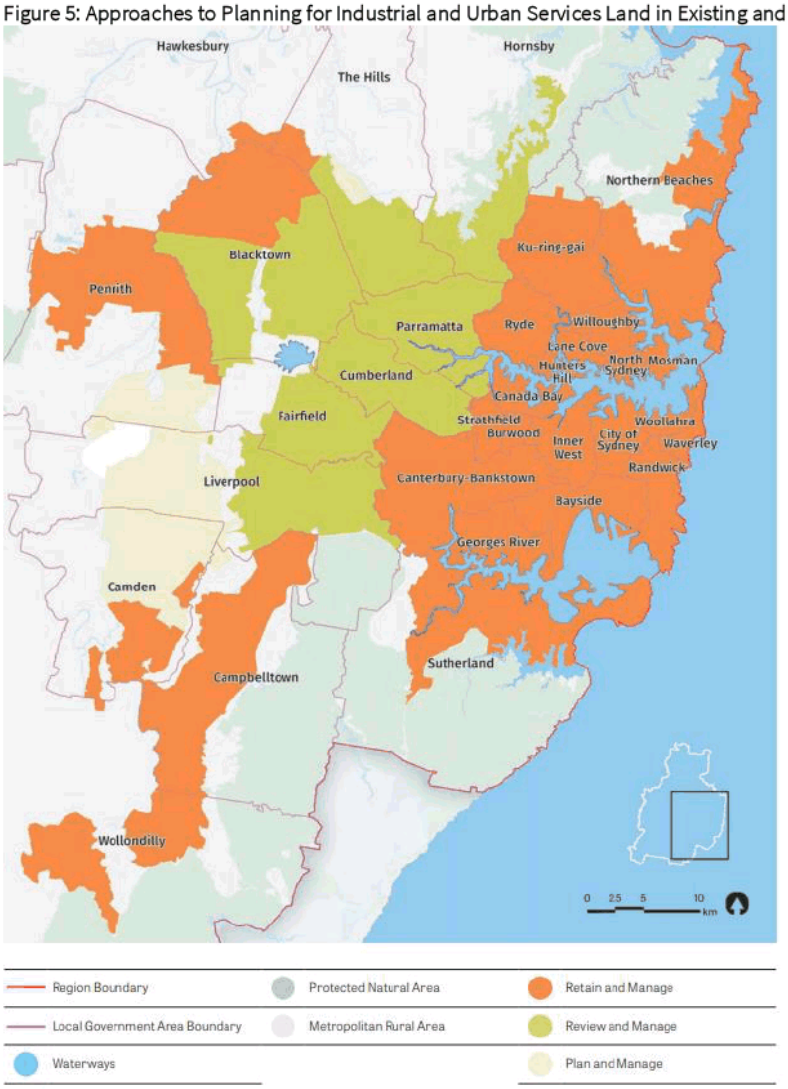
The Region Plan highlights that the retention, growth and enhancement of industrial and urban services land should reflect the needs of each of Greater Sydney's three cities, and their local context ensuring land is provided for a wide range of businesses to support the city's productivity and integrated economy.

In recognising the importance of this land, the GSC have identified that planning authorities should use the following three approaches to manage industrial and urban services land:

- Retain and manage

- Review and manage
- Plan and manage.

Figure 5: Approaches to Planning for Industrial and Urban Services Land in Existing and Planned Urban Areas



Source: Greater Sydney Commission

The industrial lands within Hornsby sit within the "Review and Manage" area, as reflected in the image above. The review and manage approach is described as follows:

The Greater Sydney Commission will review all industrial and urban services land under this approach to either confirm its retention (as described in the approach above) or manage uses to allow sites to transition to higher-order employment activities (such as business parks) and seek appropriate controls to maximise business and employment outcomes. The review will consider the current level of industrial and urban services land supply, the changing nature of industries and the transformation in the sector impacting on changing demands for land. In limited cases, conversion to other uses may be appropriate. Equally in some locations such as GPOP, specifically Camellia, Rydalmere and Silverwater, the retention of industrial activities will be a starting objective. The Greater Sydney Commission will collaborate with State agencies and councils and seek input from stakeholders as part of the review. The review and manage approach applies across the established areas of Central City District, Hornsby, Liverpool and Fairfield.

The above reflects the importance of the industrial lands within the Hornsby Town Centre as a means of providing employment, whether through existing employment or as a transition to higher-order employment activities.

Hornsby Employment Land Use Study

Council engaged HillPDA to undertake the Hornsby Employment Land Use Study. This study was reviewed amongst other key documents as part of literature review undertaken by the broader project team, a summary and observations relating to this document are provided within the literature review.

A particularly important aspect from the study was the recommendations relating to the industrial land including:

- *Retain existing B5 zone on the periphery of centres and industrial areas.*
- *Review ground level floor to ceiling heights to maximise and protect the diversity of uses that can be accommodated in a space.*
- *Consider prohibiting shop top housing and neighbourhood shops.*
- *Consider enabling office premises, wholesale supplies and vehicle body workshops.*
- *Consider increasing the height of buildings to at least 14.5m to enhance employment density and flexibility on site*
- *Investigate opportunity for releasing more B5 zoning to accommodate demand.*

The above further reflects the importance of the industrial land within the Hornsby Town Centre, both for the needs it currently satisfies, as well as, potentially for opportunities into the future (including higher-order commercial uses).

SWOT Analysis

Provided below is our SWOT analysis for industrial uses within the Hornsby Town Centre.

Table 10: SWOT Analysis for Industrial Uses with Hornsby Town Centre

Strengths	Weaknesses
• Proximity to public transport. • Proximity to M1 provides northerly access. • Relatively dense employment for industrial type uses (108sqm of GFA per FTE), compared to industrial lands of other LGA's e.g., Parramatta (120sqm) and Georges River (150sqm). • Proximity to a residential population provides support for population service type industrial uses.	• Relatively small industrial precinct. • Aged improvements. • Challenging parking conditions. • Relatively narrow road connections for an industrial precinct.
Opportunities	**Threats**
• Despite being a small industrial precinct, sites are relatively large providing better redevelopment opportunity. • Retention of the B5 land may provide future potential for development into more intense employment uses or higher-order commercial.	• Competition from larger industrial precincts, including Hornsby/Asquith. • Conversion of industrial land to residential / mixed-use development with limited employment-based land uses resulting in a reduction in total employment.

Source: JLL

5 Office Market in Context

This section will provide observations on the Sydney office market, including trends and future drivers, observations on the Hornsby Town Centre's existing office market, as well as the potential for investment grade office within the locality. The analysis provided within this section was undertaken in **December 2019.**

5.1 Office Market Definitions

Office uses broadly fit into three category types, these are:

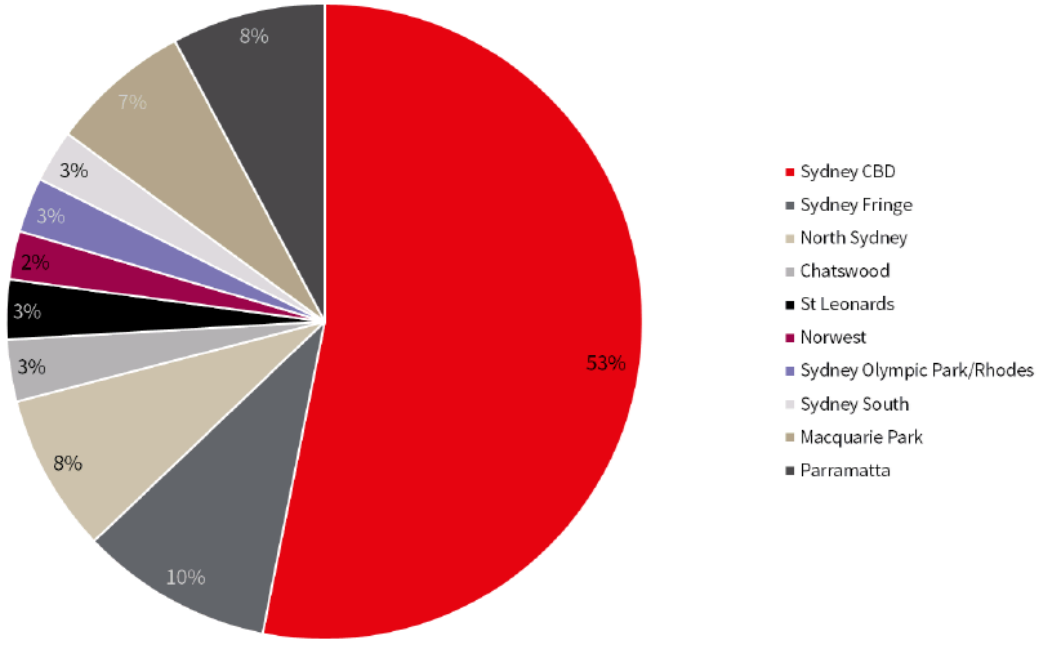
1. **Investment grade office assets**. These are generally defined as large floor plate office buildings within 'defined' office precincts. Within Sydney these include Sydney CBD, Sydney Fringe, Norwest, Macquarie Park, Parramatta, among others.
2. **Support office uses**. These uses generally provide localised services to the community and share some characteristics to retail uses, mostly strip retail, particularly as it primarily seeks to service the local population. They often benefit from access to the public and therefore public transport, car parking and exposure are important considerations. Examples include real estate agents, accountants and local solicitors' offices. These are often provided in smaller office type accommodation within ground floor or part of another development (e.g. first floor above retail shops). The users are typically small local businesses.
3. **Office uses that support another primary land use** e.g. a small amount of office within an industrial facility or medical facility. Note, for the purposes of definition we have assumed the small amount of office that supports retail uses within the 'support office uses' above.

This section of the report will look at the opportunities for investment grade office, with the support office use effectively accounted for in commentary under retail, provided later in this report.

5.2 Sydney Office Market – A Trend of Decentralisation

Our starting point for our analysis into the Hornsby Town Centre office market is to understand the size of the overall Sydney Office Market. As of Q4 2018 the current occupied office space in the markets tracked by JLL totalled 9,107,593 sqm. The proportions of the 10 tracked markets are provided in the figure below.

Figure 6: Sydney Office Markets – Current Occupied Stock Levels, Q4 2018

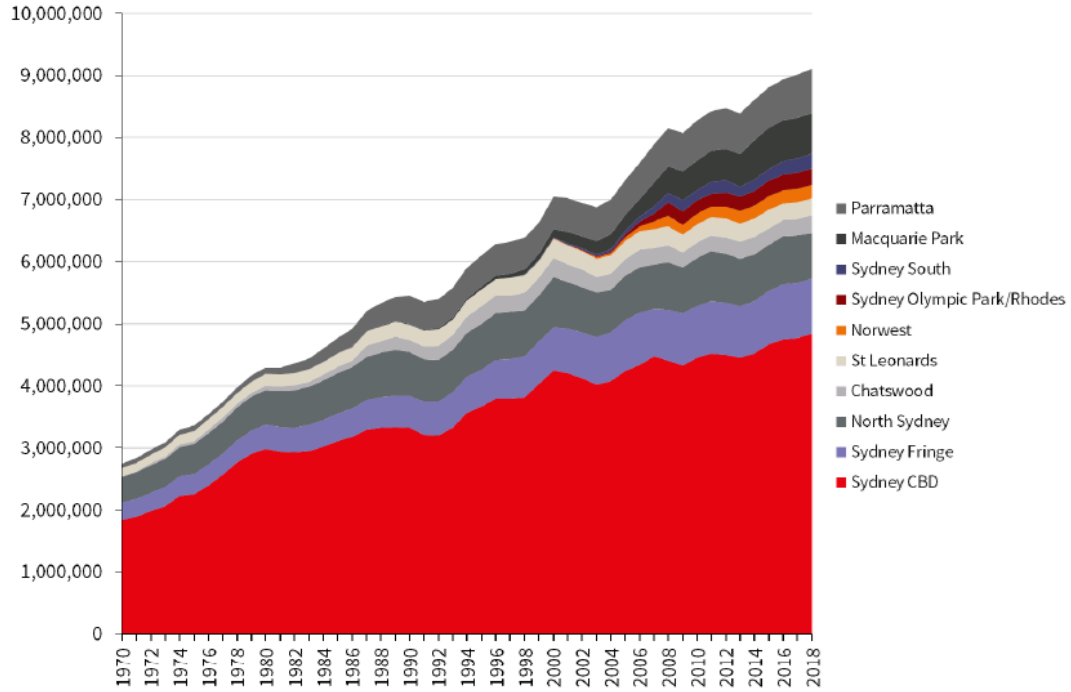


Source: JLL Research

JLL has had reference to its historic occupied stock data to derive historic demand for each of the office precincts in Sydney. In undertaking this exercise JLL has made specific assumptions about historic take up rates beyond our current data records for all markets other than Sydney CBD and Chatswood. Specifically we have assumed:

- Parramatta, Sydney Fringe, North Sydney and St Leonards historically grew at 3.0% p.a. up to the date JLL tracked these markets, which are 1977, 2006, 1998 and 1989 respectively.
- For Norwest, Macquarie Park, Sydney Olympic Park/Rhodes and Sydney South we have assumed 'material' office stock was developed and occupied in 2000, 1986, 2001 and 1997 respectively.

Figure 7: Growth of Sydney Office Markets (with Assumptions), 1970 to 2018

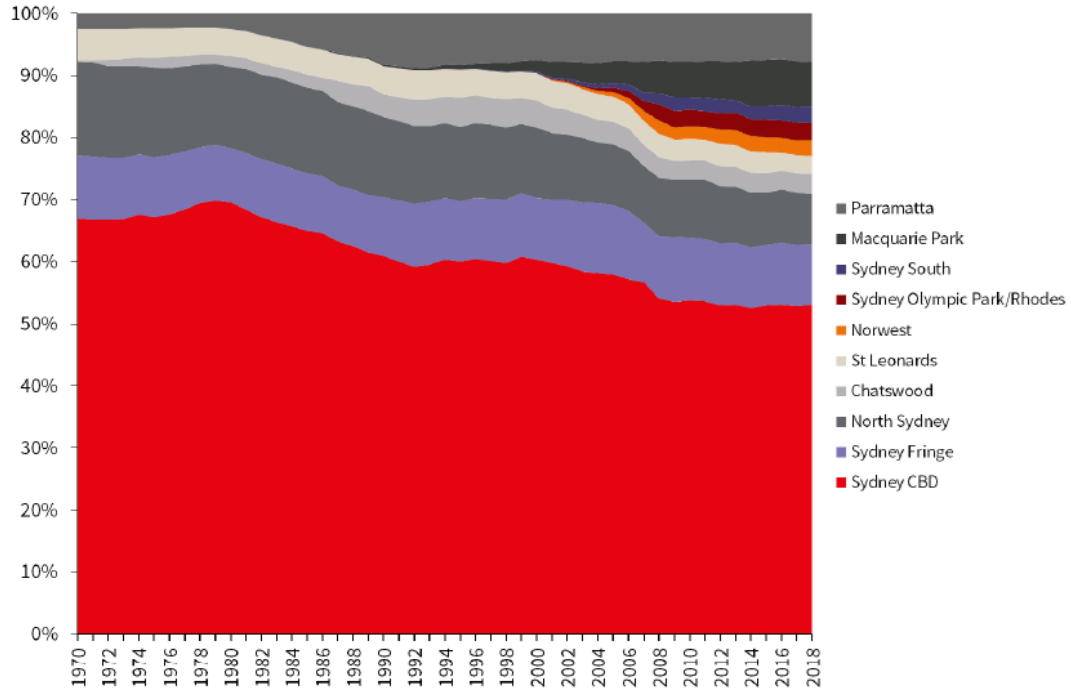


Source: JLL Research

The figure above shows the quantum increase of stock in the Sydney office markets. Based on the data above, and after making assumptions regarding the existing stock JLL has shown the relative contribution of each office market to the overall total over time. Of note from this analysis are the following changes in the 1970-2017 periods:

- Sydney CBD market share has declined from 67% to 53%
- Parramatta started at 3%, rose to 8% and has generally held onto this share
- Macquarie Park which started as a traditional industrial park and now has 7% of market share
- Sydney Olympic Park / Rhodes which originally started as an industrial location and which now attracts 3% market share

Figure 8: Sydney Office Market NLA (Proportion), 1970-2018



Source: JLL Research

In order to understand the likely future growth of these precincts, we have to have an appreciation of what level of market share they are likely to hold going forward i.e. will their growth in stock as a proportion increase, maintain or lower. These markets cannot be considered in isolation and as such we have provided below our medium-term outlook (i.e. beyond 10 years) of the likely change in market share. This view is broadly based on both current and anticipated demand trends, as well as consideration to the precincts relative hierarchy i.e. Parramatta CBD and SOP/Rhodes have an expectation of a higher commercial office role than Chatswood or St Leonards. It also considers the constraints of locations such as the Sydney CBD, where demand and growth is likely to be high but due to constraints, they are unable to maintain their share of the total office market (as has been witnessed in the past).

Table 11: Future Role of Sydney's Competing Office Markets (Market Share of Growth Going Forward)

	Share
CBD Markets	
Sydney CBD	↓
Metropolitan markets	
Sydney Fringe	↓
North Sydney	↔
Chatswood	↓
St Leonards	↓
Norwest	↑
SOP/Rhodes	↑
Sydney South	↔
Macquarie Park	↑
Parramatta	↑
New Entrants	

Liverpool	↑
The Bays Precinct	↑
Western Sydney Airport	↑

Source: JLL

5.3 Future Impacts to Office Net Absorption (Medium to Longer Term)

Tabled below are a range of considerations that we consider may impact long term net absorption. As such they are an observation on how the markets may change over time.

1. **Structural change from blue collar to white collar employment**

Over the period from 1970 to now, the Australia, NSW and Sydney economies have undergone a structural change where a significant proportion of employment changed to being office based. Over this same period white-collar employment grew by 2.0% p.a. and blue-collar employment grew by 0.5% (Sydney Metropolitan Area). Clearly the growth in white collar jobs, relative to blue collar is unsustainable and this will be reflected in slower growth in office demand.

2. **Offshoring**

Some evidence exists of Australian firms' offshoring 'back of house' jobs to countries with a lower cost base. This will primarily impact secondary office location where call centre / process centric roles are located.

3. **Impact of Technology**

Similar to the offshoring risk identified above, evidence exists of the greater role of technology as a disruptor for office-based jobs. Again, this will primarily impact secondary office location where call centre / process centric roles are located.

4. **Work from Home**

As identified by the Australian Bureau of Statistics (ABS), almost a third (3.5 million) of all employed Australian's regularly worked from home in their main job or business. 42 per cent of those who regularly work from home cited catching up on work as the main reason. A further 20 per cent regularly worked from home because they wanted an office or didn't want to pay rent or overheads.

5.4 Hornsby Town Centre Observations

Provided below are observations on the Hornsby Town Centre as it relates to the office market.

Precinct Assessment – Occupier and Investor Drivers

The success, or otherwise, of office precincts is ultimately determined by the coming together of the requirements of occupiers and investors / developers. The requirements of these groups are considered below.

Investors / Developers

Both investors and developers are ultimately seeking financial returns in the form of recurring income and capital growth (total income). Given most of the contribution to 'total' comes from the recurring income (rent), investors are most concerned with ensuring their assets are fully occupied. Precincts that have a longer history of low vacancy trade at lower yields compared with precincts that have higher average vacancy rates. Ultimately, investors and developers will invest in locations where occupiers / tenants want to be located.

Occupiers / Tenants

Provided below is a summary of the key factors we see influencing tenant's decision-making when seeking new or alternate accommodation.

- Access (is the workforce able to get to work?)
- Business to Business (is the business able to connect to its clients and suppliers?)
- Amenity (does the location have amenity that will attract its workforce to the location?)

- Financial (can the site be developed at a competitive economic rent?)

Table 12: Occupier Checklist – Hornsby Town Centre

	Assessment
Access	
Road	Good
Public transport	Good
Parking	Fair
Proximity to an educated workforce	Good
Business to Business	
Clustering	Poor / Fair
Recognized corporate location	Poor
Specialised infrastructure	Poor
Amenity	
Proximity to higher value housing	Good
Social infrastructure (retail, water, culture)	Fair
Compatible surrounding uses	Fair
Financial	
Affordability i.e., low economic rent	Poor / Fair
'Buildability' i.e., availability of sites	Poor

Source: JLL

As identified above, while there are some key drivers supporting demand for investment grade office within Hornsby, particularly relating to accessibility and population, there are significant challenges including:

- **Lack of recognition** – Hornsby is not perceived as a core commercial market and will likely struggle to attract tenants.
- **Financial feasibility** – While Hornsby's existing office offering benefits from relatively competitive rents, this cannot be maintained to support new development. New office development as a minimum requires an economic rent (rent to justify development) which Hornsby is unlikely to achieve. Additionally, value in existing improvements further exasperates this issue by resulting in an increase in required economic rent – beyond what a tenant will likely pay in the market for accommodation in Hornsby. We believe the challenges from a financial feasibility perspective are likely to remain at least for the short to medium term.

These challenges are not exclusive to Hornsby and our reflected in the supply review we have undertaken (discussed further in section 6.3 of the report). Within our review of retail / commercial supply within both the Hornsby & Ku-ring-gai LGA's we found very limited commercial only development, none of which we would consider investment grade office.

SWOT Analysis

Provided below is our SWOT analysis for office (investment grade) uses within the Hornsby Town Centre.

Table 13: SWOT Analysis for Office Uses with Hornsby Town Centre

Strengths	Weaknesses
• Proximity to public transport – rail and bus. • Existing residential population in proximity to the town centre provides some demand for office uses. • Existing office, although not investment grade, provides relatively competitive rents.	• As identified above, there is a lack of recognition for the town centre as a core commercial market. • Despite relatively competitive rents for existing office, based on the land use survey we estimated a vacancy of ~17%, which is quite high in the current low vacancy market being experienced across Sydney. Competing office markets have much lower vacancies, as of Q3 2019 they were: Chatswood (6.1%), Norwest (6.8%) and Macquarie Park (6.9%).

Opportunities	Threats
• Potentially longer-term opportunity exists for higher-order commercial within the current B5 business development zoned land, in part due to the lower value in existing improvements.	• As identified above, lack of financial feasibility for the development of new office, especially stand-alone office. This is particularly the case within the current B3 commercial core area where significant value in existing improvements likely means office only development will be unlikely for the foreseeable future. • Competition from established office precincts in relatively proximity e.g., Norwest, Macquarie Park and Chatswood. • Competition from residential development.

Source: JLL

6 Retail Market in Context

This section will provide observations on the existing retail market within the Hornsby Town Centre. We have considered the proposed retail supply, identified the drivers of this land use and have provided observations more specific to the centre, as it relates to the retail market. The analysis provided within this section was undertaken in **December 2019.**

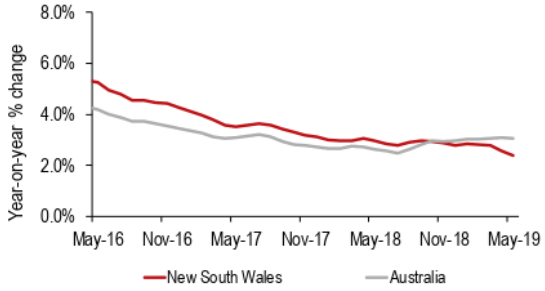
6.1 Overview of Retail Sector

The Australian retail sector is segmented geographically and by format. Enclosed shopping centres across metropolitan areas and regional Australia are categorised as regional, sub-regional and neighbourhood centres according to their size and tenancy characteristics. Other formats are large format retail (bulky goods) retailing, strip shopping precincts and CBD retail centres. Provided below are a number of market observations, although many of them apply more to established shopping centres and other retail centres as opposed to strip retail, however, we believe it still provides valuable context to the market.

Retail Turnover and Sentiment

There is a wide variation in retailer performance nationally, with a clear divergence in comparable moving annual turnover (MAT) growth.

Figure 9: NSW Retail Turnover (year-on-year)



Source: ABS and JLL Research

As seen in Figure 9, NSW retail spending growth has declined to 2.4% year-on-year (May 2019), below the national average of 3.1% and five-year annual average of 3.7%. Retail spending growth in NSW has been slowing since November 2014 (8.7%) but had stabilised around 3.0% over 2018. However, with interest rate cuts and tax stimulus likely to flow through to retail spending over the remainder of 2019, the outlook for retail spending in NSW is improving.

Sub-category performance continues to diverge. The strongest categories for spending growth were cafes, restaurants, and takeaway services (4.4%) and food retailing (home and office consumption) (3.5%). These two categories have recorded the strongest retail turnover growth since 2017, surpassing clothing, footwear and personal accessory in September 2017, where y o y growth fell to 4.0%. Retail spending has continued to fall to 1.6% (May 2019) for the clothing, footwear and personal accessory category, as online retailing continues to account for a large proportion retail spending in Australia (>16%), negatively affecting leasing demand in this category.

Current Demand Observations

Demand for retail is influenced by a number of factors, most importantly at a macro level it can be impacted by demographics (e.g. population growth, household income), economic factors (e.g. interest rates) and infrastructure (e.g. provisions of economic or social infrastructure). Provided below is the latest JLL research house view of retail demand for various sub-sectors as of Q2 2019, as well as the view in the previous four quarters.

Table 14: Retailer Demand

	3Q17	4Q17	1Q18	2Q18	3Q18
Supermarkets					
Mini-Majors					
Retail Food – Eat In					
Retail Food – Home Consumption					
Fashion & Fashion Accessories					
Retail General*					
Household Goods					
Retail Services**					
Retail other Services***					
Overall					

	DEFINITION
HOT	1. Retailer demand increasing & outstripping supply. Landlord market with few options available to retailers while rents are rising rapidly.
	2. Retailer demand increasing. Moving to a landlord market while rents increasing.
	3. Market is in balance. Neither a landlord or tenant market. Vacancy levels stable & rental growth stable.
	4. Demand slowing. Becoming a tenants market with increasing options for retailers. Some downward pressure on rents.
COLD	5. Demand weak and slowing. Tenants market with a high amount of space available, face rents under pressure and incentives high.

Source: JLL Research
Notes:
* Includes Bookstores/music/DVD's, Card/Gifts, Computers, discounters, florist, newsagency, tobacconist & video rental.
** Beautician, alterations, dry cleaning, hair care, optical, photography, printing & travel.
*** Bank, financial services, post office and medical.

Shorter leases, longer negotiations and high incentives are becoming more common.

Trends that are evident in the current retail market include shorter leases, high incentives as well as longer negotiations. Specialty tenants are more apprehensive to enter five-year leases due to the uncertainty in the trading environment, so are sometimes committing to shorter lease terms (~three years). Retailers are also cautious of future rental increases and capped occupancy cost clauses are becoming more common. Although rents remained relatively stable in the Sydney retail market, incentives continue to be high, commonly in terms of fit-out contributions, and frequently in excess of 20% (of total lease value). The length of rental negotiations has extended, with these discussions becoming tougher and more drawn out. Some tenants are not renewing leases as they downsize their store network.

While a lot of the weakness in retail conditions is being attributed to the impact of ecommerce, online retail spending growth has been slowing. The NAB Online Retail Sales Index (May 2019) indicated annual growth of 4.8%. Australian consumers spent approximately AUD 29.23 billion over the 12 months to May 2019. This is equivalent to just over 9.0% of total retail spending as measured by the ABS. However, online retail continues to detract from physical retail sales growth, by approximately 1.3% y-o-y.

The department stores category continues to record the strongest y-o-y growth in online sales, suggesting some of the retailers with a physical presence are capturing a greater proportion of the online spend. However, the importance of having omni-channel operations continues to be reiterated, with pure-play online retailers now opening physical stores worldwide, including Warby Parker in San Diego and Daniel Wellington in Austria and Melbourne (store is under construction).

Store network rationalisation remains a key issue. Department stores, Myer and David Jones, have announced future consolidation plans, with the space reduction and efficiency improvements in mind. Meanwhile, discount department stores, Big W and Target, have announced plans for store closures in the next 3-5 years. The first three Big W stores to close were recently announced, all based in Sydney within a 5km radius from each other: Chullora, Auburn and Fairfield.

A number of national fashion retailers are also re assessing current store networks as they restructure and focus on omni-channelling strategies. As the increase in online competition takes a larger share of the market, international fast fashion

retailer, H&M has seen sales growth slowing, whilst Forever 21 is developing restructuring plans to improve their struggling financial position.

Focus on Furniture entered voluntary administration over the quarter, exposing 38 stores nationally. Already 16 unprofitable stores have closed since the announcement in May, including multiple in NSW, whilst four stores have remained open the state. This comes after approximately 185 stores across four retailers were exposed to voluntary administration in 1Q19.

Negative reports due to the misconduct by Retail Food Group (RFG) has affected other franchisors that operate separately from the group. Many franchisees are finding it challenging to secure financing. However, with a potential external re-capitalisation, RFG may be able to reduce its debt.

Risk

The retail market is significantly susceptible to risk. The three main types of risk that influence the commercial success of major ancillary retail developments are:

- Market Risk – Market risk refers to the risk of providing a quantum of retail floor space that cannot be supported by the core consumer market.
- Design Risk – Design risk refers to the risk of developing poorly utilised spaces that the core consumer market is unlikely to use and, as a result, discounted rents or operator churn results.
- Operator Risk – Operator risk refers to the quality of the operator. Operator risk is less of an issue in highly trafficked retail spaces but is a much higher risk in poorly designed space. Quality operators can make poor spaces successful through non-traditional market catchment measures (i.e. marketing, operator reputation, delivery of unique concept etc.)

Market Risk

- Retail Landscape – what drives activity in the area and where is competing supply located
- Market Identification – what is the size and spending pool of the core catchment for the retail scheme, this dictates the total retail spend potentially able to be captured (and supportable quantum of space and rental levels)
- Spend Catchment Assessment – an assessment of how the core markets are likely to interact with the retail space and what the expected levels of spend catchment are
- Retail Benchmarking – identification of the market metrics between retail supply and core catchment of other similar developments to determine whether the current scheme is over/undersupplied for retail space

Design Risk

- Retail Benchmarking – Lessons learnt from other retail development design
- Design & Site Critique – Identification of quality and difficult space to mitigate design of un-leasable or low value space

Operator Risk

- Retail Landscape – Identification of high-quality retailers, including those appropriate for a given site
- Design & Site Critique – Assessment of tenancy quality and outline of indicative tenant types

6.2 Influences on Future Demand

The retail sector is going through a period of adjustment as retailers continue to revise their business models to reflect the globalisation of retail, changes in technology, changing preferences and trends between generations. Technology has radically improved price transparency for consumers, increasing market efficiency and reducing long-term profitability for retailers.

Investors have mixed views on the outlook for the retail sector, which has stimulated near-record levels of asset trading. The changing retail environment is driving transaction activity as owners refine their portfolios, adjust their exposure to different states and asset types and seek greater diversification to improve their long-term risk-return profile.

Importantly, polarisation within the retail sector is a global phenomenon. A widening variance between the performance of individual retailers and prime & secondary grade retail assets in Australia has resulted in buyers becoming increasingly selective and cautious towards underlying asset performance.

Experienced and active asset management will be key to delivering outperformance in the competitive retail landscape. Those at the forefront of retail innovation, which are introducing new concepts and retail experiences to boost the attractiveness of shopping centres to customers, will be well positioned to gain market share in a low-growth environment. Owners will also be seeking to capitalise on the growing population density within major capital cities and exploit mixed-use development opportunities to utilise surplus land or re-purposing existing space.

We have undertaken research into some future trends within the retail market. These trends include:

- Those that have occurred and likely shifted the retail paradigm (e.g. decline in department stores)
- Those which we have recently experienced that are likely to continue to impact the market (e.g. e-commerce)
- Those which we are yet experienced in an Australian market context but has occurred overseas and could occur within the Australian market (e.g. co-working in retail)

Emergence of Food, Beverage & Entertainment (F, B & E)

As discussed above, the increasing popularity of e-commerce, rapidly advancing technology and shifting consumer patterns, is resulting in a need to re-think and re-format traditional retail offerings. This has led to an increase in provision of food, beverage & entertainment (F, B&E) in shopping centres. The strong consumer trend towards dining out supports the need for revitalised and expanded dining precincts in shopping centres, while the social aspect of retail has become more important, particularly, as millennials seek a different shopping experience than previous generations.

This increased provision has also in part been tenant demand led, with the latest JLL Retail Centre Mangers' Insights (October 2018) identifying that F&B retailers remain the single strongest driver of leasing inquiry in shopping malls. The survey found that 52% of centre managers reported inquiry levels from the F&B sector remained the same or stronger than the previous survey, six months earlier. This demand has been driven by strong retail spending growth in both food retailing (4.1%) and cafes, restaurants, and take-away food (5.1%) categories in NSW y-o-y in August 2018.

This trend has also been evident overseas, although seemingly more progressed. In a report prepared by the Urban Land Institute (ULI) and JLL[4], it found that F&B and leisure offerings are essential to the success and future competitiveness of shopping centres.

"While the move toward F&B and leisure began as a defence against e-commerce, these sectors are now essential to meeting the evolving needs of customers," said Marije Braam-Mesken, Chair of the ULI Europe Retail and Entertainment Council. "The shopping centres that made significant investments in these sectors have seen a halo effect, which is a first indication that F&B and leisure are contributing to overall performance."

"Shopping centres are developing more and more into hubs that embrace the broader lifestyle needs of communities," said ULI Europe CEO Lisette van Doorn.

Divergence

Divergence between high- and low-quality assets is a major theme in retail, in Australia and globally. The changing retail environment is creating risks and opportunities, which is encouraging transaction activity – as varying opinions towards the outlook for retail market conditions, combined with varying thresholds for risk tolerance, influence investment decisions. There is a significant cohort of the investment community that believes physical retail can continue to thrive with the right tenant mix, solid catchment demographics and initiatives tailored to consumer trends for the next generation. Shopping centre owners are acutely aware of the changes in the retail industry and the impact that it is having on retailer decision-making. Centre owners are taking a proactive approach to retailer engagement strategies to ensure occupancy rates are maintained.

Shopping centres will need to be more intensively managed in the changing retail environment to preserve and drive asset value. Owners with specialised retail management expertise will have a competitive advantage in this regard. This has been a major driver of the co-investment trend as investors seek joint ventures with high quality managers. A more

[4] Ingredients for Success: How food, drink and leisure keep shopping centres competitive (2016)

active approach to portfolio management will be required to reduce exposure to underperforming assets and re-weight their portfolio towards better quality retail assets.

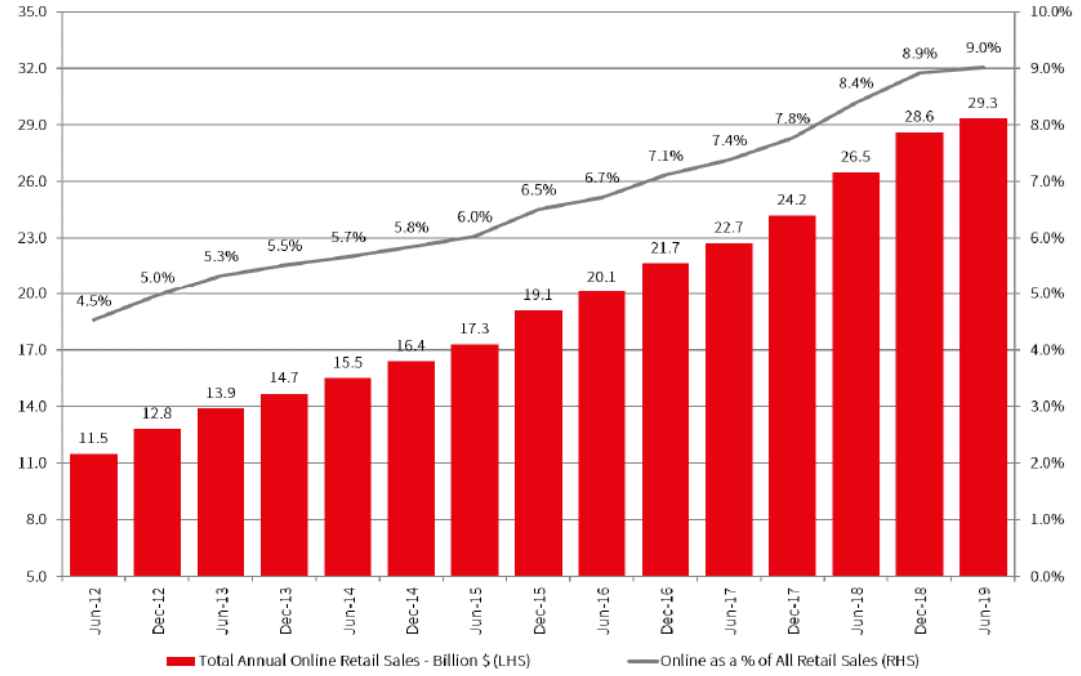
More challenging trading and leasing conditions will see demand for secondary grade retail assets ease across all sub-sectors. The wide variation in individual retailer and asset performance is now well-understood by owners and investors. Investors are beginning to price assets accordingly. Asset selection will be even more important in the next few years.

E-commerce

With the continued advancement of online technology, online retailing continues to grow in both Australia and globally. National Australia Bank has started tracking online retail sales in recent years as online becomes more of a prominent tool for retail sales.

The figure below shows that online retail sales have grown from $11.5 billion in the twelve months to June 2012 to around $29.3 billion in the twelve months to June 2019. This growth in sales has outpaced traditional retail sales and, as a result, online retailing continues to account for a larger portion of total retail sales (~9.0% at present) as opposed to June 2012 (4.5%). It is largely accepted, within the retail industry, that there will continue to be an increase in the proportion of total retail sales that are transacted online. However, it is believed that the proportion will reach a peak in growth and stabilise at a certain rate.

Figure 10: Australian Online Retail Sales (total online sales and % of total retail sales)



Source: NAB Online Retail Sales Index, June 2012-June 2019, JLL

Some key things to note about the effects of online retailing are as follows:

- The retail sectors expected to be mostly affected are those that present the largest discrepancies between online and in-store prices. At present this includes things such as books, music, DVD's, apparel and cosmetics. Low profit margin products such as groceries, fresh food and small electrical items are less exposed to the impact of online retailing.
- Domestic retailers currently account for around 89% (as of June 2019) of total online retail sales, despite perceptions that overseas retailers are capturing Australian consumer spend. This share has increased in recent years, coinciding with the depreciation of the Australian dollar.

- In the 12 months to June 2019 just under 56% of online retail sales occurred in three categories, being; homewares and appliances (27.0%), personal & recreation (14.9%) and, groceries (13.8%). Groceries account for a surprisingly high proportion of retail sales, however, is typically ordered online and picked-up in store.

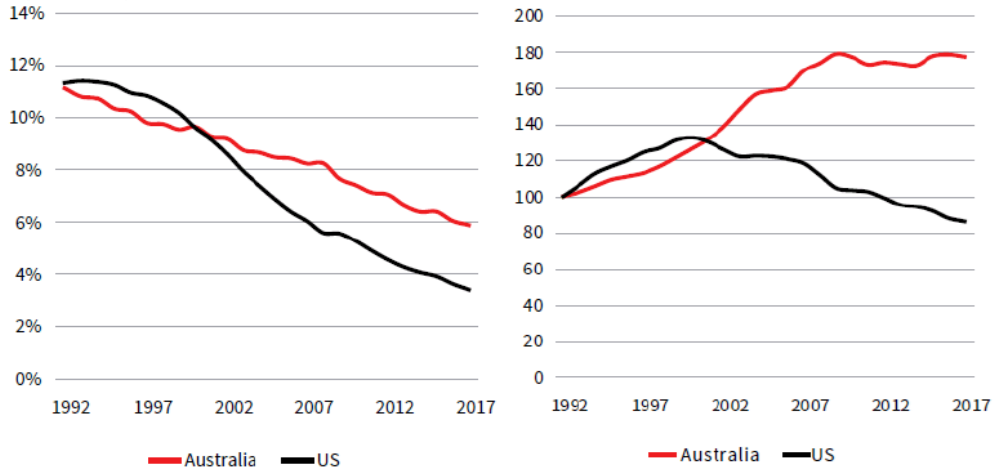
A likely driver for future growth of online sales will be the influence of Amazon. Amazon's launch in Australia was widely anticipated and well-documented throughout 2017. It was certainly the major focal point of the year for the retail industry and retail real estate sector. Retailer sentiment was negatively impacted during the year by speculation about the potential impact on existing retail businesses. Amazon's local operation will create competition for retailers in a range of segments and is likely to depress price growth and compress profit margins.

Amazon's initial launch into Australia was arguably overhyped, based on the limited range offered and less significant discounting than consumers and the retail industry were expecting. However, the implications of Amazon's medium and long-term impact on retailers should not be underestimated. The impact may just be more of a gradual accumulation of market share rather than an initial surge as some were anticipating.

Department Stores

Department stores (including discount department stores) have faced structural headwinds at a global level for some time, especially in the United States where department store closures have been significant in the last few years. In Australia, department store closures have been much more resilient to-date, with only limited impact from store closures and space hand backs. Myer announced a further three store closures in September 2017, while the other groups have been less actively shrinking their store numbers. Nevertheless, we are becoming increasingly cautious around the outlook for department stores in Australia and the potential impact it may have on landlords if there were to be consolidation in this segment.

Figure 11: Department Store Share of Total Retail Sales & Retail Sales Index



Source: ABS, United States Census Bureau, JLL Research

In the US, department stores now account for just 3.4% of total retail sales (as of December 2017), compared with 5.9% in Australia. Total department store sales in Australia have been relatively stable since 2009, compared with a persistent decline in the US since 1997.

Retail sales growth for department stores in Australia has remained subdued despite revised business strategies and management restructures. Kmart has been the exception, having grown sales and market share substantially in the last few years and continuing to expand their store network. Department stores are generally trying to work out how to reverse the structural decline of the sector via a number of strategies:

1) Improve the product range and merchandise to make it more appealing to customers and millennials in particular;
2) Improve the in-store environment by investing in store refurbishments;
3) Improve the customer service experience; and

4) Grow online distribution channels.

The optimal scenario for owners is if these revised business strategies begin to gain traction and improve sales and profitability. The realistic scenario is that store network rationalisation and space handbacks will continue to occur in the least profitable locations as leases expire. The downside risk scenario is if there is consolidation in the sector or if one of the five department store chains (Myer, David Jones, Kmart, Target or Big W) were to close or go into voluntary administration.

Kmart is likely to continue to expand its store network via store conversions and new store commitments. David Jones has pre-committed to three new stores, but expansion is likely to be fairly limited beyond those commitments. Myer and Target are likely to continue to rationalise their store networks, with potential for some contraction from Big W as well, as leases expire.

Long lease terms clearly provide some buffer for landlords in the case of controlled rationalisation, but in the event of further deterioration in trading conditions and if one department store chain were to close, there would be some vacancy risk for landlords. The competitive landscape for department stores could change substantially given the sales trajectory, with the potential for new or revised business strategies and the potential for a business sale or takeover.

Co-working & Retail

A trend not recently evident within the Australian retail landscape is the significant increase in co-working use within retail, as has been witnessed within the United States market. In a report prepared by JLL[5], a study of 75 locations making up over one million square feet (over 93,000 square metres) including existing and proposed co-working locations was undertaken. The study identified that co-working presents a viable solution for vacant retail space by decreasing vacancy and driving additional foot traffic with a guaranteed daytime population. Added foot traffic may also help revitalise the centre and attract new retail tenants.

The report also found Co-working spaces target mid- to top-tier retail properties in areas with above average household income and significant walkability. Given current expansion plans, the report predicted that co-working space in retail properties will grow at a rate of 25.0 percent annually through 2023 and reach approximately 3.4 million square feet (~316,000 square metres).

While we are yet to see this type of growth in co-working within retail use within Australia, recent significant growth of the WeWork footprint could reflect an appetite for this trend to occur.

6.3 Retail Supply

We have provided below observations on the existing and proposed supply within and surrounding the Hornsby Town Centre.

Existing Supply

The existing retail supply in the Hornsby Town Centre is predominately located within and surrounding the Westfield shopping centre, situated on the eastern side of the rail line. As shown from the Employment Land Use Survey, we have identified that there is ~132,000 square metres of retail GFA, reflecting around 47.9% of the total floor area and the most predominant use in the town centre.

Hornsby Town Centre benefits from the Westfield Town Centre, accommodating 292 stores including three supermarkets and two department stores. The remainder of the tenancies in the precinct are mixed but are generally of a local population serving nature and include real estate agents, banks, eateries, medical suites, and dry cleaners, amongst other uses.

Localised Supply

In terms of nearby competing supply for the Hornsby Town Centre, the main competition comes from large centres also with population serving uses, including Chatswood and Gordon.

In deriving future localised supply, we have used Cordell's construction project activity database to determine the current forecasted supply of commercial space within the Hornsby and Ku-ring-gai local government areas.

[5] Can coworking work at the mall? A first-ever study of coworking in retail properties (August 2018)

A definitional separation between office and retail space is difficult, particularly during the planning and construction phases, as such we have had reference to both, however, have attempted to only include space which would fit the general retail / support office characteristic. The table below summarises the proposed future supply within both the Hornsby and Kur-ring-gai LGAs by suburb and year. This analysis has excluded any project defined as "Abandoned", "Deferred" or "No further info available".

Table 15: Total Localised Commercial Supply, Hornsby and Ku-ring-gai Local Government Area

Suburb	2019	2020	2021	2022	2023	2024	2025	2026	Total
Cheltenham	210	0	0	0	0	0	0	0	210
Epping	625	0	0	0	0	0	0	0	625
Gordon	0	882	330	0	0	0	0	0	1,212
Hornsby	0	0	0	3,574	0	0	0	5,183	8,757
Lindfield	0	0	384	395	550	0	0	0	1,329
Normanhurst	920	0	0	0	0	0	0	0	920
Pymble	0	100	100	0	0	0	0	0	200
Thornleigh	0	0	605	0	0	0	893	0	1,498
Turramurra	814	0	0	0	100	0	0	0	914
Wahroonga	6,402	176	0	0	0	0	0	0	6,578
Waitara	6,972	0	0	0	0	0	0	0	6,972
Total	15,943	1,158	1,419	3,969	650	0	893	5,183	29,215

Source: JLL & Cordell Connect, as of August 2019

We note all the above-mentioned commercial space is to be provided in conjunction with another use, in the majority of cases residential apartment developments, except for a two-storey BMW vehicle dealership at 56-62 Pacific Highway, Waitara. The vast majority of commercial space is expected to be supplied in Hornsby, Waitara and Wahroonga (76%).

The Hornsby supply is proposed in three major developments. In 2022, this includes '94- 98 George Street' proposing 76 apartments and commercial space as well as some ancillary retail, and 'The 'Walk', a mixed-use development at 228-234 Pacific Hwy comprising of 35 apartments, two levels of commercial space and ancillary retail. The third project, "Hornsby West Development, proposes the development of an 11 and 21 storey mixed-use towers with 231 apartments, a supermarket, office space and retail. The is currently under determination by Council and is expected to be delivered in 2026.[6]

Broader Supply

We have also had consideration to the supply of larger retail not just within the immediate area but more broadly. We have sourced this through our retail supply database, which tracks larger retail supply in metropolitan Sydney. Highlighted below are projects within an approximate 20-minute drive time from Hornsby railway station which fall within any of the following categories; Regional Retail, Sub-Regional Retail, Neighbourhood Retail and Other Retail (those that do not fit into traditional categories) but excludes Large Format Retail (Bulky Goods).

[6] As of December 2019

Table 16: Large Retail Supply within 20-minute Drive of Hornsby Railway Station

Building Name	Address	Suburb	Sub Sector	Project Type	Year	Develop Stage	Total GLA (m2)	Space Available (m2)
	488-494 Old North Road	Dural	Neighbourhood	New	2021	Plans Submitted	2,302	2,302
Cherrybrook Village	41-47 Shepherds Drive	Cherrybrook	Neighbourhood	Refurb-Extension	2021	Project On Hold	15,917	4,403
Castle Towers	1 Castle Street	Castle Hill	Regional	Refurb-Extension	2021	Under Construction	80,375	80,375
Total							98,594	87,080

Source: JLL Research, as of Q2 2019

We note that while there are a few projects within a 20-minute drive time, they have varying impact on the Hornsby retail market. The impact of additional retail to surrounding areas is reflective of a sliding scale similar to the retail hierarchy. That is, the higher the hierarchy (e.g., regional centre), the greater the impact to the surrounding area, although this impact has traditionally been mainly to other higher order centres.

That considered, the extension of Castle Towers would arguably have the largest impact due to both its pull as a regional centre, as well as its proximity.

6.4 Hornsby Town Centre Observations

Provided below are observations on the Hornsby Town Centre as it relates to the retail market.

SWOT Analysis

Provided below is our SWOT analysis for retail uses within the Hornsby Town Centre.

Table 17: SWOT Analysis for Retail Uses with Hornsby Town Centre

Strengths	Weaknesses
• Westfield Hornsby is the 9th largest shopping centre in Sydney, providing a significant demand generator for retail within the town centre. • Proximity to public transport – rail and bus. • Strong retail spending catchment. • Despite significant quantum of retail space, benefits from low vacancy (~3%).	• The centre is split by the railway line with poor walking access. • The vast majority of the retail floor space (~68%) is within the Westfield, while this provides a significant demand generator for the town centre, this demand is mostly contained within the Westfield shopping centre.
Opportunities	**Threats**
• Opportunity to open up the Westfield shopping centre to better integrate with the rest of the town centre. • New mixed-use development within the town centre will provide opportunity for new retail spaces, as well as support an increase in demand for retail uses within the town centre. • Through the land use survey, we observed anecdotal evidence that demand may exist for a supermarket on the western side of the town centre.	• Competition from very significant retail centres which are able to pull from large catchments e.g., shopping centres at Chatswood, Macquarie Park & Castle Hill.

Source: JLL

7 Residential Market in Context

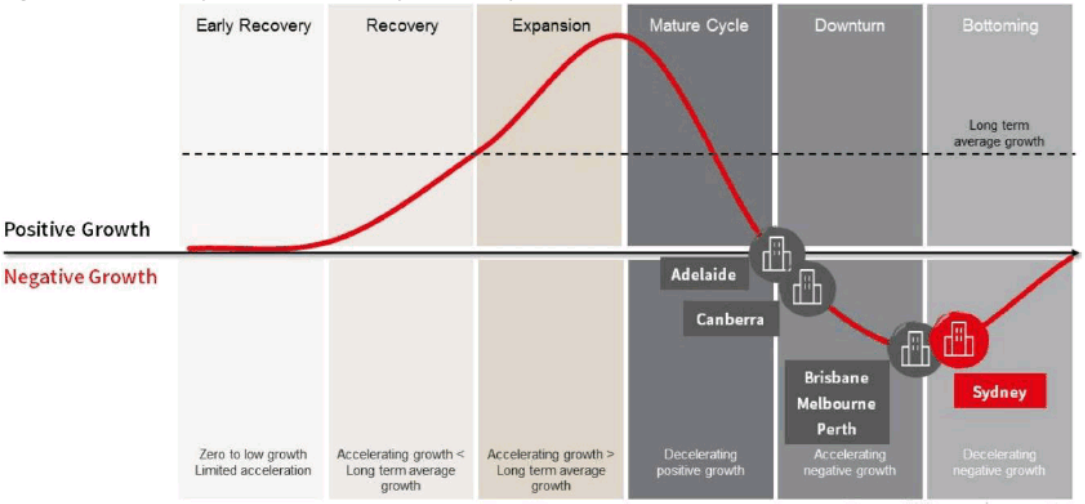
The objective of this section is to provide guidance on the opportunity and challenges associated to residential uses within the Hornsby Town Centre. Ultimately, this section looks at providing an insight into the broader Sydney residential market, as well as the specific Hornsby residential market. The analysis provided within this section was undertaken in **December 2019.**

7.1 Sydney Residential Market Overview

Sydney's apartment market appears to have passed a trough. Overall, demand remains moderate, but indicators clearly show sentiment and market activity have picked up in recent months and demand should continue to improve over the next 12 months. A series of interest rate cuts, as well as a fear of missing out as prices recover, will encourage more buyers into the existing market. In turn, this will result in increased listings as vendor confidence improves, which should slow the recent growth witnessed in existing apartment prices. However, new apartment demand is unlikely to rebound as strongly. Because both domestic and foreign investor demand is likely to remain more muted than owner-occupier demand.

The JLL house-view is that Sydney's apartment market is currently experiencing decelerating negative growth, being a characteristic of the 'Bottoming' stage of the property cycle as shown in Figure 12 below.

Figure 12: Australian Apartment Market – Capital Value Cycle



Source: JLL Research, as of Q3 2019

Current Demand Observations

Sydney housing demand was very weak through 2018 and the first half of 2019. Nevertheless, market sentiment and activity has clearly picked up since mid-2019., on the back of lower interest rates and easier credit conditions. This improvement is likely to continue over the medium-term, suggesting demand has passed a trough.

This recent improvement is supported by auction clearance rates picking up significantly in the existing housing market since the Federal election and by the return positive monthly apartment price growth since June. Nevertheless, as vendor confidence improves in response to buyers returning to the market, more properties are likely to be listed, which may see clearance rates and price growth moderate.

Similarly, housing finance approvals have significantly fallen the past year, but have recovered somewhat in recent months. Financing commitments for all owner-occupiers in NSW declined by 13.8% over the 12 months to August 2019 but have grown over the past three consecutive months. First homebuyer demand has been more resilient, only falling 1.6% over the past year and has now growth for five consecutive months to August.

In contrast, annual demand from investors has continued to fall, with ABS data showing the value of investor loans dropping by 28.4% over the 12 months to August 2019. We do expect investor demand to also recover over the next 12 months in response to lower interest rates and an easing of credit conditions, but not to the extent of owner occupier demand. Further, foreign investment demand is likely to remain muted over the medium term. This more subdued outlook for investor demand is likely to keep new apartment sales rates moderate in the short-term.

7.2 Understanding the Supply Context

The objective of this section is to provide an overview of the potential supply mooted for Hornsby Town Centre and the broader locality.

A key determinant of demand is the amount of competing supply. While Hornsby Town Centre has attributes that support take-up of medium and higher density residential product, we note it will necessarily compete with localities in close proximity.

Historic Residential Supply in the Hornsby and Ku-ring-gai Local Government Areas

Hornsby Town Centre sits within the local government area of Hornsby, in proximity of the border of Ku-ring-gai LGA. As such we have utilised both LGAs to understand the supply surrounding. We have had reference to the NSW Government's Housing Monitor Reports, which monitor approvals and completions for each LGA across the Greater Sydney region. Our analysis has only focussed on multi-unit product. The monitor also contains information on:

- the total number of dwellings approved and completed
- where dwellings are being approved and built
- the types of dwelling that are being built
- land available for future housing development

The table and figure below illustrates the trend in annual building approvals and net completions over the last five years for both The Hornsby and Ku-ring-gai LGAs. The annual numbers show relatively strong approvals over the last five years, especially in the two-year period between 2015 and 2016 in Hornsby LGA. In both LGAs, multi-unit dwelling approvals fell. Hornsby LGA dwelling approvals fell by 55% between FY17 & FY18 to 469 multi-unit dwellings while Ku-ring-gai LGA approvals fell by 27% to 717 multi-unit dwellings. The growth in multi-unit dwelling approvals within the LGA has been a trend since the 2010s, as between 2013-2017 multi-unit approvals have been above 500 dwellings each year, whereas prior to this there was an annual average of 367 units in Hornsby LGA and 301 in Ku-ring-gai LGA (between 1992 and 2012). Over the last five years, Hornsby LGA had a significantly greater number of approvals than Ku-ring-gai LGA. Hornsby's five-year average for multi-unit dwellings (1,324) was 74% larger than the annual average of Ku-ring-gai LGA (760). In 2016, a total of 3,017 units were approved across both LGAs, reflecting the highest annual approval recorded over the last five years.

Total completions data within both LGAs for 2018 reached 1,289, a 30% decrease from 2017. This completion rate is expected to increase in the next few years as strong approvals in previous periods come to completion.

Table 18: Residential Development Activity in Hornsby LGA, 2014-2018

Financial Year	Approvals	Annual Change	Completions	Annual Change
2014	811		67	
2015	2,140	164%	358	434%
2016	2,147	0%	1,173	228%
2017	1,053	-51%	966	-18%
2018	469	-55%	645	-33%
Five Year Average	1,324		642	

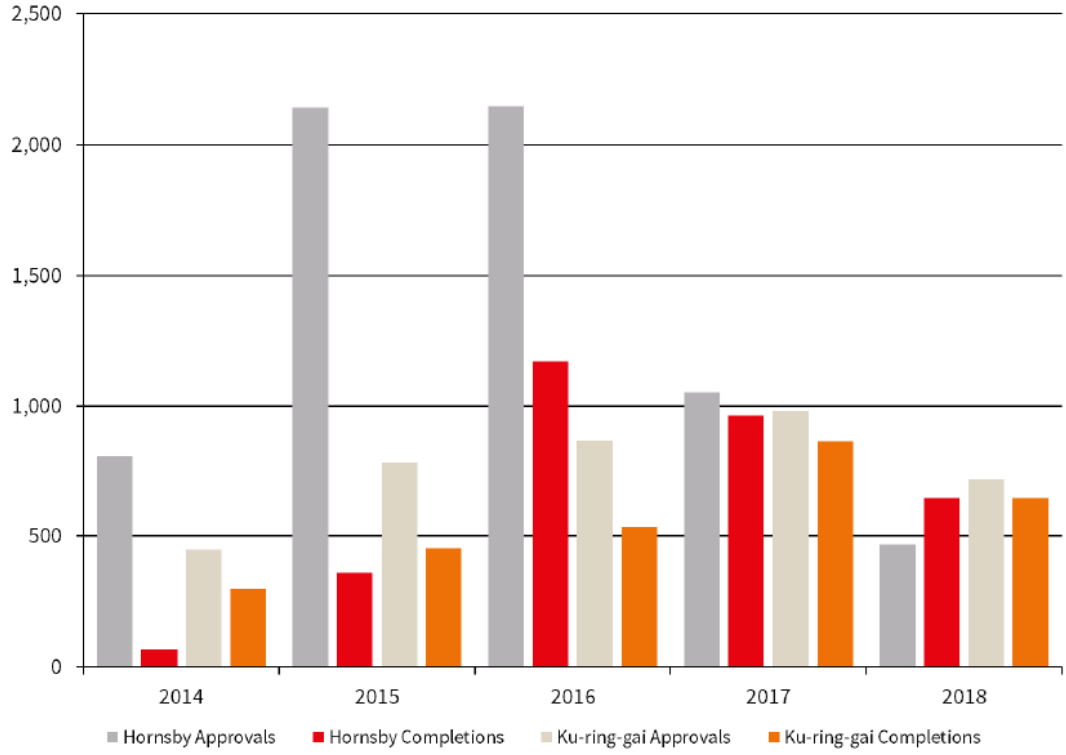
Source: NSW Government, Housing Monitor Reports, ABS

Table 19: Residential Development Activity in Ku-ring-gai LGA, 2014-2018

Financial Year	Approvals	Annual Change	Completions	Annual Change
2014	447		297	
2015	786	76%	453	53%
2016	870	11%	534	18%
2017	984	13%	865	62%
2018	715	-27%	644	-26%
Five Year Average	760		559	

Source: NSW Government, Housing Monitor Reports, ABS

Figure 13: Hornsby and Ku-ring-gai LGA Dwelling Approvals and Completions, 2014-2018



Source: NSW Government, Housing Monitor Reports, ABS

Hornsby and Ku-ring-gai Local Government Areas Specific Supply

In deriving future localised supply, we have used Cordell's construction project activity database to determine the current forecasted supply of residential apartments within the Hornsby and Ku-ring-gai LGAs. The table below summarises the proposed future supply by suburb and year. This analysis has excluded any project defined as "Abandoned", "Deferred" or "No further info available".

Table 20: Total Localised Residential Supply, Hornsby and Ku-ring-gai LGA by Suburb and Year

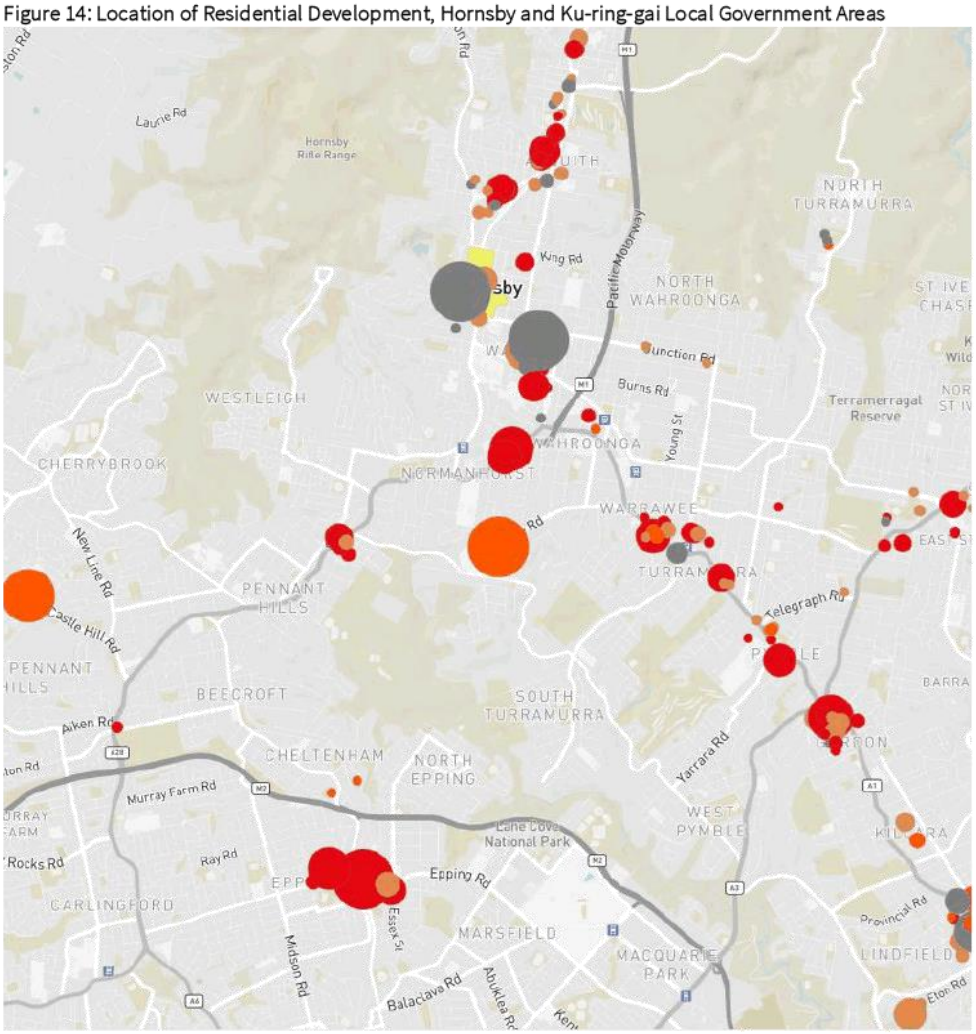
Suburb	2019	2020	2021	2022	2023	2024	2025	2026	Total
Asquith	488	67	137	52	0	0	0	0	744
Cheltenham	0	0	7	5	0	0	0	0	12
Cherrybrook	0	0	0	172	0	0	0	0	172
Epping	287	168	153	0	0	0	0	0	608
Gordon	57	211	149	0	70	0	0	0	487
Hornsby	82	25	26	139	0	0	0	231	503
Killara	0	0	87	0	0	0	0	0	87
Lindfield	46	74	114	404	0	70	0	0	708
Mount Colah	0	81	118	0	14	0	0	0	213
Normanhurst	137	0	101	0	0	0	0	0	238
Pymble	0	61	113	0	21	0	0	0	195
Roseville	0	20	7	40	66	0	0	0	133
Roseville Chase	0	5	0	0	0	0	0	0	5
St Ives	160	15	33	0	0	0	0	0	208
Thornleigh	36	29	84	0	0	0	79	0	228
Turramurra	150	157	11	68	82	0	0	0	468
Turramurra North	0	3	4	4	0	0	0	0	11
Wahroonga	37	176	30	200	0	0	0	0	443
Waitara	40	56	0	117	200	0	0	0	413
Warrawee	27	12	35	0	0	0	0	0	74
West Pennant Hills	19	0	0	0	0	0	0	0	19
Total	1,566	1,160	1,209	1,201	453	70	79	231	5,969

Source: JLL & Cordell Connect, as of August 2019

The majority of residential apartments is expected to be supplied in Lindfield, Asquith and Epping (35%). These three suburbs also dominate large projects, with fourteen of the 35 projects above 50 apartments are within these three suburbs. Across the 149 projects reviewed the average size is 40 apartments per project, however, this is skewed with a few larger projects, as the median project size is only 18 apartments.

The below figure identifies the approximate location of these sites. This figure further emphasises the clustering of proposed development around Lindfield, Asquith and Epping.

Figure 14: Location of Residential Development, Hornsby and Ku-ring-gai Local Government Areas



Project Stage

- Construction / Contract Let
- Development Approval
- Development Application
- Early Planning

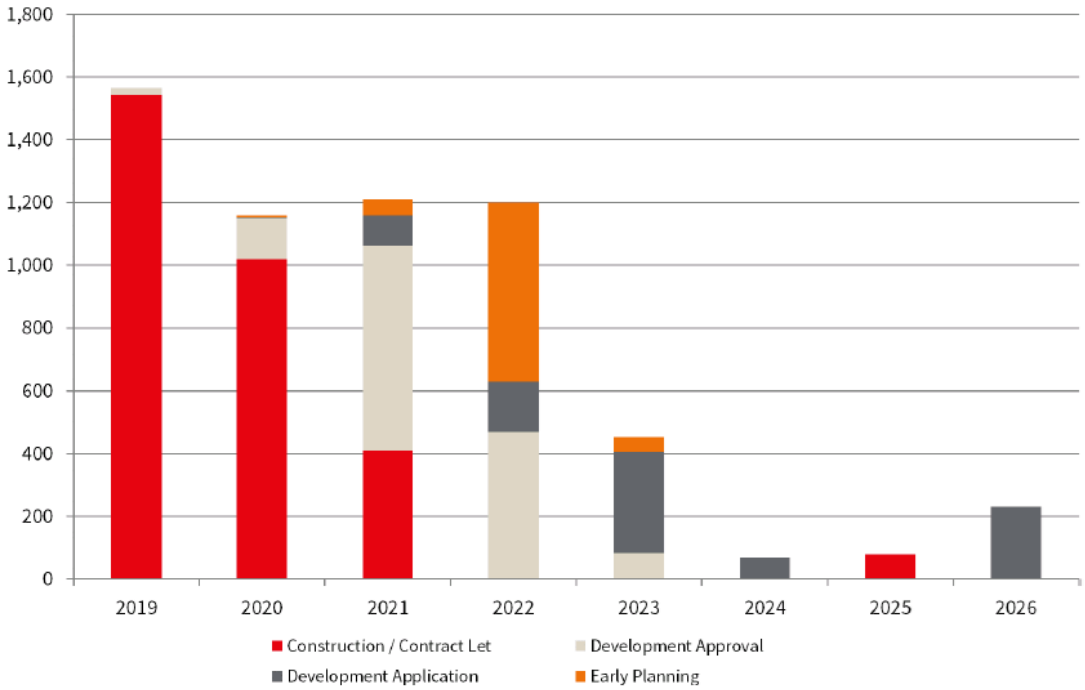
Units

- > 200
- 150
- 100
- 60
- < 10

Source: MapIT

The figure below provides an overview of the anticipated development pipeline broken down by project stage and estimated completion year. The below reveals a significant number of apartments have a relatively high probability of being realised (under construction or approved developments) at 4,409 units, representing 74% of the total supply. Above half of these (2,716 units) are expected for 2019 and 2020.

Figure 15: Total Localised Residential Supply, Hornsby and Ku-ring-gai LGAs by Project Stage and Year



Source: Cordell Connect

Implications of Competing Supply – The Town Centre's Share

The significant supply within and broader to the locality may require the precinct to attract demand from 'competing' areas, especially with the current context of a cooling residential market.

7.3 Hornsby Town Centre Observations

Provided below are observations on the Hornsby Town Centre as it relates to the residential market.

Opportunities and Challenges

In order to understand the opportunities and challenges within the Hornsby Town Centre we have attempted to gain an appreciation to the level of demand for residential. Key to understanding the demand for residential within a precinct is the ability of that precinct to meet the requirements of a residential population.

Mechanism to Assess Opportunities and Challenges

The below table utilises the Urban Development Institute of Australia's (UDIA) "Building Up" report. This report included a Centre's Health Check which contained a number of performance criteria which locations can be measured against. Each performance criteria have been given a value (10, 5 and 0) to enable a "health" score to be given. The table below provides details on each criterion and their values; we have had consideration to these criteria in performing our assessment.

Table 21: Centre's Health Check Criteria (UDIA)

Transport/Access	10	5	0
Train Station/Tram Stop	Major interchange with regular service.	Non-major station but with regular service	No station or station with no regular service

Bus	Bus interchange with regular service	Regular bus service	Little or no service
Major Roads	Access to motorway or toll road within 1km	Close to major arterial roads within 1-2kms	More than 2kms to arterial road
Car parking	On-street and multi-level council car parking	On-street plus major shopping centre parking	Only on-street parking or no parking opportunities.
Land Use	10	5	0
Housing Diversity	More than three types of housing	Only two types of housing	One predominant type of housing
Access to Employment	High – within town centre	Medium – no more than 1km from town centre	Low – further than 1km from town centre
Current Density	Medium to high density population	Medium density	Low density
Land Use Diversity	Good mix of residential, commercial, retail, and civic	Predominance of only two uses or activities	Predominance of only one use or activity
Urban Amenity	10	5	0
Community Infrastructure	High	Medium	Low
Safety	Very safe – natural surveillance through constant activity during and after usual business hours	Safe – natural surveillance through constant activity during business hours	Unsafe – little activity and natural surveillance
Retail Offering	High – shopping centre within 1km or vibrant and active main street (minimal vacancies)	Medium – Active main street with less than 10% vacancy	Low – Main Street with more than 10% vacancy
Open Space	High – up to 25% of town centre land use	Sufficient - less than 20% of town centre land use	No open space in the centre
Walkability and Connectivity	High	Medium	Low
Public Domain	High quality – highly utilised and accessible	Good quality – good access and utilisation	Poor quality – under utilised
Renewal Potential	10	5	0
Infrastructure Contributions	Less than $5,000	Between $5,000 to $15,000	More than $15,000+
Proactive Controls	Flexible planning controls	Marginally flexible planning controls	Inflexible planning controls
Large Land Holdings	High availability – over 50% of the town centre	Medium availability – up to 50% of the town centre	Little to no availability – up to 25% of the town centre
Land Values	Low	Medium	High

Source: UDIA BuildingUp report

Assessment of Hornsby Town Centre

In arriving to our assessment of the Hornsby Town Centre we have utilised the UDIA Centre's Health check above, providing an assessment of each key component below. We have utilised a scale of "Above Average", "Average" and "Below Average" which aligns to the table above. In using this scale we have considered them in a metropolitan Sydney centre context.

Table 22: Residential Assessment of Hornsby Town Centre

Characteristic	Hornsby Town Centre
Transport/Access	
Train Station/Tram Stop	Above Average
Bus	Average
Major Roads	Above Average
Car parking	Average
Land Use	
Housing Diversity	Average
Access to Employment	Average
Current Density	Above Average
Land Use Diversity	Above Average
Urban Amenity	
Community Infrastructure	Average
Safety	Above Average
Retail Offering	Above Average
Open Space	Below Average
Walkability and Connectivity	Below Average
Public Domain	Below Average
Renewal Potential	
Infrastructure Contributions	Below Average
Proactive Controls	Below Average
Large Land Holdings	Below Average
Land Values	Below Average

Source: UDIA BuildingUp report, JLL

The table above highlights the existing demand within the Hornsby Town Centre for residential. We note the above provides only a guide, especially as we consider through redevelopments some of these criteria are met and/or improved.

SWOT Analysis

Provided below is our SWOT analysis for residential uses within the Hornsby Town Centre.

Table 23: SWOT Analysis for Residential Uses with Hornsby Town Centre

Strengths	Weaknesses
• Proximity to public transport – rail and bus. • Proximity to a major railway station provides access to the south-east (toward the CBD), south (toward Strathfield) and north (toward the Central Coast). • Proximity to several schools. • Significant retail options.	• Value in existing improvements is relatively high, which can challenge development potential. • Limited existing activation and night-time economy. • Limited track record of previous residential or mixed-use development within the town centre.
Opportunities	**Threats**
• Opportunity to revitalise the centre through mixed-use development. • Strong demand in nearby areas e.g., Waitara, suggests demand should exist if controls that are provided which enable feasibility.	• Supply proposed within close proximity to the town centre is relatively significant. • The JLL house-view is that Sydney's apartment market is currently experiencing decelerating negative growth, being a characteristic of the 'Bottoming' stage of the property cycle, as such, a risk for residential development exists in the short to medium term.

Source: JLL

8 Preliminary 'Tipping Point' Analysis

The purpose of this section is to undertake preliminary analysis to understand 'as is' value for a selection of building typologies within the Hornsby Town Centre and compare this to redevelopment value in order to understand the point in which financial viability is reached which justifies development / redevelopment of landholdings. This 'tipping point' analysis was undertaken in **November 2019**, and as such should be recognised as an assessment as of that date.

8.1 Definitions

We have provided below the key definitions relating to tipping point / feasibility analysis.

Market Value Definition (All Values)

'Market' value is the estimated amount for which an asset or liability should exchange between a willing buyer and a willing seller in an arm's length transaction after proper marketing and where the parties had acted knowledgeably, prudently and without compulsion.

'As Is' Value

The 'as is' value relates to the value of the properties current use or allowable use – it does not account for development upside that is outside of the current planning controls. This value has generally been derived by the direct comparison approach – where primary reference has been transactions that have occurred without an apparent development premium.

Premium to 'As Is' Value to Enable Amalgamation

As applicable the 'as is' value needs to make an assumption about the premium that a developer may have to pay to amalgamate a site from its current owners.

For the amalgamation of properties to occur, theoretically if a sum $1 more of 'as is' plus all relevant transaction costs (i.e. buying, selling and moving costs) is offered it would be accepted. In practice much greater premium can be required – with the premium being impacted by vendor motivations and intentions amongst other factors.

Development Value

The development value accounts for uplift based on planning controls or proposed controls. The assessment of a development value can be undertaken by using either the Residual Land Value or the Direct Comparison methods, as appropriate.

1. *Residual Land Value (RLV)*

   This method measures the price that a developer could afford to pay for the development site after making appropriate allowances for holding charges, development costs, transaction costs, etc. and a reasonable profit on the venture after taking into account the risks involved.

2. *Direct Comparison*

   Direct comparison analyses recent sales and compares these to the subject. Adjustments are made for differences such as development certainty, topography, location, size and area to determine the value of the subject.

Viability ('Tipping Point') Assessment

Viability is assessed for a site by comparing the development value to the site value 'as is'. To be viable the development value must be equal or be greater than the 'as is' value (including an acquisition premium that incentivises the land owner to divest the asset). This is the 'tipping point' where development becomes viable.

Our feasibility scale is as follows:

Table 24: Feasibility Scale (Tipping Point)

	Not Viable	Marginal	Viable
Measurement	'As is' value exceeds the Development value.	Development value and 'as is' value are similar.	Development value exceeds the 'as is' value.
Description	If the development was to be undertaken, it would result in a financial loss assuming the landholding could be purchased at the 'as is' value (plus appropriate premium).	If the development was to be undertaken, it shows marginal viability assuming the landholding could be purchased at the 'as is' value (plus appropriate premium).	If the development was to be undertaken, it would result in a risk adjusted profit assuming the landholding could be purchased at the 'as is' value (plus appropriate premium). There is, however, still risk that the project could make a loss if certain assumptions were to vary.

8.2 Methodology

Provided below are the steps undertaken for the preliminary tipping point analysis.

Site Selection and As Is Assessment

The first step of the assessment is to select sites for testing. In selecting our sites we have attempted to gather a good cross section of built forms with varying challenges / opportunities. We have also tested a site from each of the defined precincts (as identified in section 1.4) with the exception of the Civic Precinct due to its heritage constraints.

Once sites are selected, we derive an 'as is' value, relating to the value of the properties current use or allowable use. This value has generally been derived by the direct comparison approach – where primary reference has been transactions that have occurred without an apparent development premium.

Estimate Appropriate Acquisition Premium

As identified earlier, for the amalgamation of properties to occur, theoretically if a sum $1 more of 'as is' plus all relevant transaction costs (i.e. buying, selling and moving costs) is offered it would be accepted, however, in practice much greater premium can be required.

We have undertaken research and discussions with various operators which have witnessed this premium and have determined this range varies significantly based on expectations, property type, amongst other factors. We have, based on this research, derived the below tabled acquisition premiums, we have provided a range for this premium by broad property type. We believe this range reflects an appropriate premium to see the turnover and redevelopment of properties in the short to medium term.

Table 25: Acquisition Premium

	Acquisition Premium		
	Low	Mid	High
Residential Apartments	30%	50%	70%
Non-residential Strata	25%	40%	55%
Non-residential Freehold	20%	30%	40%

Development Values

We have researched development site sales within and surrounding the precinct. Based on our analysis we have assessed the following range in development values per square metre of gross floor area. We have applied the mid-point for residential development and applied whichever is the applicable rate for the non-residential component.

Table 26: Residential Development Value ($/sqm of GFA)

	Low	High	Mid-Point
Residential $/sqm	$1,600	$2,100	$1,850

Source: JLL

Table 27: Non-Residential Development Value ($/sqm of GFA)

Area		$/sqm GFA
From	To	
0.0	500.0	$850
500.0	1,000.0	$700
1,000.0	2,000.0	$600
2,000.0	Or more	$500

Source: JLL

Apply Above to Derive Required FSR

Based on the 'as is' value, acquisition premium and development values we derived the required floor space ratio (FSR) to reach a tipping point for redevelopment. In providing these FSR's we tested what we consider will impact viability most significantly, being, the non-residential component / requirement and the acquisition premium. Provided below is an example of the output and explanation of the variables.

Figure 16: Example Tipping Point Output and Explanation

Assuming a larger acquisition premium is required, increased FSR is required →

Increasing the minimum non-residential requirement, results in an increased total FSR being required ↓

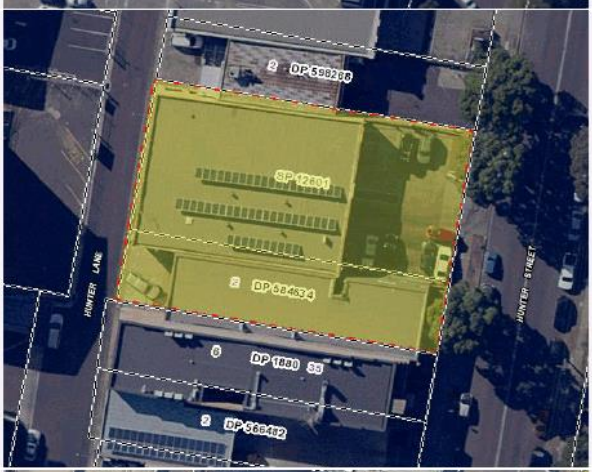
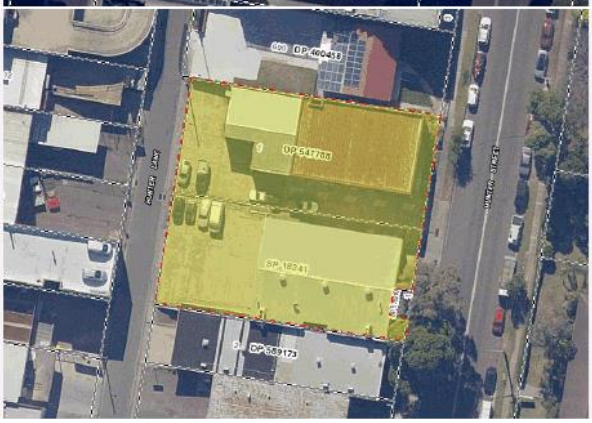
Min non-residential FSR	Acquisition Premium		
	Low	Mid	High
0.25	5.0	5.8	6.5
0.50	5.2	6.0	6.7
0.75	5.4	6.2	6.9
1.00	5.6	6.3	7.1
1.25	5.7	6.5	7.3
1.50	6.0	6.7	7.5
1.75	6.2	6.9	7.7
2.00	6.4	7.1	7.9

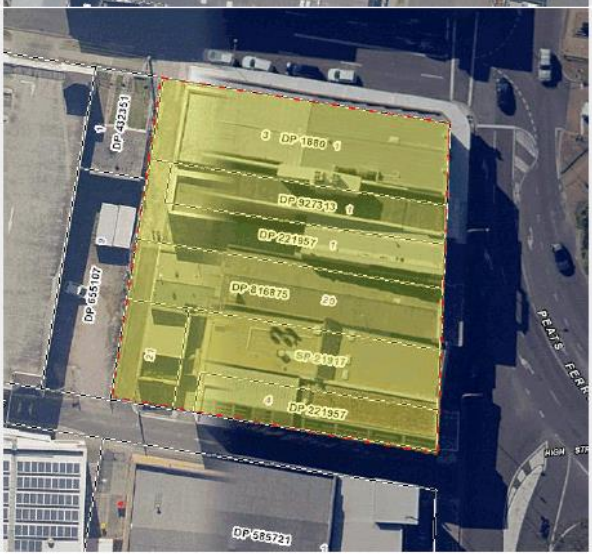
8.3 Sites

We have tested the following redevelopment sites within the Hornsby Town Centre. We note that following our analysis, the precincts identified below were adjusted.

Table 28: Sites Tested

Precinct	Address	Locational Context
Central Precinct	278-288 Peats Ferry Road & 2-18 Coronation Street, Hornsby	

Precinct	Address	Locational Context
Commercial Core Precinct	17-19 Albert Street & 32-34 Florence Street, Hornsby	
Eastern Precinct	65-67 Hunter Street, Hornsby	
North East Precinct	95 & 97 Hunter Street, Hornsby	

Precinct	Address	Locational Context
North West Precinct	45-51 Jersey Street, Hornsby	
Western Heritage Precinct	141-153 Peats Ferry Road & 2C Ashley Lane, Hornsby	

Source: JLL, Sixmaps

8.4 Results

The results of the "tipping point" analysis is provided in the tables below.

Central Precinct

Table 29: Tipping Point – Central Precinct

Min non-residential FSR	Acquisition Premium		
	Low	Mid	High
0.25	7.3	7.9	8.5
0.50	7.5	8.1	8.7
0.75	7.7	8.3	8.9
1.00	7.9	8.5	9.1
1.25	8.0	8.6	9.2
1.50	8.3	8.9	9.5
1.75	8.5	9.1	9.7
2.00	8.7	9.3	9.9

Source: JLL

Commercial Core Precinct

Table 30: Tipping Point – Commercial Core Precinct

Min non-residential FSR	Acquisition Premium		
	Low	Mid	High
0.25	4.8	5.5	6.1
0.50	5.0	5.7	6.3
0.75	5.2	5.9	6.5
1.00	5.4	6.0	6.7
1.25	5.6	6.2	6.9
1.50	5.8	6.4	7.1
1.75	6.0	6.6	7.2
2.00	6.1	6.8	7.4

Source: JLL

Eastern Precinct

Table 31: Tipping Point – Eastern Precinct

Min non-residential FSR	Acquisition Premium		
	Low	Mid	High
0.25	3.5	3.8	4.2
0.50	3.6	4.0	4.3
0.75	3.8	4.2	4.5
1.00	4.0	4.3	4.7
1.25	4.2	4.5	4.9
1.50	4.4	4.8	5.1
1.75	4.6	4.9	5.3
2.00	4.8	5.1	5.5

Source: JLL

North East Precinct

Table 32: Tipping Point – North East Precinct

Min non-residential FSR	Acquisition Premium		
	Low	Mid	High
0.25	1.7	1.9	2.0
0.50	1.9	2.0	2.2
0.75	2.1	2.2	2.4
1.00	2.2	2.4	2.6
1.25	2.5	2.6	2.8
1.50	2.7	2.8	3.0
1.75	2.8	3.0	3.2
2.00	3.0	3.2	3.3

Source: JLL

North West Precinct

Table 33: Tipping Point – North West Precinct

Min non-residential FSR	Acquisition Premium		
	Low	Mid	High
0.25	1.4	1.5	1.6
0.50	1.6	1.7	1.8
0.75	1.7	1.9	2.0
1.00	1.9	2.1	2.2
1.25	2.1	2.3	2.4
1.50	2.3	2.4	2.6
1.75	2.5	2.6	2.8
2.00	2.7	2.8	2.9

Source: JLL

West Heritage Precinct

Table 34: Tipping Point – West Heritage Precinct

Min non-residential FSR	Acquisition Premium		
	Low	Mid	High
0.25	4.4	4.7	5.1
0.50	4.5	4.9	5.3
0.75	4.7	5.1	5.5
1.00	4.9	5.3	5.7
1.25	5.1	5.5	5.9
1.50	5.3	5.7	6.0
1.75	5.5	5.8	6.2
2.00	5.7	6.0	6.4

Source: JLL

8.5 Limitations

We have provided below details on a selection of critical assumptions used within the tipping point / feasibility analysis. Variance from the assumptions will provide different outcomes than those provided in this report. In addition, we note, even a slight adjustment – which may not appear significant – to a number of variables could have a significant cumulative effective on feasibility.

Built Form

For the tipping point analysis we have just identified a total FSR, this was not tested for suitability from an urban design perspective.

Market Conditions

We note real estate markets are dynamic, with the current market conditions being softer than 18 to 24 months prior. As such, we note our assessment is at the dates stated within this report. These dates reflect when relevant market evidence was gathered and analysed and forms the basis of many of the assumptions used in the analysis.

Statutory Contributions

For the 'tipping point' analysis we assumed only existing statutory contributions, therefore any statutory contributions required which are in excess of current contributions (e.g. SIC levy, affordable housing contributions) have not been accounted. For the feasibility analysis, we had a similar assumption although, did account for certain levels of affordable housing as identified in section 9.3.

'As Is' Values

Our process of assessing the 'as is' values is based on reference to the principals of highest and best use which necessarily accounts for 'legally permissible'. Frequently this will align with the use the property is currently being used for. Exception may exist where land has been rezoned with higher controls and the development values are higher than the current use of the property, however, we believe this not to be the case with the properties selected. This process therefore does not account for speculative land purchases.

Acquisition Premium

Within our build-up of the acquisition we have had regard to a potential acquisition premium. This is a cost associated with the assembly of the landholdings to create a development parcel. We note significant variance exists in the evidence informing this premium.

Additional Limitations and Risks

Other potential limitations and risks to this analysis include:

- This analysis has, at times, assumed the sum of a number of landholdings, in order to have an estimated yield. The site might not get developed in this way which will have implications to feasibility.
- Any site specific limitations to development and/or cost additions, including; heritage, remediation, etc.
- The potential for particular property owners to not be willing to take part in the redevelopment of their site, this could include a non-financial overlay and as such, adjustments in the market over-time may not resolve this issue
- Sensitivity to 'as is' values identified, requires valuation of each asset. It is often difficult to distinguish assets that have been purchased for development intent versus those that have been purchased for current use
- Higher construction costs: our development values assume typical construction costs and although represent a reasonable assumption, they could vary significantly for specific sites
- Sites purchased / optioned well in excess of a "reasonable" premium beyond the "as is" value, resulting in:
  - Delayed redevelopment of the sites, as options will need to expire and over time sites are developed when pricing meets owner's expectations
  - Financial loss to investors / developers

9 Feasibility Analysis

The objective of this section is to test the feasibility of a number of sites within the Hornsby Town Centre under various assumptions to compare to 'as is' value inclusive of an acquisition premium to redevelopment value. This feasibility testing has been conducted with consideration to varying levels of affordable housing contributions, which we've then identified the impact of this to the residual land value (RLV), as well as, the required increase in residential FSR to enable to same RLV as the scenario with no affordable housing contribution. This feasibility exercise was undertaken in **November 2019**, and as such should be recognised as an assessment as of that date.

9.1 Definitions

The key definitions relating to the feasibility / tipping point analysis are provided within section 8.1 above.

9.2 Methodology

In undertaking our analysis we have had reference to the following two approaches:

- Residual Land Value (Development Feasibility) as our primary method, and
- Direct comparison approach which utilises comparable development site sales, as a check.

Details on these two approaches are provided below.

Residual Land Value (Development Feasibility)

Our assessments of value have been undertaken through a Discounted Cashflow method, utilising Estate Master Software.

Gross Realisation – 'As If Complete'

There are a large number of key variables involved in achieving sale prices into the future. In particular the marketing of the project is vital to its overall success and in this regard issues such as promotion budgets, target markets and timing of the project may prove significant.

Whilst the marketing variable can to some degree be formulated and assessed, external factors such as economic conditions and real estate markets are more difficult to quantify.

In determining our gross realisations, we have had particular regard to the potential type of product to be developed, including quality of finish, surrounding competition, as well as market forces which will affect both our potential sale prices and take-up rates.

We have assessed the gross realisations of the 'As If Complete' scenarios based on a number of assumptions. The assessment of these scenarios is obviously difficult given that we are working on hypothetical scenarios; however, we have had regard to significant amounts of recent evidence and we advise that our gross realisation assessments herein are GST inclusive for residential and GST exclusive for other property types.

Feasibility Model Inputs

In determining our gross realisation, we have used a series of modelling inputs that have been adjusted for the sites to allow for individual characteristics and include considerations relating to:

- Sale Rate;
- Timing;
- Construction Costs;
- Interest Costs; and
- Selling Costs.

In addition, we have allowed for a development profit and financial return that is appropriate.

Profit & Risk Allowance

The profit and risk factor is one of the most subjective elements in feasibility calculations. Effectively it quantifies the risk/return a developer is willing to subject themselves to. In determining a profit margin, a developer would expect for the development, we have taken into account the size, nature and status of construction of the development, time frame of construction, and gross realisation calculation.

The determination of the profit margin is a difficult process, especially in the course of providing an objective evaluation of a proposed development. Influences on such rates of return are many and varied, with the pertinent factors summarised as follows:-

- The nature of the proposed development including, amongst others, the specific market segment the end-product is targeting, demand and supply trends in that market and the size and scale of the development;
- Degree of confidence in the end-user market which encompasses the pricing of the end-product to meet the market, the timing of the sales on completion and the costs associated with the project;
- The likelihood of potential problems during construction with issues including and not limited to cost overruns, industrial disputes, adverse weather conditions and adequate management;
- Rates of return currently available on less risky, alternative investments;
- The timing of the development, particularly in relation to development margins, which are not annual returns but represent overall returns over the whole period;
- The inclusion of adequate contingencies in the development costs which form part of the evaluation;
- The reasonableness of input assumptions made in respect to issues such as construction costs, cost of funds and timing of costs and revenues; and the specific financial position and return criteria of the developer. Depending on factors such as the cost structure of the developer, its taxation position, its capacity to negotiate building contracts effectively and its on-site management style which should ensure an efficient development process, the requisite rates of return can vary accordingly.

Industry standard is typically benched to 20% return on costs of the project with adjustments than made either side for risk. However, it depends greatly on the appetite of specific developers. The heated residential market experienced over the past couple of years has seen many developers, mainly foreign, lower this standard rate, often a reflection of finance source (whereas local banks typically require testing at or near 20%).

Given the high level nature of our assumptions we have used this industry standard of 20% return on costs.

Direct Comparison

The direct comparison approach has been used as a check on the development feasibility.

The direct comparison method analyses recent development site sales and compares these to the subject. Adjustments are made for differences such as development certainty, topography, location, size and area to determine the value of the subject. In all scenarios we have assumed the landholding is zoned but does not have development approval.

9.3 Scenarios

In undertaking our feasibility analysis, we have tested each site under three scenarios.

Base Case – No Affordable Housing

The first scenario assumes no affordable housing component is provided. This was tested to understand a base level of feasibility.

Scenario 1 – 5% Affordable Housing

The first scenario tested the resulting residual land value when accounting for 5% affordable housing provision (of the residential floor area). Our feasibility has assumed these areas are gifted (provided in-kind) to Council i.e. generate no revenue to the developer. Keeping all other factors as constant, we then adjusted the residential FSR for each site to derive the level of residential FSR required with the affordable housing component to result in the same level of residual land value as the Base Case.

Scenario 2 – 10% Affordable Housing

The second scenario is the same as the first with the only exception of assuming a 10% affordable housing provision.

9.4 Inputs and Assumptions

Provided below are the various inputs and assumptions informing our feasibility analysis.

Built Form

The analysis was undertaken using residential and non-residential FSR's for each site. These FSR's were broadly agreed by the project team as having merit based on some initial 'tipping point' analysis undertaken, as well as, consideration to urban design principles and Council objectives.

The analysis has assumed the total proposed FSR is achievable for each tested site. The methodology broadly assumes a podium with apartment tower built form, should an alternative built form be applied alternative results are likely.

We have applied an assumed efficiency of 90% to convert GFA to NSA for the residential component and 95% for the non-residential components.

Unit Mix

We have had consideration to surrounding market demand, informed by currently marketed projects and discussions with local agents. Based on this research we have adopted the following mix and sizes (sizes reflect net saleable areas):

- **1 bedroom** – 30% and 55 square metres
- **2 bedrooms** – 50% and 80 square metres
- **3 bedrooms** – 20% and 100 square metres

Car Parking

In terms of deriving parking requirement we have had reference to the Hornsby DCP reflecting the following car parking requirements:

- **1 bedroom** – 0.4 spaces per apartment
- **2 bedrooms** – 0.7 spaces per apartment
- **3 bedrooms** – 1.2 spaces per apartment
- **Visitor** – 1 space per 7 dwellings
- **Business or Office Premises (Commercial) –** 1 car space per 48 sqm
- **Shops (Retail) –** 1 car space per 29 sqm

Gross Realisations (End Product Pricing)

We have had consideration to a variety of residential projects surrounding the subject site. While we generally have a preference to consider off-the-plan evidence, current market conditions i.e. the reduction in the volume of sales is proving challenging. Additionally, due to low market sentiment, we have recently seen that the pricing premium paid for new versus recently built is quite low.

As such, we have had primary consideration to recent sales (last 24 months) of existing, albeit relatively new, residential apartments. The additional benefit of these projects is their comparability to the site, being in close proximity, to the town centre. We have provided below a selection of sales of relatively new residential product completed within the last four years.

'Lux Apartments' 14 Pound Road, Hornsby

Comments:

14 Pound Road is a 12 storey residential development comprising of 100 apartments. The development was completed in 2016 with two levels of basement parking for 125 vehicles. Fittings and features include air conditioning and stainless steel appliances.

Summary

Type	Apartment Areas m² (internal area)	Sales Achieved	Range $ Rate/m²
2 bedroom	73m² - 81m²	$645,000 - $702,500	$7,963 - $9,430
3 bedroom	117m²	$980,000	$8,399

Break Down

Unit No.	Type	Internal Area SQM	Sale Date	Sale Price	$/ SQM
94	3 Bed, 2 Bath, 2 Car	117	Sep-19	$980,000	$8,399
33	2 Bed, 2 Bath, 1 Car	73	May-19	$660,000	$9,103
81	2 Bed, 2 Bath, 2 Car	81	Feb-19	$645,000	$7,963
66	2 Bed, 2 Bath, 1 Car	74	May-18	$702,500	$9,430

'Vision Apartments' 1-3 Pretoria Parade, Hornsby

Comments:

Vision Apartments is a 9 storey residential development comprising of 89 apartments. The development was completed in 2018 with two levels of basement parking for 189 vehicles. Fittings and features include air conditioning and stainless steel appliances.

Summary

Type	Apartment Areas m² (internal area)	Sales Achieved	Range $ Rate/m²
1 Bedroom	51m² - 55m²	$418,000 - $550,000	$8,196 - $10,577
2 bedroom	68m² - 79m²	$640,000 - $750,000	$9,079 - $10,274
3 bedroom	78m² - 93m²	$760,000 - $1,069,000	$8,444 - $13,705

Break Down

Unit No.	Type	Internal Area SQM	Sale Date	Sale Price	$/ SQM
204	3 Bed, 2 Bath, 1 Car	91	Jul-19	$790,000	$8,681
403	3 Bed, 2 Bath, 1 Car	93	Jul-19	$805,000	$8,656
808	2 Bed, 2 Bath, 1 Car	74.5	Jun-19	$728,000	$9,772
611	2 Bed, 2 Bath, 1 Car	74	Jun-19	$687,500	$9,291
701	2 Bed	73	May-19	$690,000	$9,452
408	2 Bed, 2 Bath, 1 Car	76	Apr-19	$690,000	$9,079
509	2 Bed, 2 Bath, 1 Car	79	Mar-19	$717,800	$9,086
807	2 Bed, 2 Bath, 2 Car	73	Mar-19	$750,000	$10,274
310	1 Bed	52	Feb-19	$495,000	$9,519
-	2 Bed	73.5	Dec-18	$689,000	$9,374
206	1 Bed, 1 Bath, 1 Car	55	Oct-18	$540,000	$9,818
802	1 Bed, 1 Bath, 1 Car	51	Oct-18	$418,000	$8,196
709	2 Bed	68	Oct-18	$640,000	$9,412
410	1 Bed, 1 Bath	52	Oct-18	$550,000	$10,577
906	3 Bed, 2 Bath, 2 Car	78	Oct-18	$1,069,000	$13,705
604	3 Bed, 2 Bath, 1 Car	90	Oct-18	$760,000	$8,444

'Pacific Point' 135-137 Pacfic Highway & 1 Pound Road, Hornsby

Comments:

Pacific Point is a part 10/ part 11 storey mixed-use development comprising of 144 apartments and a ground floor level of retail tenancies. The development was completed in 2016 with four levels of basement parking for 168 vehicles. Fittings and features include air conditioning and stainless steel appliances.

Summary

Type	Apartment Areas m² (internal area)	Sales Achieved	Range $ Rate/m²
1 Bedroom	52m² - 56m²	$490,000 - $565,000	$9,052 - $10,714
2 bedroom	82m² - 85m²	$651,000 - $701,000	$7,659 - $8,537

Break Down

Unit No.	Type	Internal Area SQM	Sale Date	Sale Price	$/ SQM
205	1 Bed, 1 Bath, 1 Car	58	Oct-19	$525,000	$9,052
211	1 Bed, 1 Bath, 1 Car	56	Aug-19	$521,000	$9,304
1110	1 Bed, 1 Bath, 1 Car	59	Aug-19	$579,000	$9,814
601	2 Bed, 2 Bath, 0 Car	85	May-19	$651,000	$7,659
512	1 Bed, 1 Bath, 1 Car	59	Apr-19	$535,000	$9,068
313	1 Bed, 1 Bath, 2 Car	56	Dec-18	$525,000	$9,375
702	2 Bed, 2 Bath, 1 Car	84	Aug-18	$701,000	$8,345
1011	1 Bed	56	Aug-18	$565,000	$10,089

110	1 Bed, 1 Bath, 1 Car	59	Jul-18	$565,000	$9,576
1003	1 Bed, 1 Bath, 0 Car	52	Jul-18	$490,000	$9,423
515	2 Bed, 2 Bath, 1 Car	82	Apr-18	$700,000	$8,537
907	1 Bed, 1 Bath, 1 Car	56	Apr-18	$600,000	$10,714
608	1 Bed	63	Apr-18	$610,000	$9,683
707	1 Bed, 1 Bath, 1 Car	56	Feb-18	$585,000	$10,446
605	1 Bed, 1 Bath, 1 Car	58	Feb-18	$581,000	$10,017
207	1 Bed, 1 Bath, 1 Car	56	Feb-18	$565,000	$10,089

Construction Costs & Contingency

The construction costs informing our analysis have been based on recent comparable projects and has had consideration to the proposed built form as identified above. We note, we are not the benefit of a refined scheme, as such variation may exist. The rates adopted are per below:

- **Basement Car Park** - $1,250/sqm
- **Multi-unit Residential –** $2,900/sqm
- **Commercial Stratum –** $2,500/sqm (warm shell)
- **Retail Stratum –** $1,500 (cold shell)

As these are not refined costs provided by a Quantity Surveyor, we have adopted a 5.0% construction contingency.

Construction Bond

2% of construction costs – in line with the Strata Schemes Management Act 2015 (NSW).

Professional Fees

We have assumed 7.5% of construction costs.

Statutory Costs

Section 7.12 statutory costs as per the 4th Quarter 2019 update (1 October 2019 to 29 January 2020) for the Central Locality.

Land Holding Costs

Based on the Valuer General assessment and assuming 2.00% for land tax, 0.30% for council rates and 0.10% water rates.

Timing

Considering the scale and nature of the proposed development for the sites we have assumed between 15 and 24 months for planning and between 19 and 33 months for construction.

Sales Rate

In deriving our sales rate, we have had consideration to surrounding competing supply and take-up observations from surrounding projects. We have assumed a monthly sales rate of between 4 and 6 per month, depending of the scale of the development.

Interest rate

We've applied a 5.75% interest rate, having consideration to broader prevailing interest rates.

Profit and Risk

As identified within our methodology, given the high level nature of our assumptions we have used an industry standard of 20% return on costs.

Financing

We have assumed 40% of project costs are progressively injected when required as equity by the developer with the remainder debt funded.

Selling costs (Including marketing)

We have applied 3.0% for residential and 2.0% for non-residential of the gross realisations to account for sales commission and marketing.

9.5 Sites

In undertaking our feasibility analysis we have tested a selection of sites from the "tipping point" analysis, these sites are detailed under Section 8.3, these sites include:

- Central Precinct
- Commercial Core Precinct
- Eastern Precinct
- North East Precinct
- North West Precinct

9.6 Results

As described above, we have undertaken our feasibility analysis for the subject sites under three scenarios. The results of our feasibility test are provided below.

Central Precinct

As part of the tipping point analysis, we derived an 'as is' value for the subject site with a ranging premium to enable amalgamation, this range was as follows:

- ~$20.1 million (low)
- ~$21.8 million (mid)
- ~$23.5 million (high)

Provided in the table below is the summary of the results from the feasibility analysis.

Table 35: Feasibility Analysis – Central Precinct

	Base Case	Scenario 1	Scenario 2
AH Component	0%	5%	10%
RLV*	$9,100,000	$7,800,000	$6,600,000
Difference to BC	$0	-$1,300,000	-$2,500,000
Non-residential FSR		1.00	
Residential FSR		3.00	
Req. Residential FSR	N/A	3.50	4.30
Difference to BC	0.0	0.50	1.30

*rounded
Source: JLL

Commercial Core Precinct

As part of the tipping point analysis, we derived an as is value for the subject site with a ranging premium to enable amalgamation, this range was as follows:

- ~$27.8 million (low)
- ~$31.7 million (mid)
- ~$35.5 million (high)

Provided in the table below is the summary of the results from the feasibility analysis

Table 36: Feasibility Analysis – Commercial Core Precinct

	Base Case	Scenario 1	Scenario 2
AH Component	0%	5%	10%
RLV*	$21,500,000	$18,800,000	$16,100,000
Difference to BC	$0	-$2,700,000	-$5,400,000
Non-residential FSR		1.00	
Residential FSR		3.00	
Req. Residential FSR	N/A	3.50	4.20
Difference to BC	0.0	0.50	1.20

*rounded
Source: JLL

Eastern Precinct

As part of the tipping point analysis, we derived an as is value for the subject site with a ranging premium to enable amalgamation, this range was as follows:

- ~$8.7 million (low)
- ~$9.6 million (mid)
- ~$10.5 million (high)

Provided in the table below is the summary of the results from the feasibility analysis

Table 37: Feasibility Analysis – Eastern Precinct

	Base Case	Scenario 1	Scenario 2
AH Component	0%	5%	10%
RLV*	$9,700,000	$8,500,000	$7,300,000
Difference to BC	$0	-$1,200,000	-$2,400,000
Non-residential FSR		1.00	
Residential FSR		3.00	
Req. Residential FSR	N/A	3.40	4.20
Difference to BC	0.0	0.40	1.20

*rounded
Source: JLL

North East Precinct

As part of the tipping point analysis, we derived an as is value for the subject site with a ranging premium to enable amalgamation, this range was as follows:

- ~$5.1 million (low)
- ~$5.6 million (mid)
- ~$6.1 million (high)

Provided in the table below is the summary of the results from the feasibility analysis.

Table 38: Feasibility Analysis – North East Precinct

	Base Case	Scenario 1	Scenario 2
AH Component	0%	5%	10%
RLV*	$4,500,000	$3,800,000	$3,200,000
Difference to BC	$0	-$700,000	-$1,300,000
Non-residential FSR		1.00	
Residential FSR		1.40	
Req. Residential FSR	N/A	1.60	1.80
Difference to BC	0.0	0.20	0.40

*rounded
Source: JLL

North West Precinct

As part of the tipping point analysis, we derived an as is value for the subject site with a ranging premium to enable amalgamation, this range was as follows:

- ~$5.2 million (low)
- ~$5.8 million (mid)
- ~$6.4 million (high)

Provided in the table below is the summary of the results from the feasibility analysis.

Table 39: Feasibility Analysis – North West Precinct

	Base Case	Scenario 1	Scenario 2
AH Component	0%	5%	10%
RLV*	$5,500,000	$4,700,000	$4,000,000
Difference to BC	$0	-$800,000	-$1,500,000
Non-residential FSR		1.00	
Residential FSR		1.10	
Req. Residential FSR	N/A	1.30	1.50
Difference to BC	0.0	0.20	0.40

*rounded
Source: JLL

9.7 Limitations

The limitations relating to the feasibility / tipping point analysis are provided within section 8.5 above.

10 Key Findings & Recommendations

The objective of this section is to bring together the key observations from this study into a consolidated set of findings and recommendations. We note, these observations were made in **December 2019.**

10.1 Affordable Housing

The findings related to affordable housing are primarily related to the feasibility analysis undertaken above. These findings also help inform the Housing and Affordable Housing Strategy, which is being undertaken as a separate report but still part of the broader Hornsby Town Centre Review. The findings are as follows:

- Due to gross realisations disproportionate impact on development viability, the in-kind contribution of affordable housing has a significant impact on feasibility.
- As identified by the Greater Sydney Commission within the Greater Sydney Region Plan and reiterated in further conversations with the Greater Sydney Commission, affordable housing contributions relating to up-zoning are subject to viability. In the event the inclusion of affordable housing contributions results in a lack of feasibility, these shouldn't be included.
- Should an in-kind contribution toward affordable housing be desired, as the analysis has shown, there is a requirement for large increases in FSR's to enable feasibility.
- Alternatively, on specific sites which are either / both less challenged by feasibility or potentially represent a more significant uplift than those identified within this analysis, affordable housing contributions should still be considered.

10.2 Precinct Specific Findings

We have provided below precinct specific findings, these precincts are in line with those identified in Section 1.4 of this report. The observations provided below reflect on findings from the 'tipping point', feasibility analysis, as well as broader employment considerations.

We note that following our analysis, the precincts identified below were adjusted.

Central Precinct

- The financial analysis found significant challenges in redeveloping the site tested on the western side of the railway line due to fragmentation and value in existing improvements.
- For the site tested, we do not propose to increase the densities to the estimated levels required under the tipping point, instead we recognise some sites like the one tested will likely not be developed until the medium to longer term.
- In the short term, development in this precinct will largely be driven by key land owners including Transport for NSW, Lyon group and Council's library site (subject to viability). Redevelopment of some of these sites will be assisted by a proposed rezoning away from B3 commercial core to B4 mixed-use.

Civic Precinct

- We have not undertaken feasibility assessments of this precinct due to its heritage limitations.
- We acknowledge the important role this precinct plays within the town centre. This precinct boasts the largest, second largest and fourth largest employers (being TAFE, Council & Hornsby Police Station) with these organisations accounting for ~21% of employment within the town centre.

Commercial Core

- Due to the significant value in existing improvements, redevelopment is a medium to longer term proposition for this precinct. Redevelopment in this precinct will be largely driven by the major land owner (Westfield).

- We believe a rezoning from B3 commercial core to B4 mixed-use development should be explored, while we acknowledge the densities proposed do not lead to viable development currently, we envision in the medium to longer term a mixed-use zoning should enable some redevelopment. As part of this rezoning a minimum non-residential component could be specified, subject to further analysis.
- Additionally, persevering this precinct as an employment only zoning will likely lead to no redevelopment for the foreseeable future due to the significant lack of viability caused by both significant value in existing improvements and low development value for non-residential uses.

Eastern Precinct

- While some recent activity has been witnessed in this precinct it has largely remained stagnant. We propose a rezoning of part of this precinct to be in line with the total FSR adjoining, being 5:1.
- Additionally, the split between residential and non-residential should be adjusted, whereby the non-residential component does not exceed the residential component. The site tested within this precinct found a split of 3:1 residential and 2:1 non-residential to be broadly viable.

Northeast

- Based on the site tested within this precinct, we found the level of density required for mixed-use development to be fairly low (2nd lowest of those tested). Notwithstanding, we propose this precinct retain its B5 business development zone as this provides:
  - Opportunity in the short to medium term for densification of employment uses
  - Longer term potential for more significant employment opportunities e.g., higher-order commercial including offices.
  - Better alignment with the Hornsby Employment Land Use Study (as referenced in section 4.4)
- Additionally, and in line with Council's employment strategy, maximising potential employment uses within precinct should be pursued. This could be through adjustments to built form requirements, as well as, permitted uses.
- We do note potential for some site-specific mixed-use redevelopment, however, this should be assessed on a case-by-case basis.

Northwest

- Based on the site tested within this precinct, we found the level of density required for mixed-use development to be low (lowest of those tested). Notwithstanding, as per the recommendation above, we propose this precinct retain its B5 business development zone as this provides:
  - Opportunity in the short to medium term for densification of employment uses
  - Longer term potential for more significant employment opportunities e.g. higher-order commercial
  - Better alignment with the Hornsby Employment Land Use Study (as referenced in section 4.4)
- Additionally, and in line with Council's employment strategy, maximising potential employment uses within precinct should be pursued. This could be through adjustments to built form requirements, as well as, permitted uses.
- We do note potential for some site-specific mixed-use redevelopment, however, this should be assessed on a case-by-case basis.

Western Heritage Precinct

- Redevelopment in this precinct will in the short term be driven by major proposed redevelopments of Club owned land and 187-203 Peats Ferry Road. Our feasibility analysis showed that the site tested within this precinct was constrained due to existing value in improvements and fragmentation, with the required density in excess of what we have proposed. This site is broadly reflective of the precinct, except for the two identified above, therefore the remainder of the precinct will likely be redeveloped over the medium to longer term.

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ATTACHMENT 6 - ITEM 8

Hornsby Town Centre Review

Stage 2 Stakeholder Engagement Outcomes Report
DRAFT

COX URBAN APOSTLES BRICKFIELDS CONSULTING
Tract HECTOR ABRAHAMS ARCHITECTS JLL wsp

YOUR VISION. YOUR FUTURE.
Hornsby Town Centre
HORNSBY SHIRE COUNCIL

Executive Summary

Introduction

Following a period of research and information gathering by the design team, a one-day intensive co-design workshop, was held at the Hornsby Shire Council Chambers on Friday the 30th of August 2019.

In the team's experience on other projects of this scale and nature, the greatest vehicle for stakeholder buy in, design process participation and delivering certainty at the conclusion, is the informed and open workshop format of the co-design workshop.

The co-design formed part of the engagement process based on not just consultation but genuine collaboration with over 45 stakeholder representatives coming together to test the vision and aspirations for the Town Centre and identify a framework for its establishment and delivery.

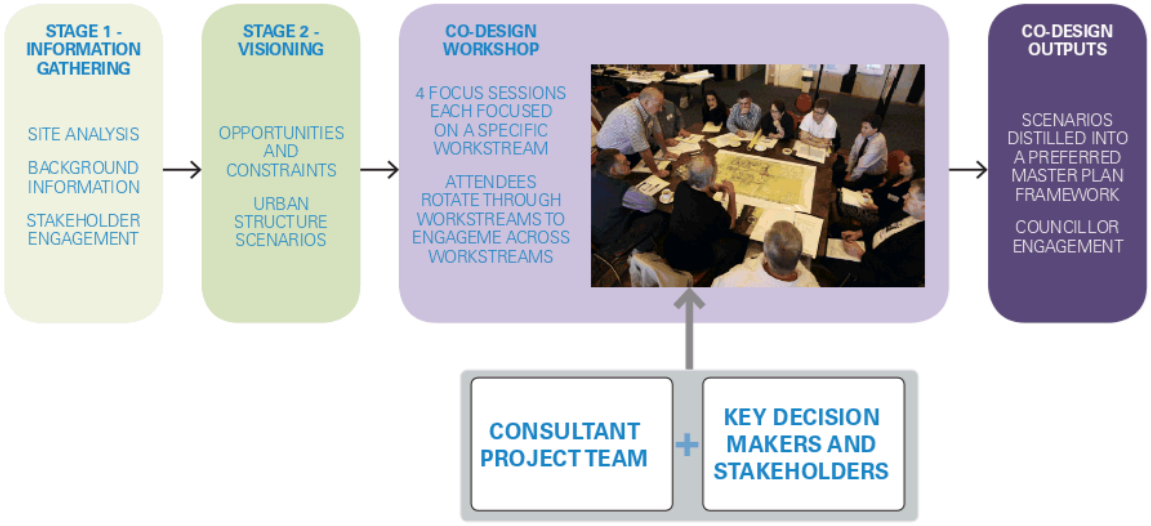
The co-design focused on three urban structure options for the Town Centre Plan, each including subsequent options for the Interchange.

Participants collaborated with Council and the Consultant team to test the aspirations and scenarios for the future of the Town Centre, building a layered set of strategies that will underpin the development of the preferred urban design framework plan in subsequent stages.

This Outcomes Report consolidates the holistic principles that emerged out of the overall design co-design workshop process, backed by separate workstream chapters, authored by the individual teams.

The chapters for each focus area are designed to operate as standalone documents, and comprehensively distill findings from the co-design workshop into issues, inputs, outcomes and design input.

Co-Design Process



Workstreams

Shaped by Council's Draft Vision, stakeholder interviews, document reviews, and specific research, the consultant team have developed master planning scenarios for the Town Centre study area, guided by four key themes:

1. Community and Experience
2. Public Domain and Landscape
3. Urban Design and Built Form
4. Movement and Place

Focus sessions allowed 'deep dive' discussions on outlined framework scenarios, opportunities and key considerations specific to each workstream, with the goal of identifying preferred scenarios.

Each workstream was led by an expert in the respective field and teams were equipped with plans, maps and a briefing document with information that could be deliberated within discussions and designs.

Over the course of the day, each group held four sessions together to discuss issues, considerations, principles and objectives, outcomes and design options.

Key Messages

Overarching key messages from these four workstream are summarised here:

- Recognise the role of the centre as Hornsby's Town Centre and reinforce the intergration of the town centre with Hornsby Shire and greater Sydney.
- Facilitate a poly-centric network of public spaces activated by community uses through the Town Centre.
- Provide a connected multi-modal network of active, green spaces to reinforce the bushland shire identity and make the Town Centre comfortable, active, liveable and sustainable.
- Reinforce strong local character and unique retail and authentic public space experience in a way that reinforces the makes the Town Centre 'sticky' for commuters, residents, workers, tourists and visitors.
- Additional east-west connections across the station at Burdett St. and Bridge Rd. are crucial to realising and coherent, connected and functional Town Centre.
- Sustainability and sustainable urbanism is at the core of Hornsby Town Centre.
- Staging of the Town Centre regeneration is important to ensure a critical and complete mass of retail, community use and commercial facilities at each stage.
- Location of the new generation library/community heart is important to anchor and shape the new community heart and ensure visitors, residents and workers have free activities available to them, and act as a catalyst for subsequent development.
- Housing diversity and mixed affordability will serve as crucial economic infrastructure for Hornsby Shire keeping the town centre active morning, noon and night.
- Integrate Peats Ferry Rd. and Hunter Ln. in a connected multi-modal network of active, green spaces to make the Town Centre comfortable, active, liveable and sustainable.
- Consider George St. and Peats Ferry Rd. movements to prioritise Hornsby as a destination in its own right.
- Consider relocating commuter parking out of Town Centre area to free up key opportuntity sites for transit oriented development.
- Split transport interchange with north buses on Peats Ferry Rd. and south buses on George St. and relocate waiting bays from the centre to maximise connectivity and public realm amenity.

The Co-design Workshop

Overview

A one day co-design workshop was held on Friday August 30 at Hornsby Council Offices.

The objective of the co-design was to inform the development of the Hornsby Town Centre master plan review.

The co-design workshop allowed a thorough testing of the vision and aspirations for the Town Centre and identify a preferred framework for its establishment and delivery.

Shaped by Council's Draft Vision, stakeholder interviews, document reviews, and specific research, the consultant team have developed master planning scenarios for the Town Centre study area, guided by four key themes:

1. Community and Experience
2. Urban Design and Built Form
3. Public Realm and Landscape
4. Movement

The primary objectives of the co-design workshop were to ensure the Hornsby Town Centre:

- Achieves design diversity and world-class concepts
- Challenges preconceived ideas
- Delivers distinct, diverse outcomes in parallel, increasing efficiencies in the development of the master plan
- Engages experts and key stakeholders in the design process and affords buy-in and ownership of the concepts for the Town Centre

Venue

Held in Council Chambers in the western area of the Town Centre Study Area, this location gave participants exposure to the site's existing conditions, while travel to the venue allowed first-hand experience of the current permeability, wayfinding, street network, road and public transport linkages.

The Hornsby Council Chambers embody a unique character flanked by civic, education and community uses. The venue offered a variety of light and comfortable gathering, conference and presentation spaces, and was of adequate size to enable four separate workstreams to work independently from each other.

The chambers were also well positioned in consideration of the framework opportunities for the integration of Council in planning strategies, as well as the opportunities for connections to the Hornsby Quarry Park, Peats Ferry Rd. and adjoining community uses.

Attendees

The co-design workshop was attended by over 45 representatives including Hornsby Councillors, Hornsby Shire Council, stakeholders, and the consultant team, each with great variety in expertise, experience and priorities for the Hornsby Town Centre.

Collaboration and participation took place between representatives from health, education, research, urban design, industry, community, environmental, transport and government sectors.

Connecting these stakeholders enabled the advising of competing and complementary aspirations and plans for the Town Centre.

Hornsby Shire Councillors

- The Honourable Philip Ruddock
- Emma Heyde
- Janelle McIntosh
- Joe Nicita
- Robert Browne
- Vince del Gallego

Hornsby Shire Council

- Ashesh Chand
- David Defina
- David Johnston
- Glen Magus
- James Farrington
- Julie Ryland
- Katherine Vickery
- Kurt Henkel
- Radek Zarzycki
- Steve Fedorow

Stakeholders

- Bike North
- Cities Leadership Institute
- Conservation
- Department of Planning, Infrastructure and Environment
- Greater Sydney Commission
- NSW Health
- Transport for NSW
- Sydney Trains

Consultant Project Team

- COX
- WSP
- JLL
- Tract Landscape
- Urban Apostles
- Hector Abrams Architects

The Co-design Workshop

Supporting Information

Workstreams were equipped with the necessary information to understand the site conditions and requirements, and the necessary materials to enable experimentation and creativity in the co-design process.

Groups were provided large plans and aerials of the study area, as well as drawing materials of trace paper, pens and pencils.

Site context and analysis diagrams were also displayed on walls and distributed to all workstreams.

These plans contained critical information on:

- Council Vision and Principles
- Existing uses and facilities
- Primary attractors
- Existing and recent development
- Heritage
- Land zoning
- Strata
- Local and regional context
- Topography and views
- Transport and road hierarchy
- Vegetation and green spaces
- Current demographics and forecast growth

Process and Participation

The one-day co-design workshop was scheduled in a programme arranged by workstream, facilitators and locations.

The co-design workshop began with welcomes followed by presentations by leaders from the consultant project team and workstream facilitators to outline the project process and opportunities for each workstream, further to framework scenarios with the goal of inspiring creative thinking and promote the Town Centre vision and potential.

These presentations were focused on Hornsby's existing physical and cultural landscape, existing and potential activity nodes, placemaking and urban design. This morning presentation was accompanied by an explanation of the Hornsby Town Centre project and an outline of the co-design process and key objectives.

Subsequently, four one-hour smaller group sessions allowed participants to engage in 'deep dive' discussions on the outlined framework scenarios from the taking into account key considerations of each workstream.

Participants moved between workstreams over the co-design workshop, allowing each to engage in discussions and provide expertise to each focus area. The group engagement process incorporated ideas, visions, actions and plans in a mix of spatial, drawn, numeric and written forms.

At the completion of the workshop, workstream leaders presented key messages and preferred master plan concepts to the broader group.

It was largely the responsibility of workstream leads to facilitate equal levels of participation from group members. Workstream discussions were generally balanced and conversational, with inputs welcomed and no question off limits. Leaders successfully captured the views of both dominant and reserved attendees, and spoke up regularly to reaffirm, summarise and clarify points made by participants.

Time	Activity
8:30am	**Arrival and Registration**
9:00am	**Introductory Presentation of Process to Date** Engagement summary, outline vision and town centre scenarios
10:00am	**Workstream Session 1** Participants break into four workstreams
11:00am	Morning Tea
11:15pm	**Workstream Session 2** Relocation of participants into different work streams
12:15pm	Lunch and Break
12:45pm	**Workstream Session 3** Relocation of participants into different work streams
1:45pm	**Workstream Session 4** Relocation of participants into different work streams
2:45pm	Afternoon Tea
3:00pm	**Closing Presentation of Key Outcomes** Each work stream presents their findings and ideas

Framework Scenarios

A Flexible Kit of Parts

The co-design focused on three urban structure options for the Town Centre Plan, each including subsequent options for the Interchange.

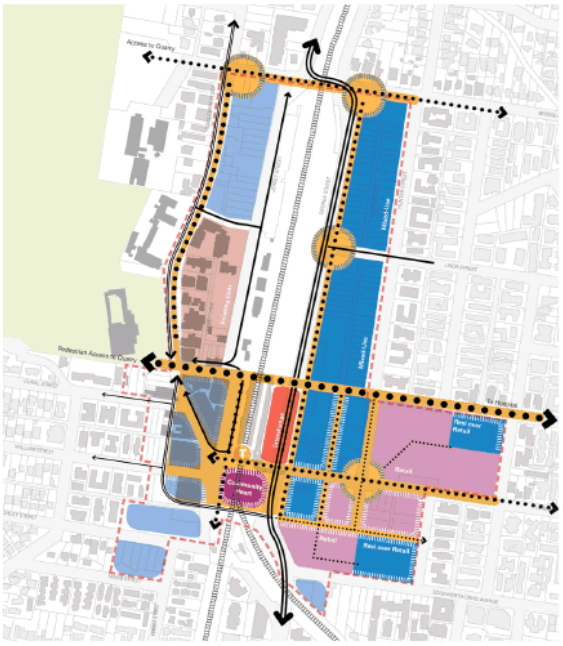
Each scenario was developed to consciously different to each other, exploring oppportunities across each of the workstreams, including potential locations of the proposed 'community heart' and public spaces and activity nodes, opportunities for creation of new and enhancement of existing connections, land uses and opportunity sites for development and densities.

Components of each scenario were envisaged and presented as a flexible 'kit of parts' that could be mixed and matched across multiple workstreams and scenarios.

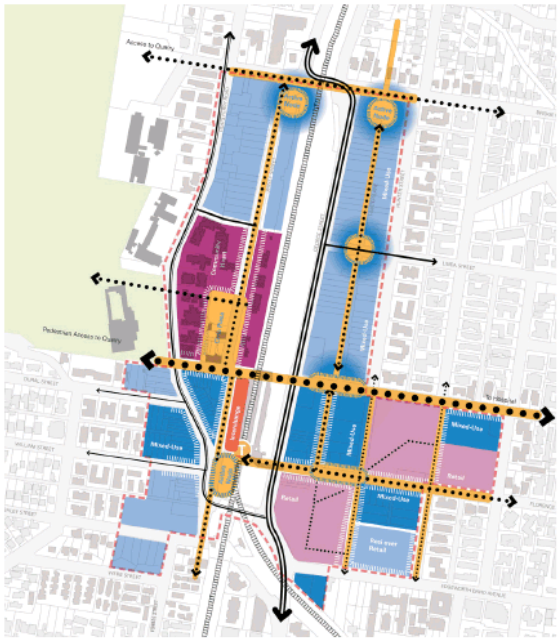
Participants collaborated with Council and the Consultant team to test the aspirations and scenarios for the future of the Town Centre, building a layered set of strategies that will underpin the development of the preferred urban design framework plan in subsequent stages.

Emerging from the co-design workshop, the preeferred elements span multiple scenarios, including new ideas not yet considered prior to the co-design workshop.

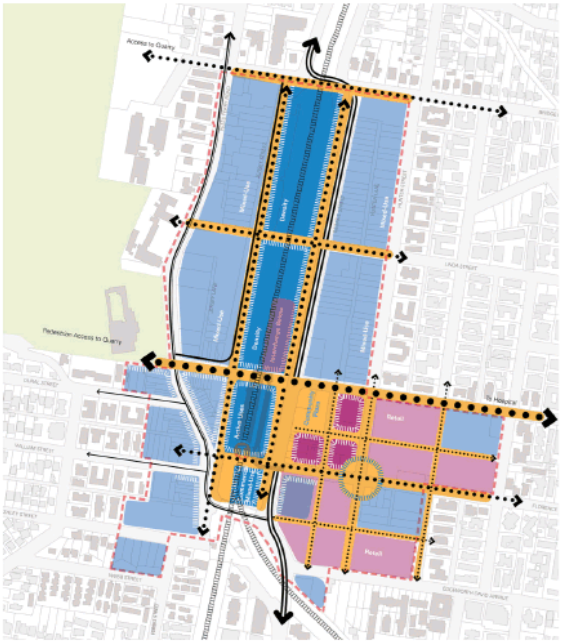
1 Cenotaph

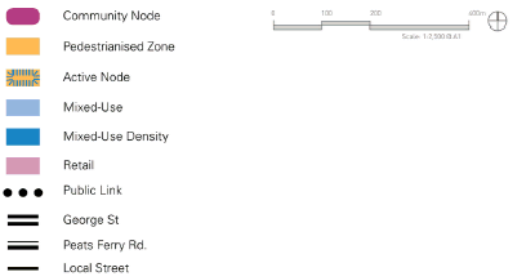


2 Civic



3 Core





Co-Design Workstreams

Key Opportunities and Considerations

Shaped by Council's Draft Vision, stakeholder interviews, document reviews, and specific research, the consultant team identified master planning opportunities and key considerations for the Town Centre study area grouped by four key workstreams.

Focus sessions allowed 'deep dive' discussions on outlined framework scenarios, opportunities and key considerations specific to each workstream, with the goal of identifying preferred scenarios.

Each workstream was led by an expert in the respective field and teams were equipped with plans, maps and a briefing document with information that could be deliberated within discussions and designs. Additional members of the consultant team acted as universal resources across each workstream.

Over the course of the day, each group held four sessions together to discuss issues, considerations, principles and objectives, outcomes and design options.

1 Community & Experience

Facilitators

- Jason Twill, Urban Apostles
- Justin Ray, Tract
- David Johnston, Hornsby Council

Key Workstream Opportunities

- Create a 'heart' for the Town Centre and the greater Hornsby Shire
- Deliver an anchor for year-round public activity of many scales and types
- Serve shifting demographic in new population of +7,000 new, younger, disposable income residents
- Faciliate diversity of land uses to strengthen collaborative partnerships and talent attraction
- Foster an 18-hour economy and destinational activities
- Ensure housing diversity and innovation

Key Workstream Considerations

- Open Space and Land Uses
- Community Facilities and Events
- Intergenerational Space Planning and Activity Nodes
- Arts & Cultural Planning and Programming
- Retail Strategy and Active Frontages
- Private and Public Partnerships
- Integration of Existing and Future Employment
- Accessibility and Affordability
- Governance

2 Public Domain and Landscape

Facilitators

- Anne Lucas, Tract
- David De-Fina, Hornsby Council
- Kurt Henkel, Hornsby Council

Key Workstream Opportunities

- Reinforce the 'Bushland Shire' experience
- Enhance legibility and connectivity to promote active movement
- Provide green streets and places to offer meaningful and functional landscape amenity for all ages and abilities
- Reinvigorate existing laneways as attractive spaces
- Shape day and night attraction, identity, and safety
- Weave regional green networks into local connections, including Hornsby Quarry Park

Key Workstream Considerations

- Open Space Hierarchy and Programme
- Open Space Principles and Requirements
- Thresholds and Gateways
- Active and Passive Open Space
- Biodiversity and Conservation
- Flood and Hydrology
- Water Sensitive Urban Design
- Topography, Geology and Soils
- Crime Prevention through Environmental Design
- Universal Design
- Rail Interface and Access
- Bus Interface and Access

3 Urban Design and Built Form

Facilitators

- Lachlan Hicks, Cox
- Daniel Turini, JLL
- Ash Chand, Hornsby Council

Key Workstream Opportunities

- Balance preservation of distinct charm and character with projected growth
- Increase north-south and east-west permeability
- Breakup big box retail with busy public pedestrian laneways and spaces
- Enhance active street frontages
- Shape design excellence in built form
- Establish a consistent character
- Consider new development above the railway corridor

Key Workstream Considerations

- Built Form Design Principles
- Building Typology Opportunities
- Land Uses and Character Areas
- Centres
- Street and Block Pattern
- Active Edges
- Street Edge Definition
- Height Strategy
- Interface and Transition Guidelines
- Massing, Scale and Articulation
- Setbacks
- Street Wall Heights
- Solar Access and Overshadowing
- Yields and Capacities
- Heritage

4 Movement and Place

Facilitators

- Camden Fitzgerald, WSP
- Ian Connolly, Cox
- Bernard Choongo, Hornsby Council
- Radek Zarzycki, Hornsby Council

Key Workstream Opportunities

- Balance vehicular and transit needs with pedestrian and non-vehicular movement
- Shape interchange as Town Centre activator and unifier
- Explore relocation of transit hub
- Encourage out of centre commuter parking to alleviate pressure on parking in centres.
- Improve non-vehicular connectivity, including to and from the Hornsby Ku-ring-gai Hospital, Hornsby Quarry Park, and beyond
- Ensure efficient service and waste access
- Increase north-south and east-west permeability

Key Workstream Considerations

- Movement and Place
- Walkability and Permeability
- Active Transport Network
- Network Capacit and Hierarchy
- Catchments and Desire Lines
- Dedicated, Shared, On-Road and Mixed Modes
- Future Mobilities
- Car-share Targets and Strategies
- Mode Share Strategies
- Vehicular Access within Precinct
- Parking and Decoupled Parking Strategies
- Pick up and Drop-offs and Kiss and Ride
- Street Sections
- Bus Network Stops, Operations and Capacity
- Interchange Location and Operation
- Concourse and Station Access
- Precinct Waste Management
- Servicing

Co-Design Workstream Outcomes

Community and Experience

Facilitators

- Jason Twill, Urban Apostles
- Justin Ray, Tract
- David Johnston, Hornsby Council

Overview

Facilitation methodology for the community and experience work stream centred around the concept of the 'community heart' of Hornsby Town Centre.

Participants were debriefed on the three concept option and asked to consider the future experience of the Town Centre with an additional 6,500 residents and approximately 3,100 new dwellings.

However, in lieu of interrogating the three concept options systematically, participants who live and work within and around the Town Centre were asked to share their personal reflections of the current Town Centre, how they feel emotionally connected to it and what they valued most about their community.

Group members were asked to pinpoint specific areas and experiences that provided them delight and identify why. This exercise drew out some considered discussions about where each group 'felt' the location of the future community heart should be and how their idea of the heart could be tested and aligned with the current masterplan concepts.

For each subsequent session, participants were debriefed on the findings and discussions of previous session so as to evolve and build upon ideas and concepts throughout the day.

Key Outcomes

While each session yielded distinctive and unique outcomes, throughout the day the following constants were identified:

- Hornsby Town Centre should evolve a strong local character and unique retail and authentic public space experience.
- Priority should be given to local businesses and retailers, Westfield already caters to the super markets and franchise amenity offering.
- Majority of participants felt that the new community hub belonged on the West side of the station.
- The Station needs to be revitalised to become a place in and of itself.
- East-west connection across the station is crucial to realising and coherent, connected and functional Town Centre.
- Don't design around cars, design around people.
- Find value in old buildings for new uses, particularly around Hunter Lane which could support night time economy businesses.
- Housing diversity and mixed affordability will serve as crucial economic infrastructure for Hornsby Shire keeping the town centre active morning, noon and night.
- Housing for current key workers and service workers within Westfield were considered critical to ensure housing options close to jobs.
- Sustainability and sustainable urbanism is at the core and any concept option for Hornsby Town Centre with an aspiration for the centre to be net zero energy.
- Intergenerational and accessible public space and community services were considered critical.
- Connection and seamless access to the Quarry and recreational bushland is key to driving more tourism and enhanced user experience.
- More green spaces will be required to make the Town Centre conformable, attractive, liveable and sustainable.

Session 1

Session 1's group started in a very micro context quickly honing in on Coronation Street as a likely current 'community heart' as it is a favourite street to get coffee, shop and enjoy north facing sunlight throughout the day.

As the session went on, however, and more participants shared their experiences, the community heart gradually started to extend north toward Jersey street and east toward Florence Street and Westfield Shopping Centre so as to create an almost crescent shaped pedestrian zone moving from Westfield to Jersey Street with the epicentre focused on the south end of the station and the bus interchange where participants agreed the community hub.

Session 1 Key Considerations:

- Schools were noted as being important both from a service perspective to meet the needs to the future population but also as community anchors with strong public activation. The letter from the NSW government was shared supporting the idea of expanded primary and secondary school within and around the Town Centre.
- The idea of a '8 to 80 pedestrian loop' where people of all ages and abilities can experience good urban life and public space in Hornsby.
- Strong emphasis on not designing around car parking.
- Ensure the master plan considered a governance model that will prevent the displacement of small and local sole traders.
- Ensure new and unique destinations are created.
- Urban forest strategy and shady streets are a must have.
- 'Third places' should be considered for morning, afternoon and evening economies.
- Need to strike a good balance between commercial office and residential development as new and expanded employment opportunities will be important to the activation of the new Town Centre. Ideas were raised about co-working or office hot desking for state government or back-of-house corporate employees living in or around Hornsby Shire to relieve the burden of daily commuting to Sydney.
- 35% of residents are foreign born with a growing population of Indian, Iranian and Nepalese citizens which offers opportunity for more culturally driven experiences and housing choices.

Co-Design Workstream Outcomes

Community and Experience

Session 2

Building on Session 1, Session 2 started out with a completely different perspective focused on user experience for persons with disabilities.

A Council staff member shared the experience of her husband who is visually impaired arriving in the station by train and then having to take a taxi to Westfield. This in turn fuelled a discussion around accessibility issues, grade changes and the need for better pedestrian connections east west and north south.

Session 2's group also drew out more association and experience around the Hunter Lane area which start to expand the pedestrian experience zone toward the northeast area of the Town Centre.

Participants in this group highlighted some of the charm and hidden value in this are with its eclectic mix of buildings and clustering of art spaces.

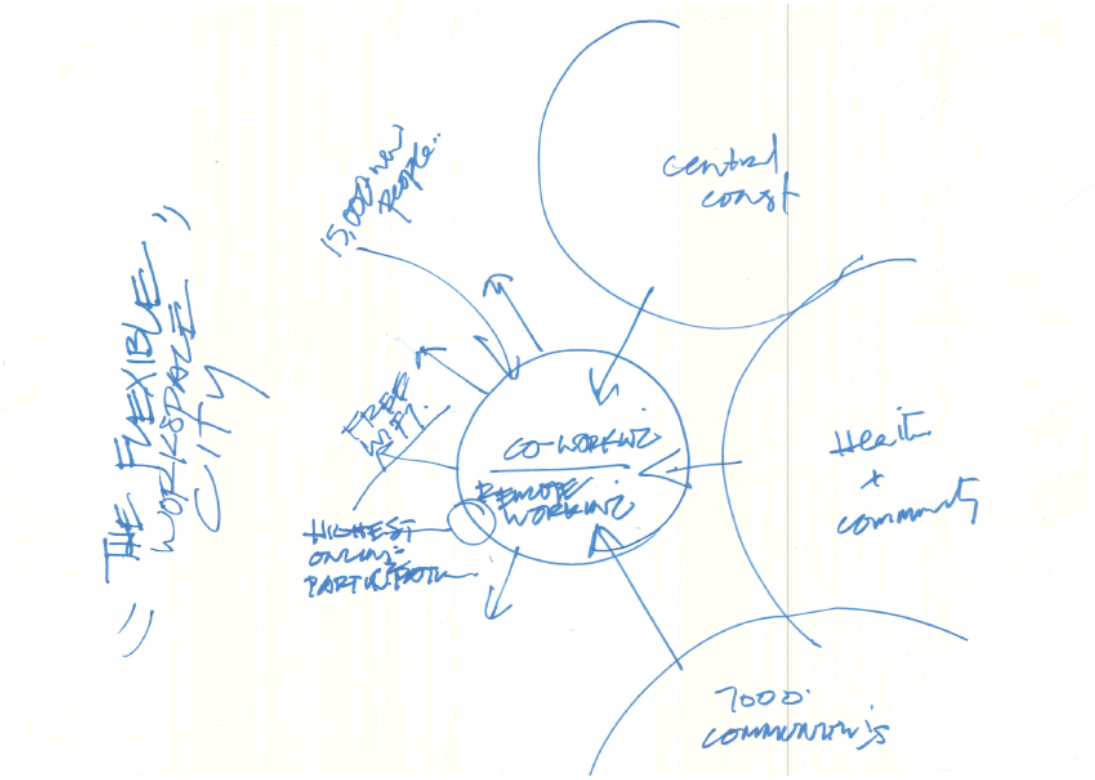
But they also expressed value in the future potential of Jersey Street which also a mix of uses and art spaces.

Discussions boiled down to changing the crescent shaped pedestrian experience zone to a "U" shape one that extended north up to Hunter Lane from Westfield. The group tended to agree with the decision of session 1 participants with locating the community hub around the south end of the station and the Interchange as a anchoring element that could support greater connectively east to west.

This group also saw greater potential for night time economy activities in the Hunter Lane area and even consideration for a brewery to go into one of the older buildings.

Session 2 Key Considerations:

- Hornsby station needs to become its own functional place.
- Participants asked themselves "what missing in Hornsby" and how can we fill in the gaps and attract more people to visit and stay within the Centre. Retail and food experiences were highlighted as opportunities.
- This group agreed that the Library is already a strong anchor, but a new expanded community hub situated between the east and west could support better transition and connection.
- Desire to leverage bushland experience and entice visitors (mountain bikers, hikers etc..) to arrive earlier and leave later to eat or experience the culture of the Town Centre.
- Art Studios on Jersey Street should be leveraged to improve the cultural infrastructure of the Town Centre.
- Accessibility Issues exist between station and mall, with many not safe or accessible.
- Currently a challenge having no pedestrian access accessibility ramp on to station from George Street.
- Thursday markets at the mall are a big drawcard that should be considered in the new master plan drawing visitors from as far away as Wollongong.
- Master plan should explore how best to capture/integrate population from east of study area across bridge road. This area has roughly 7,000 people and is currently the only agglomeration of low-cost housing in the shire.
- Fountain should be retained and better utilised to activate space around it.
- Loading dock deliveries in west side precinct for business conflicting with pedestrian pathways and experiences.



Session 3

Expanding on the first two sessions, session there really started to hone in on the rail station and opportunities for over rail development including expansion of the current platform to the north to really allow for greater east west connection.

This session also drew out more identity and development potential at the north ends of the town centre on both sides of the tracks and the importance of not eroding the value of a community heart in the south end of the Centre with great residential and commercial development potential likely toward the north.

This discussion then led the group to consider expanding the "U" shaped pedestrian experience zone and community heart anchored around the south end of the station to the idea of a polycentric urban centre.

The polycentric urban centre concept explores idea of four 'sub-precincts' or 'micro-neighbourhoods' within the Town Centre each with their own anchors, local character, identity and diverse offering of experiences.

High level discussion around sub-precinct concepts as follows:

- The 'Civic Precinct' in the northwest anchored by the Council offices and cultural uses along Jersey Street.
- The 'Heritage Precinct' in the southwest anchored by the new RSL development and heritage retail area including Coronation Street, Cenotaph Parl and possible inclusion of the new Community Hub.
- The 'Shopping Precinct' in the southeast anchored by a reconceived and urbanised Westfield Shopping Centre.
- The 'Lifestyle Precinct' in the northeast anchored by new residential development and Hunter Lane cultural and night time amenity.

Session 3 Key Considerations:

- Expand Station platform north and south, deck over and create the station as its own place.
- Sub precincts each with their with anchors (Westfield, RSL, Council, Transport and Private sector).
- Location of Library is critical to anchor community hub and support greater east west connections.
- Hornsby mall can be upgraded to include green space.
- More evening amenity and eclectic retail will be required to attract and retain young professionals looking for good urban experiences.
- New ideas need old buildings so consider protection of older buildings and warehouses to support incubation hubs and start up local businesses/ retailers.

Co-Design Workstream Outcomes

Community and Experience

Session 4

While session 1 delved into the micro planning and design ideas, session 4 evolved into the 'big picture' macro concepts and ideas that will galvanise and provide economic strength the master plan concepts.

Session 4's group included Councillors that were really interested in the economic development and employment/business growth opportunities that a new Town Centre could foster.

Discussions started to centre around the existing health-related infrastructure within the Shire and how these could be better leveraged and influence the redevelopment of the Town Centre with a core theme of health and wellbeing.

Discussion then shifted to explore how food and sustainability could be central to the branding and economic development strategy for Hornsby Shire. Urban agriculture and community gardens were raised as important to integrate into the town centre public space plan.

Points were also raised on how we could better integrate Waitara and the Health Precincts into the Town Centre plan and use them as a draw card for health related employment growth and health-tech start-ups. It was proposed to consider Biophilic Urbanism as a central theme to influence every aspect of the master plan. Biophilic design is a concept used within the design and building industries to "increase occupant connectivity to the natural environment through the use of direct nature, indirect nature, and space and place conditions."

Used at both the building and city-scale, it is argued that this idea has health, environmental, and economic benefits for building occupants and urban environments.

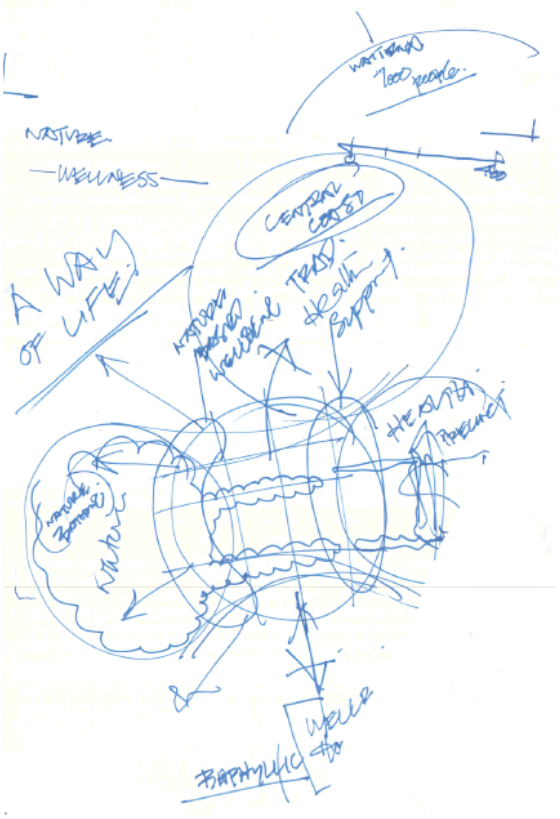
Defined by Harvard Evolutionary Biologist Edward O. Wilson in 1984, Biophilia is the idea that "humans have an inherited need to connect to nature and other biotic forms due to our evolutionary dependence on it for survival and personal fulfillment."

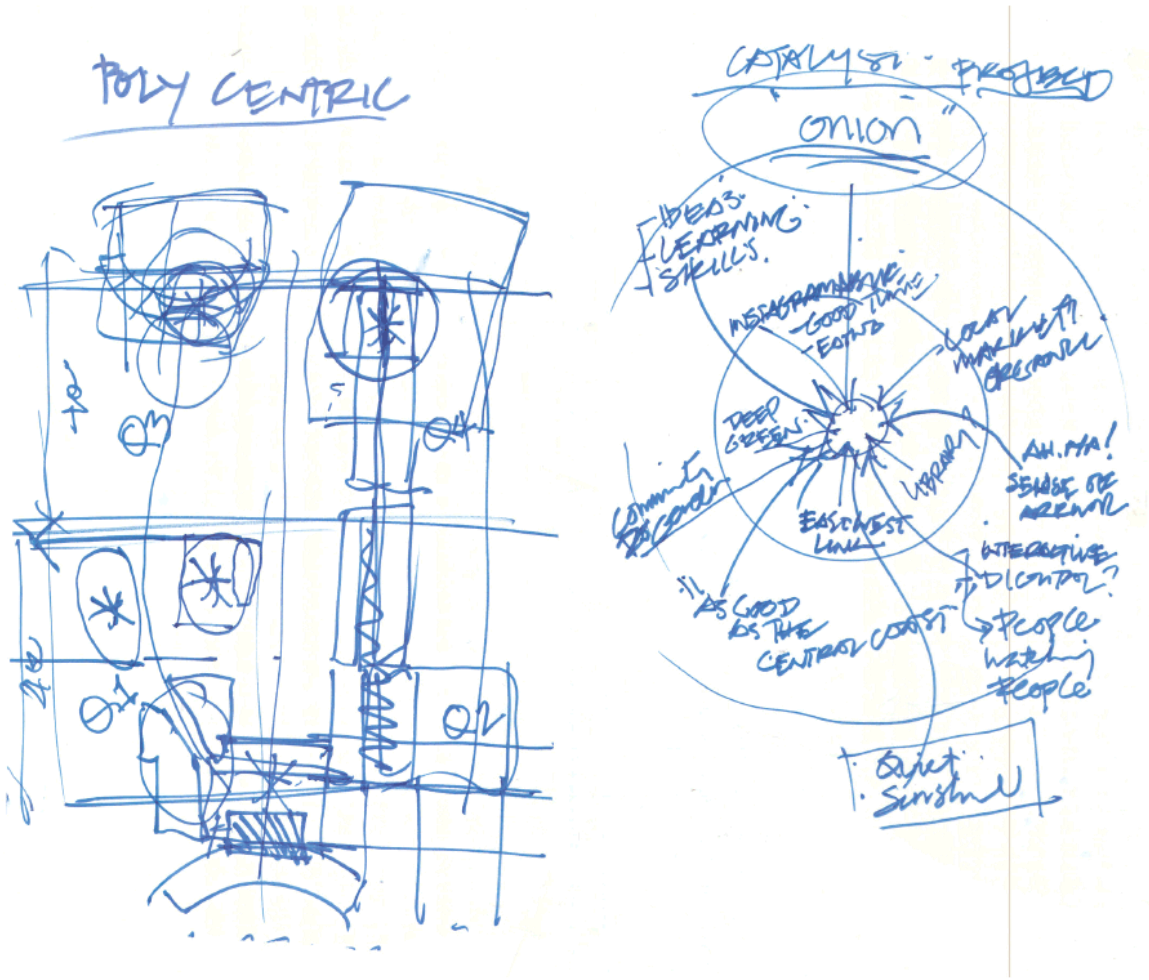
This concept seems to strongly align with the Bushland Shire brand already instilled within the Hornsby but something that could define an entirely new planning concept for the Town Centre.

It was suggested to incorporate the 14 Patterns of Biophilic Design into the urban design framework for HTC. The group ended on the aspiration of the HTC supporting a rebranding of the Hornsby into the 'Biophilic Shire' and how this could be a draw card to attract talent, investment, business and new residents.

Session 4 Key Considerations:

- Food centred aspects to the masterplan, how can community gardens and urban agriculture be included in the options?
- Waitara has over 7,000 people and we need to leverage this population to better activate the Town Centre 18 hours a day.
- Health Anchors have a lot of workers who are predominant home owners
- The Biophilic Shire





A Polycentric town was discussed. There was a feeling that the station precinct & mall are a long way from Bridge Road. To encourage activity to extend north, it was suggested that a northern 'Bridge Rd' precinct (super local, small scale) would draw activity up. Interesting this also links strongly to the idea of connecting to the quarry,

The Onion discussion was a response to the question "So What Happens First" - what do you want to see when the first 'catalyst' project (the centre of the onion) is built.

The group discussed the notion that the experience of an urban place can be like peeled back like an onion in layers.

There was agreement that the southern station precinct should be the catalyst project & should contain library, local green markets, define a sense of arrival be interactive & digitally enabled, be as good as the central coast, should be deep green (Biophyllic), have a community garden, a place for people watching but also have quiet times and be calm.

Co-Design Workstream Outcomes

Public Domain and Landscape

Facilitators

- Anne Lucas, Tract
- David De-Fina, Hornsby Council
- Kurt Henkel, Hornsby Council

Overview

An overview of the analysis and public domain principles was presented to provide each group with an understanding of the analysis to date, and to provide a summary of the main opportunities for public domain in each scenario, further to sketches and benchmarking to convey design concepts.

This presentation outlined

- Local topography
- Local hydrology and water movement
- Local vegetation, conservation and ecological communities
- Existing public domain qualities and character
- Existing public domain open space network
- Proposed public domain hierarchy of 3 scenarios
- Proposed street hierarchy
- Proposed place typology

The public domain opportunities presented by each of the 3 scenarios was reviewed with each group. The following is a summary of comments and discussion points on each scenario as follows:

Key Outcomes

Hornsby town centre has a distinct setting, character and charm which should be reflected and emphasised

The engagement sessions emphasised this aspect as a constant aspect to be appreciated. The existing character of the built form and the bushland setting is distinct and a unique Hornsby attribute which can be utilised to the benefit for the future town centre designs. Every opportunity should be made to maximise the heritage architecture, vantage points which direct views towards bushland and create a bushland presence within the town centre.

Revitalisation of the Cenotaph Park

There is strong support for this space to have a more physical presence in the town centre in all options. The opportunity exists to rearrange the space to allow for a contemporary plaza or park space with an appropriate respectful arrangement that allows formal events around the Cenotaph to continue.

Transport Interchange to be integrated into town centre public domain improvements

Each session supported the benefits of the interchange public domain space being cohesively designed as part of Hornsby town centre sequence of plaza and public domain, rather than as stand-alone and separated waiting space for transport. Allows for Interchange to operate for the benefit of the town centre, rather than restricted to the interface between rail and other forms of transport.

Benefits of having an additional "urban" plaza space for community use

Support for provision of a new public domain space which has a more contemporary "urban plaza" character and can support the broad range of future community needs from event programming to urban play spaces. This could be a plaza space that is distinct from other passive park spaces in the town.

Provision of a new crossing point between Coronation Street and Burdett Road over the rail and George Street road corridor

Support for this new crossing point appreciating that will be of benefit to movement east-west and that this location has a number of positive aspect:

- Revitalisation of an original crossing point
- Good vantage points to bushland west
- Links to district destination of hospital (east), aquatic centre and future quarry park to the west of the Town Centre

Creation of walkable streets and connected open spaces

There was support and understanding in all sessions regarding the holistic benefits for the town centre by creating more walkable streets and well connected open spaces. This through the provision of a quality public domain which is physically comfortable is inviting to use and is visually appealing.

General Messages

Across the three scenarios, comments included:

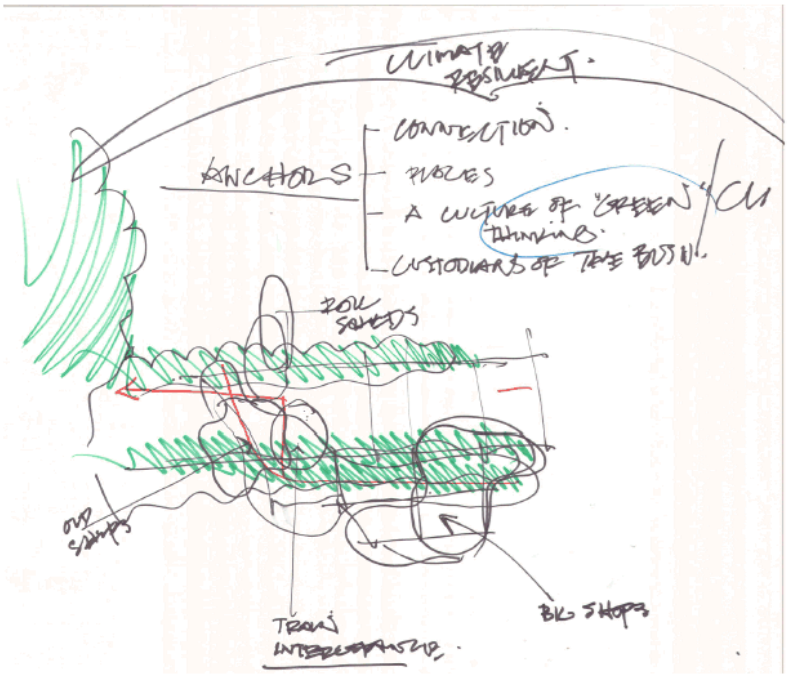
- General support for reducing the interchange in size which will have beneficial impact on the historic street frontage here to the benefit of public domain.
- The topography makes for challenges for new crossing across rail in most locations.
- Access to bush/ quarry has a number of issues and opportunities, including challenging levels beyond Aquatic Centre to the west of Coronation Street. Views west are of trees and this could be just an appropriate symbolic connection here rather than physical.
- There are easy pedestrian connection on the north side of the aquatic centre which can be emphasised.
- Support for reducing traffic and making Peats Ferry Road more pedestrian and cycle friendly.
- Support for directing non-local traffic to George Street, support for this street to acknowledge travelling through Hornsby with appropriate boulevard/ design.
- Support for creation of more walkable streets – more shade, more trees, wider footpaths.
- Would be beneficial to encourage access to The Great North Walk. Hornsby has one of the best connections to this regional walking trail using public transport.
- Proposals for a new commuter car park could be a good commercial catalyst for the new crossing at Coronation/ Burdett St.
- Cycle options through the town centre are very limited at the moment. Topography is a challenge for uphill journeys. Jersey Street would make a good cycle route.

Further, opportunities exist to consider a district context for the town centre:

- need to consider the new population at Waitara – lots of people accessing town centre.
- new park and open space near Mark Taylor Oval, is local to the town centre.
- Waitara train station is a good link to Hospital – better grades for walking and cycling.

Many comments outlined the appreciation of the character of Hornsby – a unique aspect to be celebrated and enhanced. It was noted that a Westfield retail experience can be experience in many town centres. The setting, heritage and historic aspects here are what make this place different. Any proposals should enhance, reflect, respect and capture the essence of Hornsby charm and human scale.

Co-Design Outcomes



Scenario 1: Cenotaph

Proposal summary Public Domain focus: Location of the main public plaza within the historic area of the site. Traffic removed from Peats Ferry Road to allow space for an extended pedestrian plaza space. Interchange removed to allow for extended public domain space.

Comments to support aspects of this scenario are:

- Support for this area as a notable and exciting urban plaza revitalising the original centre of the town.
- Closing Peats Ferry Road would further support creation of this plaza and achieve a substantial new place and pedestrian area for a wide range of community activity.
- Beneficial to focus on where the energy is already and is a regeneration of an existing well know space.
- Further, it was noted that this area has a good potential relationship with Westfield retail development which supports development along the eastern edge.
- While the Cenotaph function is important in the space it should not restrict the potential of the space.
- The Cenotpah and important functions can be designed around and/ or moved if need be.
- Further support for this option noted the benefits of the transport Interchange facility to be integrated into the public domain sequence of spaces, rather than a waiting area full of bus shelters.

Concerns regarding this option included:

- This proposal is too moderate, "looking backwards" and not a bold enough a change for Hornsby.
- The community use is not a significant enough function for such an involved development over the rail space in this location.

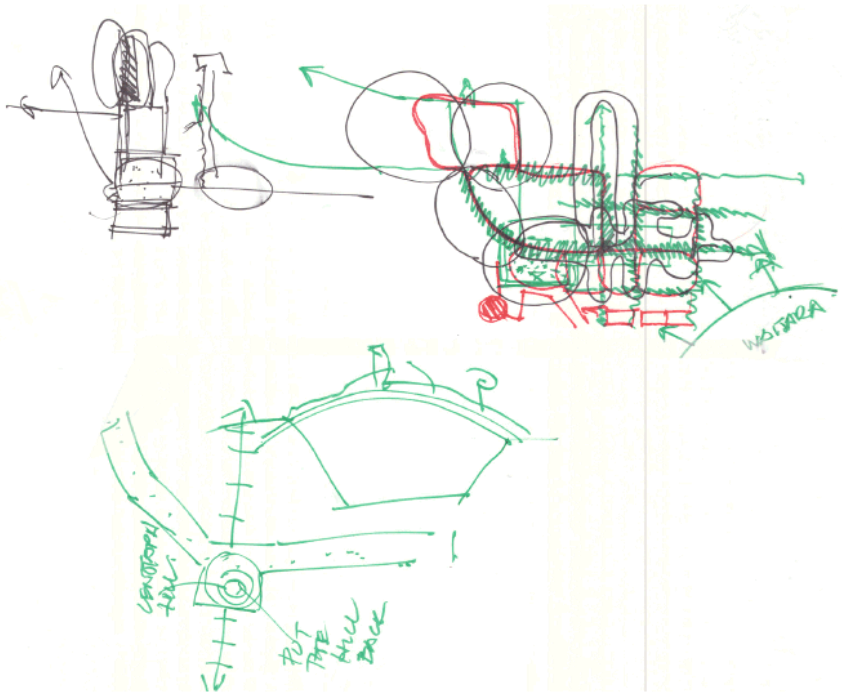
Scenario 2: Civic

The principal public domain space in this option is located with the community functions to the west of the town, integrated within the existing civic area.

This has close connections to the quarry bushland park and proximity to the existing Hornsby Park. The nature of this can be more urban in character.

Comments to support aspects of this scenario are:

- Support the generous spread of different types of spaces which will provide good accessibility for everyone.
- Supportive of a distinct space which has a community focus and use not associated with the existing retail area.
- Supportive of an urban character plaza here which can be purpose designed to be used for community events and could include flexible water play areas/ outdoor recreational activities.
- It was suggested that this area could support a school, library, child care and medical all of which will encourage people to access this area and use the public domain spaces.



Scenario 3: Core

- This option was also beneficial for the plaza space to have proximity to bushland and provided a natural transition between the city and the bush character.
- It was noted that a new east west crossing at Coronation Street/ Burdett Road in this layout provides a natural location to cater for movement between retail to recreational centres.
- Further support for this option also noted the benefits of the transport Interchange facility to be integrated into the public domain sequence of spaces, rather than a waiting area full of bus shelters.

Concerns regarding this option included:

- There were concerns that without the right functions in this part of the town, the area would not be able to attract people to use the public domain spaces.

The focus for public domain in this option is focused on the east, integrated into a new development which decks over rail and George Street and refocuses a public centre in proximity of the east retail area.

Public domain here would have a vibrant and actively layered approach as designs require to accommodate complex topography and multi-story built form with public access around and through.

Comments to support aspects of this scenario are:

- The benefit of new built form removes the presence of the rail and provides a new urban centre.
- Is a positive step to remove the trains and road as a barrier in the town centre, plus good to have whole town centre in the middle of the retail and residential areas.
- There was noted that there is assumption that there will be additional public open spaces to be included as part of housing developments.
- The fact that this is already a successful retail area is seen as a benefit also as will be more attractive as a development opportunity.

Concerns regarding this option included:

- The town centre is already very unbalanced and this will not help that aspect.

Co-Design Workstream Outcomes

Urban Design and Built Form

Facilitators

- Lachlan Hicks, Cox
- Daniel Turini, JLL
- Ash Chand, Hornsby Council

Overview

The Urban Design and Built Form workstream of the Co-Design Workshop focused around a discussion of the principles and objectives for Hornsby Town Centre and a structure for the master plan.

The workstream worked together to test design principles and what they mean for Hornsby.

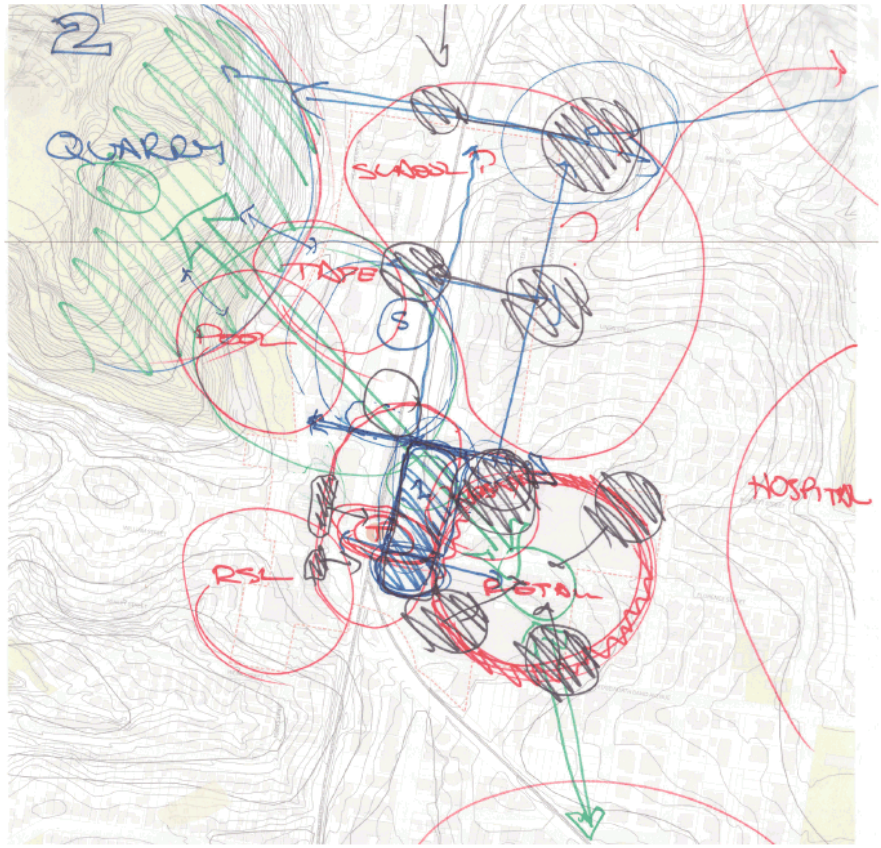
At the conclusion of each session, the principles discussed were collated with those prepared by the other workstreams in preparation for subsequent sessions.

Sessions tested and challenged the structure of the master plan.

Participants identified current issues and opportunities experienced in the Town Centre today, testing against the principles on a plan to explore different ways of looking at the road network and placement of uses.

Key Outcomes

1. Provide a robust and connected multi-modal network of public destinations comprising of community uses and or complementary uses that generate activity such as gathering spaces, ideas markets and food and beverage outlets, centered on public spaces.
2. Link active nodes with legible, connected, and green spaces that reinforce the bushland shire identity and make the Town Centre comfortable, active, liveable and sustainable.
3. Consider staging of the Town Centre to ensure a critical mass of retail, community use and commercial facilities at each stage that contribute to the long-term vision and act as catalysts for subsequent stages.
4. Generate a true community with a mix of feasible uses and densities that foster 18-hour activation.
5. Maximise permeability and view corridors with built form and spaces that have a human scale.
6. Balance density to ensure a respectful consideration of public spaces and transition to adjoining areas.
7. Reinforce clear connections both within the Town Centre and to the wider Hornsby Shire.
8. Establish an authentic Hornsby Town Centre by respecting the topography and landscape, recapturing view corridors and retaining and interpreting the heritage fabric.
9. Integrate employment land uses to ensure continued service amenity and leverage opportunity provide fine-grained destinations.
10. Develop a consistent language and design approach that complements the history, heritage and character of Hornsby.
11. Deliver a multi-purpose, year-round community to attract and cater for the living, working, learning, recreational and cultural desires of the forecast growing population.



Key Discussion Points

A New Community Heart

Beginning with a discussion of where the 'heart' of the Town Centre should be, discussions generally adressed:

1. The opportunity for the heart as shown in scenario 1 placed the focus of activity too far south within the centre, reducing amenity for residents to the north of the Town Centre and beyond.

2. locating the heart in the civic node to the Western Town Centre as shown in scenario 2 may likely need more active uses to be enough of an attraction.

3. Locating the 'heart' in the east as shown in scenario 3, while focusing the location to where there is the most activity, it may reduce attraction and activity in the west.

4. Beyond the three scenarios proposed, participants raised the role of the Hornsby Rail Station as the as active heart and a true hub of the Town Centre.

A Multi-modal Town Centre

Participants agreed that the Town Centre may have not only 'one heart' but rather be comprised of a multi-nodal series of distinct areas, of which the area over rail can be developed as core heart at the centre of several nodes, with it's own function to encourage commuters to 'stay a little longer.'

Furthering the discussion of 'nodes' within the Town Centre, the following primary nodes were raised, further identifying potential focuses:

- Civic node to north-west – civic and education focus, incorporating existing civic uses and TAFE, supporting co-location with potential primary school and active playground and recreation.
- Current library site - active library node connected to retail, rail, and new Burdett St. connection.
- Retail heart in Westfield at fountain – a place to meet.
- Western Town Centre – 18-hour node, activated by cinema, restaurants, and RSL, set within regionally interesting fine-grained and human scaled heritage character.
- Bridge Rd. at George St as amenity for residents and workers to north-east.
- Bridge Rd. at Peats Ferry Rd. as active address to Quarry Park and gateway to Town Centre from the north-west.

Co-Design Workstream Outcomes

Urban Design and Built Form

Legibility and Connectivity

Unpacking participant impressions of desirable areas of the Town Centre, a number of areas were highlighted, including the fountain adjacent to the Westfield, the Hornsby Park, and the Cenotaph Plaza.

What quickly emerged was the each of these areas have an identity and attraction in their own right, however they are fragmented by a lack of legible connections.

Here it became clear that coupled with the creation of new active nodes, it is critical to 'unlock' the Town Centre and ensure legible and comfortable connections to encourage residents, workers and visitors to move across the Town Centre. Given the overall scale of the centre, the strength of these connections was also seen as a chance to encourage walkability.

This included a recognition that any community node to the Western Town Centre would need to be developed in parallel with enhanced east-west connections over the rail, ideally the proposed Burdett St. and Coronation St. connection, whose enhanced connectivity would ensure a clear and legible connection, minimising any 'split' in activity that may be to the detriment of overall activity in the town centre.

Education

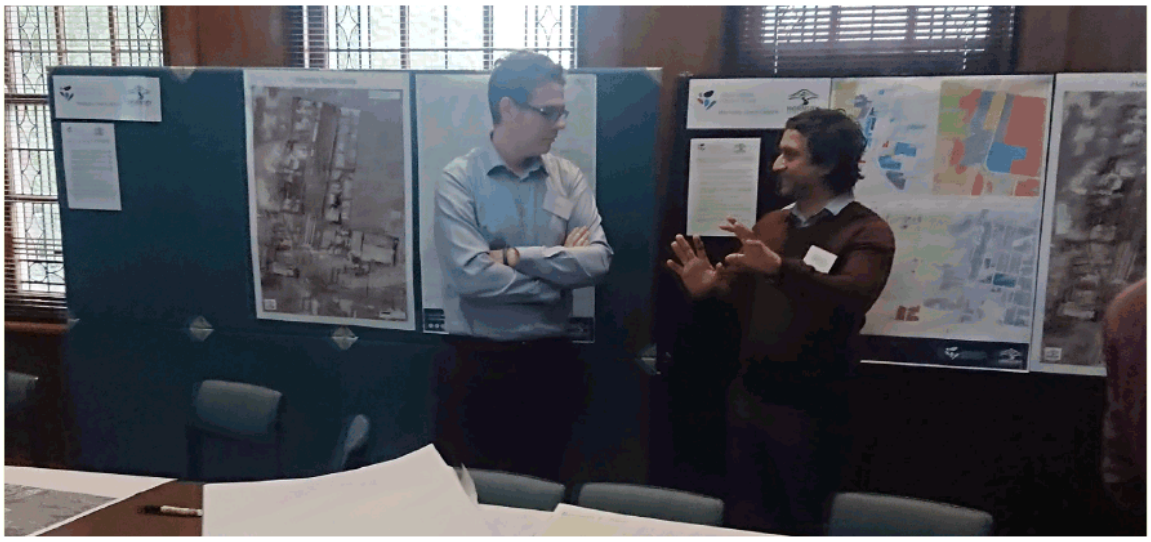
Discussion supported the provision of a primary school in the town centre co-located with TAFE and Hornsby Pool.

This was seen as being capable of contributing to walkability through strengthened pedestrian and public connections along Peats Ferry Road and Jersey St, further to connections across the greater Town Centre.

Employment Lands

It became clear that the south-east and south-west areas of town centre have distinct identities. However the northern areas, primarily employment lands, have little identity or clear vision.

While seen by many in the group as a negative, the employment lands were through discussions agreed to be critical in ensuring the ongoing provision of service-oriented uses in the Town Centre area and further hold great fine-grained opportunity for small-scale interim 'wins' to activate, including food and beverage and cultural uses.



Development and Density

In parallel with the emerging multi-modal strategy, participants supported the focusing of development and density around public nodes. This would maximise activity to each node, enhance feasibility of proposed uses, and in turn ensure amenity and attraction for to residents and users of new development parcels.

This was seen as beneficial in ensuring a more balanced and human-scaled density across the Town Centre, transitioning to the lower-rise character of surrounding neighbourhoods.

Development of Council car parks to the rear of existing built form to the Western Town Centre was supported.

Rail Corridor Development

The consideration of development in Government land was supported across each session. Considering access and future rail operation, further to development costs, participants generally agreed that development would be most appropriately focused over the current commuter car park and the Hornsby rail station.

Hornsby Park Quarry

Participants agreed that few, if any, Town Centres has a potential attractor of the scale, character and proximity as Hornsby does such to the proposed Hornsby Quarry Park. With the first phases of the Quarry Part due to open around 2023, integrating the Quarry Park in the identity of the Town Centre was seen as key in realising Council's vision, while maximising regional tourism and local amenity from first stages.

Extending comfortable and green connections to and from the quarry, in particular along Peats Ferry Rd. via Bridge Rd. Bunett St. crossing and an enhanced Florence St. bridge were agreed as instrumental in extending the green network through the Town Centre, ensuring connectivity and exposure to nature for residents, workers and visitors.

The co-location of a community hub to the Western Town Centre with the Hornsby Park, pool, and the quarry beyond was seen as a further opportunity to reinforce the green identity of the Town Centre.

Staging

While the Town Centre master plan considers development through 2036, participants agreed that staging should be considered from day 1, generally:

- Ensure focused development over peace meal
- Consider that amalgamation becomes more difficult with increased land value
- Early phases could focus on north-west aspects, with redevelopment of retail and heritage core coming in later phases
- Developments should build on and enhance existing activities as opposed to splitting activities which may be detrimental
- A distinct and complete place must be created in each phase
- That land value and development opportunities are maximised
- Each phase contributes to the longer-term vision, avoiding short-term wins coming at the cost of long-term gains

Co-Design Workstream Outcomes

Movement and Place

Facilitators

- Camden Fitzgerald, WSP
- Ian Connolly, Cox
- Bernard Choongo, Hornsby Council
- Radek Zarzycki, Hornsby Council

Overview

The Movement and Place workstream was centred on the following primary initiatives and considerations:

- To grow sustainably, Hornsby needs to overcome car dominance by encouraging transit and active modes.
- Movement dominates place, train station needs to be better integrated with the city core, more active links needed through the centre and between east and west sides.
- Bus services and infrastructure need to be improved to be an effective sustainable access mode; and must be designed to provide good access to the centre as well as to the train station. Bus interchange relocation can open up opportunities.
- High demand for commuter parking at Hornsby – reducing importance over time as residential population grows
- we need a better solution for commuter parking more in keeping with place outcomes for Hornsby.

Key Outcomes

Interchange

There was broad consensus that a split interchange was the preferred option.

This would include using the existing interchange in the area of Station Street or Jersey Street for services to/from the north.

Southern, western and eastern services would stay on the eastern side of the railway corridor. This would involve travelling on George Street with the bus stop in the land between the railway lines and George Street.

Most attendees were not in favour of placing a bus stop on George Street itself as it would impede traffic and would impact bus reliability.

Burdett Street is shown as a potential route for outbound services.

An essential element to this plan is a new pedestrian connection at the northern end of the station platforms to allow convenient bus to bus interchange and bus to rail interchange for the relocated services.

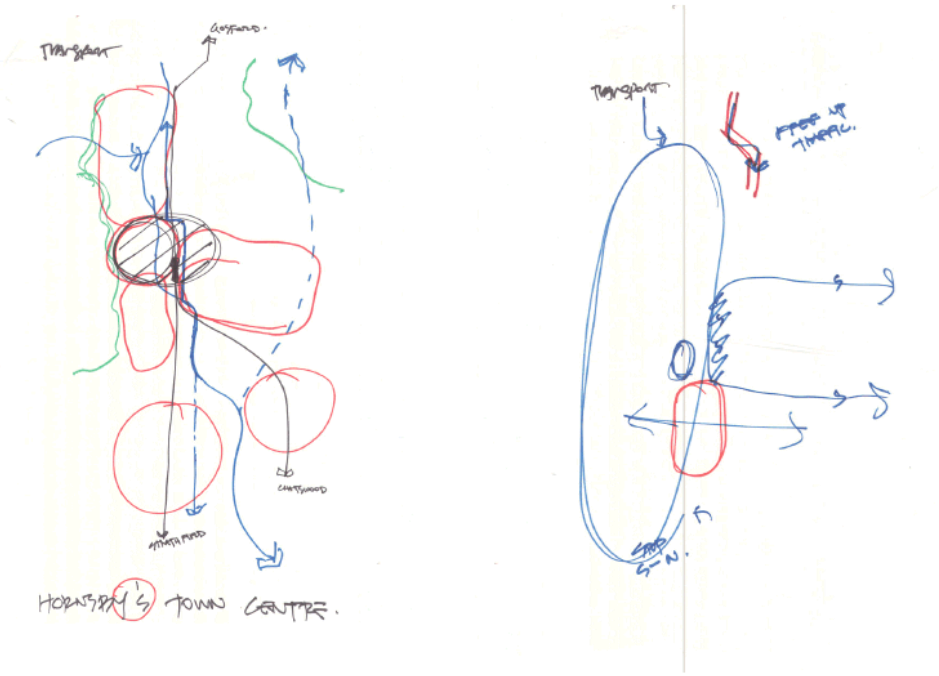
As part of this change, there would be a review of the bus network to assess whether the number of buses terminating at Hornsby could be reduced.

Interchange Advantages:

- Can reduce footprint of interchange as less services terminating here.
- Supported by potential for moving layover out of interchange (true for all options).
- Maintains activity on western side but reduces quantum of buses travelling through civic / heritage precinct.
- Places (half of) the bus interchange in closer proximity to the east side retail core.

Interchange Disadvantages:

- Buses may get caught up in congestion on George Street impacting reliability.
- May impact traffic flows on George Street – the designated through traffic route.
- Some passengers may need to walk further to reach their final destination.



George Street

Consensus that this should be the main movement corridor through the town centre.

George St. Advantages

- Removes confusion regarding which route to take to travel through the town centre
- Reduces traffic on Peats Ferry Road

George St. Disadvantages

- Does not support making George Street a more attractive environment for all users
- Gradients on Hunter Lane between Linda Street and Bridge Street are steep for cycling

Peats ferry Road

Downgrading of Peats Ferry Road for through traffic (at the southern end) was generally supported. This supported the pedestrianisation / traffic calming around the cenotaph area. This should be supported by better sign-posting on the approaches to the town centre.

Re-alignment option around to the west shown in Scenario 1 was supported by some. Others felt it wasn't desirable or absolutely needed if traffic calming could reduce through traffic.

Advantages:

- Reduces through traffic and supports the calming of the west side
- Supports creating a community heart on the west side
- Supports creation of more public domain (an events area) on the west side integrated with the Cenotaph Park / plaza
- If further traffic is pushed to George Street, this may induce drivers to find alternative ways to travel around (rather than through) the town centre

Disadvantages:

- May induce further traffic circulation to from the south and south east for those wanting to access the west side.
- Will move more traffic to Bridge Road and George Street
- May restrict the scale of development possible on the west side.

East-West Connections

Burdett Street to Coronation Street crossing for pedestrians and cyclists was considered essential.
This should be integrated with a second entrance to the station

Further, this should link with connection through to Quarry Park

North South Connections

Support for activating these north-south links including bike lanes

Parking

Commuter parking should ideally be moved further north on the eastern side if sites become available. The present site between George Street and the rail corridor is the next-best location (to the north of the proposed bus stop), but may require an additional signalised intersection on George Street.

Cars should not be given more convenient access than buses, walking or cycling.

The proposed northern entrance atto the station Burdett St. would keep this within reasonable walking distance.

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ITEM 10

ATTACHMENT/S

REPORT NO. PC17/22

ITEM 10

1. PLANNING PROPOSAL - HIGH STREET AND ASHLEY STREET HORNSBY

2. DRAFT HORNSBY DEVELOPMENT CONTROL PLAN AMENDMENTS

PLANNING PROPOSAL

High Street and Ashley Street, Hornsby

July 2022

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PART 1 - OBJECTIVES AND INTENDED OUTCOMES

PART 2 - EXPLANATION OF PROVISIONS

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Section B - Relationship to strategic planning framework

Section C - Environmental, social and economic impact

Section D - State and Commonwealth Interests

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PART 6 – PROJECT TIMELINE

APPENDICES

Appendix A – State Planning Framework Checklist

Appendix B – State Environmental Planning Policy Checklist

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Appendix D – Council Reports and Minutes

ATTACHMENTS

Attachment 1 – 2016 Hornsby RSL Planning Proposal
- 1(a) Indicative Design Concept
- 1(b) 2017 Heritage Assessment
- 1(c) Urban Design Statement
- 1(d) Hotel Feasibility Study

Attachment 2 – Hornsby Town Centre Masterplan 2022
- 2(a) Hornsby Town Centre Review Recommendations 2022
- 2(b) Economic Development and Employment Report
- 2(c) Hornsby Town Centre Transport Plan

INTRODUCTION

This Planning Proposal is the first to give effect to the *Draft Hornsby Town Centre Masterplan* (HTC Masterplan), a key deliverable of Hornsby's *Accelerated LEP Review Program* agreement and the *Hornsby Housing Strategy 2020*. It explains the intent of, and justification for, proposed amendments to *Hornsby Local Environmental Plan 2013 (HLEP)* for the following sites:

The Hornsby War Memorial Hall site, and the Hornsby RSL Club Premises and Rear Carpark

Property No. 2 High Street (Lot 1 DP 585721) and Property No. 4 High Street, Hornsby (Lot 2 DP 817649), Hornsby.

- Amendments to increase the maximum building height to 38.5m (12 storeys). The land is currently zoned B4 - Mixed Use and no change is proposed to the zone.

Hornsby RSL Club Parcels in Ashley Street and Webb Avenue

Properties No. 7,9,11,15,17 and 19 Ashley Street, Hornsby (Lots 1,2,3,4,5,6 DP222907) and Properties No. 2 and 4 Webb Avenue, Hornsby (Lots 7 and 8 DP 222907).

- Amendments to increase the maximum building height to 20.5m (6 storeys) for the purpose of seniors housing only. The land is currently zoned R3 - Medium Density, and no change is proposed to the zone, which permits residential flat buildings.

All the sites are part of the "Western heritage" precinct identified in the HTC Masterplan, which is to be exhibited for public comment as this Planning Proposal proceeds.

The Planning Proposal will be exhibited with associated amendments to the *Hornsby Development Control Plan 2013* and has been prepared in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act), and NSW *Local Environmental Plan Making Guideline*, December 2021.

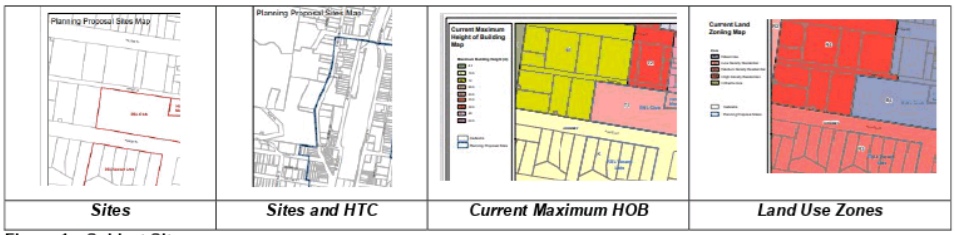


Figure 1 – Subject Sites

BACKGROUND

2016 Hornsby RSL Club Planning Proposal

In May 2016, a Planning Proposal was submitted on behalf of the Hornsby RSL Club to increase building heights and permit residential flat buildings as an additional permitted use at the existing RSL Club premises at No. 4 High Street, Hornsby and at the RSL Community Car Park at William Street, Hornsby (this site is not included in this planning proposal). The additional land use was sought because at that time the HLEP only permitted shop-top housing above retail or business premises.

The proposal also sought additional building height for a senior's living development on the Club's land in Ashley Street and Webb Avenue, Hornsby. The 2016 Planning Proposal did not include Property No. 2 High Street.

Following a Gateway Determination in June 2017, the proposal was amended and exhibited in February and March 2018. Council's post-exhibition assessment principally identified traffic related issues unresolvable through the Planning Proposal in isolation. The Club requested withdrawal of the Planning Proposal in May 2019 and in August 2019 Council resolved not to proceed and to include the RSL Club's concepts in the *Hornsby Town Centre Review*.

The Indicative Design Concept for the 2016 Hornsby RSL Club Planning Proposal is at **Attachment 1(a).**

The North District Plan and the Hornsby Town Centre Review

The *North District Plan* (NDP) was released in 2017. It identified Hornsby as a Strategic Centre and established the State government's housing supply and job creation targets for Hornsby to 2036.

In response to the NDP, and to ensure growth would be consistent with Council policies to focus growth in established housing precincts and the HTC, Council initiated the *Hornsby Town Centre East-Side Review*. It included a strategic analysis of planning controls and the demand for and feasibility of commercial/retail development on the east side of the HTC.

The scope of the HTC Review was expanded in 2019 to include land in the Town Centre on the west side of rail line including the land subject to this planning proposal, and the Review became a component of Hornsby's *Accelerated LEP Review Program*. The aims of the broader *Hornsby Town Centre Review Study* were to develop a structure plan that would provide for projected growth, strengthen the economic, employment and housing capacities of the HTC, improve public domain and activate Hornsby's commercial core. Review studies included economic development feasibility and urban form analyses, transport, traffic, parking and circulation modelling, housing demand and supply analysis and infrastructure capacity.

The principal outcome of the HTC Review is the draft *Hornsby Town Centre Masterplan* (HTC Masterplan) a key deliverable of Hornsby's *Accelerated LEP Review Program* and a priority of the *Hornsby Local Strategic Planning Statement 2020* and the *Hornsby Housing Strategy 2020*.

The Draft Hornsby Town Centre Masterplan

The HTC Masterplan is outlined and discussed in the *Hornsby Town Centre Review Recommendations* report, March 2022, at **Attachment 2(a).** The report identifies a series of recommendations and interventions to facilitate the revitalisation of Hornsby as a growing strategic centre, to accommodate change and to deliver diversity and density. The report, and the HTC Masterplan it illustrates, are supported by technical studies.

The Masterplan identifies that the land subject to this Planning Proposal is part of the "Western heritage" mixed-use development precinct. Properties No. 2 and No. 4 High Street are identified as Site 13 in the Masterplan and Properties Nos. 7,9,11,15,17 and 19 Ashley Street, together with Nos. 2 and 4 Webb Avenue, as Site 14.

The HTC Masterplan retains the existing zoning and land uses for all the sites subject to this Planning Proposal and identifies No. 4 High Street for 'Entertainment and dining' activities (Figure 19). Recommendations include revising the planning controls to increase mixed land use density at all the sites (Figure 51) and increasing the maximum building height for Site 13 to 38.5m (12 storeys) and Site 14 to 20.5m (6 storeys) (Figure 50).

This Planning Proposal is consistent with the recommended development standards and objectives of the draft HTC Masterplan. The consistency is discussed further in Parts 1, 2 and 3 of this Planning Proposal.

PART 1 - OBJECTIVES AND INTENDED OUTCOMES

Objective

To progress a Planning Proposal to amend the Hornsby LEP to:

- Meet the approval requirements of the *Hornsby Housing Strategy 2020* and grant funding under the *NSW Public Spaces Legacy Program*.
- Give effect to the role and function of the HTC in dwelling and jobs supply as identified in the North District Plan, the *Hornsby Local Strategic Planning Statement 2020*, the *Hornsby Local Housing Strategy 2020*, and the draft HTC Masterplan.
- Initiate the activation and revitalisation of the HTC according to Council's vision for it as '*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.*'
- Provide for the development of RSL Club landholdings at High Street, Ashley Street, and Webb Avenue, Hornsby to accommodate the mixed land uses and development densities identified in the draft HTC Masterplan including the hotel/serviced apartments, residential uses, expanded club and commercial uses and senior's housing development identified in the 2016 RSL Planning Proposal.

Intended Outcomes

- Development that contributes to Hornsby's housing supply and job targets to 2036 by providing housing, jobs and services in mixed use developments close to transport and services and which provides dwelling choice by encouraging shop-top housing and seniors housing in an established and growing town centre.
- Development that reflects an appropriate balance of commercial, residential and community uses that will attract investment, contribute to the rejuvenation of the Hornsby Town Centre, and reinforce and strengthen its viability as a commercial core
- High quality built-form, sustainability, and amenity outcomes consistent with the urban structure and built form for the HTC identified in the draft HTC Masterplan
- Developments that have a net community benefit, and which would not require major direct upgrades to existing public utilities and infrastructure.

PART 2 - EXPLANATION OF PROVISIONS

The subject land and intended outcomes of the proposed amendments to the Hornsby LEP are described below:

Hornsby War Memorial Hall

Property No. 2 High Street (Lot 1 DP 585721), Hornsby is owned by the Hornsby War Memorial Hall Committee Incorporated. It contains the Hornsby War Memorial Hall which is included as Heritage Item No. 483 in Schedule 5 – Environmental Heritage of the *Hornsby Local Environmental Plan 2013*

The site has an area of 987.5sqm, a frontage of 18m and depth of 48m, with its northern boundary along Ashley Lane and its southern and western boundaries adjoining the RSL Club premises at No. 4 High Street. The site is zoned B4 – Mixed Use.

The Planning Proposal is to:

- Amend the maximum building height control (Height of Buildings Map) for the site from 26.5 metres (8 storeys) to 38.5 metres (12 storeys).

Hornsby RSL Club High Street Premises and Rear Carpark

Property No. 4 High Street, (Lot 2 DP 817649) Hornsby, is owned by Hornsby RSL Club Limited. It has an area of 6,698qm, a frontage of 40m and depth of 146m along its southern Ashley Street boundary. Its irregular northern boundary adjoins No. 2 High Street and Ashley Lane and its western boundary No. 14 -18 Ashley Street. The entrance to the rear carpark is at Ashley Street. The site is Zoned B4 – Mixed Use.

The Planning Proposal is to:

- Amend the maximum building height control (Height of Buildings Map) for the site from 26.5 metres (8 storeys) to 38.5 metres (12 storeys)

Hornsby RSL Club Vacant Parcels in Ashley Street and Webb Avenue

Properties No. 7,9,11,15,17 and 19 Ashley Street, Hornsby (Lots 1,2,3,4,5,6 DP222907) and Properties No. 2 and 4 Webb Avenue, Hornsby (Lots 7 and 8 DP 222907) are owned by the Hornsby RSL Club Limited.

The lots are contiguous (there is no Property No. 13 Ashley Street) and as a consolidated development site have combined area of approximately 5,492sqm and three street

frontages - Ashley Street (northern) at 90m, Forbes Street (eastern) at 60m and Webb Avenue (southern) at 90m. The western boundary adjoins No.21 Ashley Street which is occupied by a dwelling house. The sites are Zoned R3 - Medium Density Residential.

The Planning Proposal is to:

- Amend the maximum height of buildings clause (4.3 Height of buildings) and the Height of Buildings Map to allow a maximum building height of 20.5m (6 storeys) for seniors housing development only at all the sites, (retaining the maximum building height for all other R3 permitted land uses on the land at 10.5 metres).

More specifically, the *Hornsby Local Environmental Plan 2013* is proposed to be amended as follows:

Height of Building Map	Amend Map Sheet HOB_017 to show the maximum building height for the following sites: 1) Property No. 2 High Street (Lot 1 DP 585721): 38.5 metres 2) Property No. 4 High Street, Hornsby (Lot 2 DP 817649): 38.5 metres Amend Map Sheet HOB_017 to define and show 'Area 1' over following sites: 3) Properties No. 7,9,11,15,17 and 19 Ashley Street, Hornsby (Lots 1,2,3,4,5,6 DP222907) and Properties No. 2 and 4 Webb Avenue, Hornsby (Lots 7 and 8 DP 222907)
Clause 4.3 Height of Building	Insert after (2) (1) Despite subclause (2), the height of buildings for development on land identified as 'Area 1' on the Height of Building Map may exceed the building height up to a maximum height of 20.5m if the development is for the purpose of seniors housing only.

Note 1: The draft clauses identified in this table are indicative only and will be subject to legal drafting. Accordingly, the draft clauses may alter in the process of preparing amendments to the Hornsby Local Environmental Plan 2013.

Note 2: The 2016 RSL Planning Proposal also sought an LEP amendment to include residential flat buildings above the RSL club premises as an additional permitted land use with consent. At the time, shop-top housing was only permissible above retail or business premises. The additional permitted use amendment is no longer required as shop-top housing is now defined as '*one or more dwellings located above the ground floor of a building, where at least the ground floor is used for commercial premises or health-services facilities*'. This allows residential development over Club premises but not over the Hornsby War Memorial Hall.

PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

Strategic Merit

Section A - Need for the planning proposal

1. **Is the planning proposal a result of an endorsed LSPS, strategic study or report? Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)**

Yes.

The land subject to this Planning Proposal is in the Hornsby Town Centre (HTC). The North District Plan, the *Hornsby Local Strategic Planning Statement 2020* which was endorsed by the Greater Sydney Commission in March 2020 and the *Hornsby Local Housing Strategy 2020* which was approved by the Department of Planning Industry and Environment in May 2021, identify that the HTC will provide up to 3,500 new dwellings and the bulk of commercial floorspace to 2036 to meet the Shire's long-term housing and job targets.

The recently completed *Hornsby Town Centre Review Study* explores ways to provide for the HTC's projected growth and strengthen its economic, employment and housing capacities. The HTC Masterplan in the draft *Hornsby Town Centre Review Recommendations* report, March 2022, at **Attachment 2(a)** gives effect to the objectives and actions of the State and local strategic planning framework by establishing sustainable transport focused development opportunities and an urban structure with the capacity and development feasibility to meet the State and local housing and jobs targets.

The HTC Masterplan applies to the subject sites and identifies them within the "Western heritage" mixed-use development precinct and recommends increased densities. The planning proposal is consistent as it proposes amendments that will increase density and enable development that would contribute to the mix of land uses.

The Planning Proposal includes a building height incentive for seniors housing. This is generally consistent with the outcomes of the *Hornsby Seniors Housing Demand and Supply Review* which was endorsed by Council in 2020. The Review recommends that planning for Hornsby Shire's growing 65+ population should include looking appropriate locations for independent seniors living units and aged care facilities, as well as other housing options outside age-segregated seniors living.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes.

Proceeding with a stand-alone planning proposal is considered appropriate.

Amendment of building heights in the HLEP is required to enable development that could feasibly contribute to employment growth, residential supply and the reactivation of the Hornsby Town Centre as identified in State and local strategic land use plans and in the Draft HTC Masterplan.

Section B - Relationship to strategic planning framework

3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Yes.

The *Greater Sydney Region Plan - 'A Metropolis of Three Cities'* and the *North District Plan* establish the strategic planning framework for accommodating Sydney's future population growth and identify key State and local targets such as dwelling numbers, infrastructure planning, liability, sustainability, and productivity. The sites subject to this planning proposal are located within the Hornsby Town Centre which is identified as a strategic centre in the North District Plan (NDP).

The Planning Proposal is consistent with all applicable objectives and priorities of NSW Strategic plans. The consistency of the Planning Proposal with the relevant objectives of the *Greater Sydney Region Plan* and the Planning Priorities of the NDP, are identified **at Appendix A.**

4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan

Yes.

The Hornsby LSPS was endorsed by the Greater Sydney Commission in March 2020. It identifies that the HTC, which includes the land in this planning proposal, is a major commercial centre that it will play a critical future role in providing employment, social and retail services for residents both within and surrounding Hornsby LGA. The planning proposal is consistent as it proposes LEP amendments that will facilitate development that

will reinforce role of the HTC and contribute to it providing services and meeting local housing and jobs targets.

The *Hornsby Local Housing Strategy 2020* (HLHS) outlines Hornsby's 20-year vision and priorities for housing an increase of 32,000 people requiring 14,879 new homes by 2036. It identifies that the majority of new homes will be provided in existing housing precincts, the Hornsby Town Centre (HTC) and the Cherrybrook Station Precinct.

Local Action 2 (LA2) of the Strategy is to focus future housing opportunities in the Hornsby Town Centre which would supply 3,500+ new homes by 2036, mostly in the form of high-density apartments.

A condition of the Department of Planning and Environment's approval of the Hornsby Local Housing Strategy 2020 is that Council submit a planning proposal with any relevant controls required to support rezoning part or all of the HTC Masterplan areas, to the Department for Gateway Determination by or before December 2022.

5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Applicable planning studies and strategies are discussed above.

6. Is the planning proposal consistent with applicable SEPPs?

Yes.
The Planning proposal would not contain provisions that would affect the application of the policies. The consistency of the Planning Proposal with the relevant consolidated SEPPs is identified in **Appendix B.**

7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?

Yes.
The Planning proposal is consistent with all applicable Section 9.1 Ministerial Directions. The consistency of the Planning Proposal with the relevant Section 9.1 Ministerial Directions is identified in **Appendix C**.

Matters for Consideration – Site Specific Merit

Section C – environmental, social and economic impact

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal

No.

The Planning Proposal applies to land in the urbanised Hornby Town Centre. Critical habitat or threatened species, populations or ecological communities, or their habitats would not be impacted.

9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

Yes.

The Planning Proposal includes an increase to the maximum building height on land a residential fringe area. It is likely to have impacts related to established urban form, amenity, overshadowing and the local traffic network. It has potential to have impacts related to heritage. The likely or potential environmental effects and proposed mitigation and management measures are:

Built Form and Solar Access

The proposed new building heights for the land in this Planning Proposal are based on the HTC Masterplan 2022 which was informed in part by the concepts in the 2016 RSL Planning Proposal. The RSL Planning Proposal *Indicative Design Concept* at **Attachment 1(a)** includes a preferred design scheme and built form, supported by planning principles, shadow diagrams and proposed HDCP controls. The 2016 RSL proposal did not include Property No. 2 High Street.

The preliminary shadow analysis in the Concept Plan shows that properties in the area surrounding the proposed RSL Club's development would not receive an unreasonable amount of additional overshadowing and would maintain a minimum of 2 hours of solar access per day. The residential towers above the RSL Club, and the seniors housing development, comply with the minimum requirements of the (then) Apartment Design Guide and SEPP 65 - Seniors.

Draft HDCP amendments to minimise the amenity impacts of 12 storey development at No. 2 and 4 High Street on No.14 -18 Ashley Street, a 3-storey residential flat building to the

west of No. 4 High Street and No. 11 William Street, Hornsby a 3-storey residential flat building to its north, will be exhibited with the Planning Proposal. The amendments include prescriptive controls for podium heights, building height and setbacks and will complement the existing controls for the Hornsby West Side.

Draft HDCP amendments applicable to a senior's development on the RSL sites in Ashley Street and Webb Avenue Hornsby will also be exhibited with the Planning Proposal. The amendments require a building height transition to lower density surrounding existing development and include additional setbacks for upper levels and location restrictions for main entrances and parking away from residential land uses. The new controls will complement the existing controls for 6 Storey residential flat buildings in the HDCP. The height, setback and design controls for seniors housing in State Environmental Planning Policy (Housing) 2021 (Housing SEPP) will also apply.

Heritage

The War Memorial Hall at No. 2 High Street is listed as Heritage Item No. 483 in Schedule 5 – Environmental Heritage of the *Hornsby Local Environmental Plan 2013*. It is a prominent building within the Hornsby Town Centre and is of historical, aesthetic, and social heritage significance. Its heritage value is in its association with the Cenotaph on Peat's Ferry Road and the adjacent to the RSL Club, its International Style architecture and glass façade, its ongoing use, memorial fixtures and layout of its rooms and its design by local architect Ross Innes Aynsley.

Issues with regards to the impact of the 2016 RSL Planning Proposal on the significance of the Hall were raised during its preliminary exhibition and Council's pre-Gateway assessment. A condition of the Gateway Determination of 14 June 2017 required that a heritage assessment be prepared to identify to what extent the proposed development would affect the heritage item and in November 2017 and an amended Statement of Heritage impact by Archnex Designs was prepared. It concluded that the heritage impacts of the proposal related to its setting and that the Planning Proposal did not have impacts in terms of the fabric of the item. The assessment is at **Attachment 1(b).**

As a result of the heritage assessment, the RSL Club indicated that they would amend the Planning Proposal to retain the current maximum building height control of 26.5 metres for the extent that No. 4 High Street adjoined the southern boundary of 2 High Street, to

provide an appropriate relationship (in terms of maximum height) to the Hornsby War Memorial Hall. The RSL Planning Proposal was withdrawn before the amended Planning Proposal was finalised.

The HTC Masterplan illustrates a range of possible urban form outcomes for Site 13 (No. 2 and No. 4 High Street) within the 12-storey recommended new maximum height limit across both sites. They all include a two-storey built form in the location of the War Memorial Hall indicating that the proposed additional building height does not mean that the Memorial Hall would be demolished and developed and that its retention at the ground level alongside or as part of a new development is practicable.

Potential heritage impacts related to the proposed building height of 12 storeys at No. 2 High Street and at the adjacent No. 4 High Street, will be managed through the existing heritage provisions of the Hornsby LEP and the Desired Outcomes and Prescriptive Measures of Part 9.2 – Heritage Items of the *Hornsby Development Control Plan 2013* (HDCP). The HDCP provisions adopt a 'whole of building' approach, apply to building exteriors and interiors, and require that the setting of an item is considered in any development nearby.

The sites are also in proximity to the Peat's Ferry Road and Mount Errington Precincts of the Hornsby West Side Heritage Conservation Area (HCA). Existing controls Hornsby LEP and the HDCP will ensure development on the subject sites does not adversely impact the heritage values of the Precincts.

Traffic and Local Road Network

Many of the previously unresolved traffic issues related to the 2016 RSL Planning Proposal concerned the proposed additional building height and land uses at the RSL and Community Car Park site at William Street, Hornsby. That site is not included in this planning proposal.

The *Hornsby Town Centre Review* capacity study and traffic modelling allowed for the RSL Planning Proposal's concepts. Modelling was based on gross floor area and potential overall development yield and not broken down to hotel, residential flat building, or seniors housing land uses. The land uses vary widely with regards to required parking rates, the number of vehicles they would add to the local road network, and their trip generation and distribution local traffic impacts.

Hotel uses require 1 parking space per room and have varying occupancy rates, often peaking at weekends and holiday periods. Seniors housing only requires 0.5 car space per bedroom and does not usually add substantially to AM or PM traffic volume peaks. It is likely, therefore that the development enabled through this Planning Proposal will generate less parking demand and less additional local traffic at completion than modelled.

The *Hornsby Town Centre Review Transport Plan 2022* at **Attachment 2(c)** identifies the land included in this Planning Proposal as Stage 1 (0-5 years) development sites within the Western Precinct. The plan also models intersection performance and carrying capacity for the whole HTC at full 2036 Masterplan development and identifies that the local road network will need to accommodate an increase in traffic of 15 per cent to 20 per cent in the AM peak and 40 per cent to 50 per cent in the PM peak.

A series of transport and infrastructure improvements to support the new urban structure and plan for the envisaged density and vehicle trip increases are recommended. Those with direct relevance to this planning proposal are intersection and road improvements along Peats Ferry Road, Edgeworth David Road, Bridge Road and Station Street, access improvements to an upgraded Hornsby railway station and a redesigned intersection at Peats Ferry Road and High Street that facilitates safe connections between residential areas to the south and the interchange and adjoining precincts.

The improvements are contributions costed and have been staged according to projected development uptake and yield to 2036.

10. Has the planning proposal adequately addressed any social and economic effects?

Yes.
The planning proposal is supported by the technical studies and assessments prepared for the 2016 RSL Planning Proposal and during the *Hornsby Town Centre Review* (HTC Review).

The *Economic Development and Employment Land Uses* study at **Attachment 2(b)** undertaken during the HTC Review, makes observations about growth feasibility of the HTC and identifies the point at which financial viability is likely to be reached at a site to justify development. The tipping point is based on a selection of building typologies. While the study did not specifically test the sites subject to this Planning Proposal, it notes with regard to the Western Heritage Precinct, within which the sites are located, that:

'Redevelopment in this precinct will in the short term be driven by major proposed redevelopments of Club owned land and 187-203 Peats Ferry Road. Our feasibility analysis showed that ……..the precinct will likely be redeveloped over the medium to longer term'.

The additional building heights proposed would allow the expansion of the Club facilities and sufficient floorspace for a hotel development and/or shop top housing on the No. 4 High Street site. Their construction and operation would contribute to job and housing targets outlined in the draft North District Plan and in local strategic plans, would strengthen the social and community benefits that the RSL Club provides and promote greater interaction between people visiting, living and interacting in the overall development.

The feasibility of a hotel on the site is examined in the Proposed Hotel Feasibility Study at **Attachment 1(d).** While the hotel will provide an economic benefit to the Club, it would also provide new jobs in the hospitality, administration, marketing and construction/trades sectors to the local area and may also have an attractor and multiplier benefit to the local economy as the HTC is not currently serviced with high quality accommodation, function centre or conferencing facilities. An additional residential population would stimulate local goods and services demand

The building height incentive for seniors housing on the vacant land at Ashley Street and Webb Avenue would address the growing demand for seniors housing within the broader community in locations readily accessible to support services, transport and entertainment, encourage and facilitate seniors housing supply overall and contribute to the provision of seniors housing dwelling type choice.

Section D – Infrastructure (Local, State and Commonwealth)

11. Is there adequate public infrastructure for the planning proposal?

Yes.
Services are available in the vicinity of the site. The Proposal would not impose any unacceptable additional demands on local infrastructure, public or community services. The sites are located in close proximity to existing bus and train services (approximately 400m).

The *Hornsby Town Centre Review Recommendations*, March 2022 at **Attachment 2(a)** identify a range of public infrastructure improvements associated with the growth of the

HTC to 2036. They include enhanced access to public transport, permeability, and linkage recommendations, and upgrading community facilities and open spaces. The development enabled through this Planning Proposal would be serviced long-term by these improvements and will contribute to their provision through monetary contributions as established and required in infrastructure and development contributions planning that is being undertaken as part of the overall Town Centre Review.

Section E – State and Commonwealth Interests

12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Consultation would occur with the public authorities identified in the Gateway Determination, including but not limited to, Transport for NSW, NSW Police, Sydney Water and the NSW Fire Service.

PART 4 - MAPS

1. Information Maps: Location, Land Use Zones and Building Heights.

Figures 2 and 3 – Location and Site Identification Maps

The subject sites are edged red. The Hornsby Town Centre is edged heavy blue.

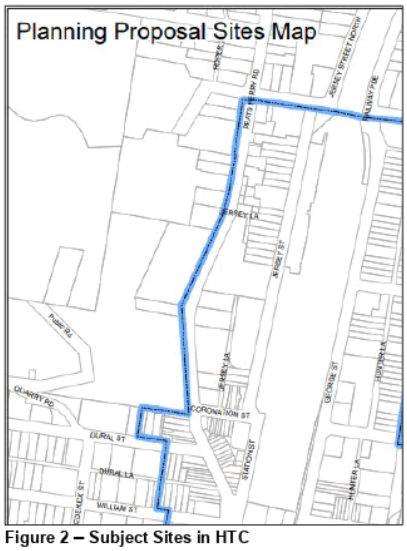
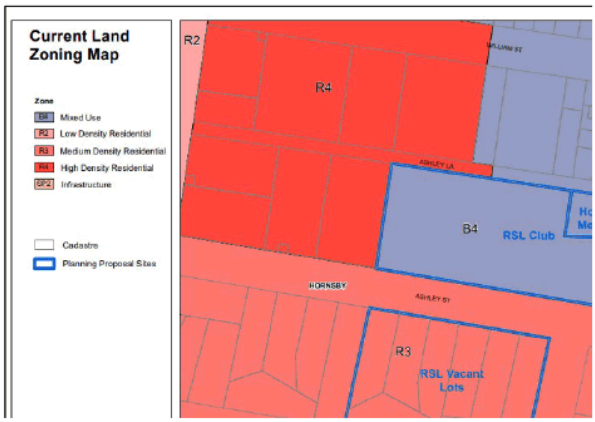


Figure 2 – Subject Sites in HTC

Figure 3 – Subject Sites Detail

Figure 4 – Existing Land Use Zones

The subject sites are identified edged blue.



2. Proposed Map Amendment: Height of Buildings Map

The Planning Proposal seeks to amend Sheet 17 Height of Buildings Map (HOB Map Identification number: 4000_COM_HOB_017_020_20141114). The current maximum heights for the subject sites and their vicinity are identified in **Figure 5** and the proposed heights are illustrated in **Figure 6** below

The subject sites are identified edged blue.

Figure 5 – Current Height of Building

Figure 6 – Proposed Maximum Height of Building

PART 5 - COMMUNITY CONSULTATION

Consultation and outcomes undertaken with council, state agencies or authorities to date.

The development of the Hornsby Town Centre Masterplan, which these sites form part of, was informed by consultation with a number of state agencies and authorities. The consultation has been in the form of letters, emails, presentations at meetings and a Co-Design workshop. Agencies involved over time include:

- Department of Planning and Environment;
- Greater Cities Commission;
- Transport for NSW;
- Sydney Trains;
- NSW Health;
- NSW TAFE; and
- NSW Education.

Most recently, Council officers discussed the RSL sites planning proposal with representatives from the Department of Planning and Environment as part of the initial scoping/pre-lodgement stage.

Any community consultation undertaken, or consultation with other key stakeholders

Preliminary exhibition of the 2016 RSL Club Planning Proposal indicated that traffic was the main issue with the proposal. Council subsequently resolved not to progress with the RSL planning proposal until the traffic issues could be considered as part of the entire Hornsby Town Centre Masterplan, which has now been drafted for exhibition.

Since preliminary exhibition of the RSL proposal, further discussions with the community about the Hornsby Town Centre in its entirety has included:

- Pop up sessions in Hornsby Mall;
- Exhibition of the Town Centre Vision and Principles as part of the LSPS exhibition;
- Land owner drop-in sessions; and
- A Co-Design workshop with agency stakeholders.

Consultation Strategy

The following consultation strategy is consistent with T*he Hornsby Shire Community Engagement Plan 2021* and the Public Exhibition requirements of the *Local Environmental*

Plan Making Guidelines 2021. It may be amended by the requirements of the Gateway Determination. It will include:

Advertisements in local Publications

An advertisement would be placed in the Hornsby Kuringai Post identifying the purpose of the Planning Proposal and providing a web-link to where the Planning Proposal can be viewed.

Advertisement on the Council website

The Planning Proposal would be exhibited on Council's website (https://www.hornsby.nsw.gov.au/council/noticeboard/your-say/have-your-say-content/current-exhibitions

ENews

An advertisement would be placed in Council's electronic newsletter.

Letters to affected owners

A letter would be sent to landowners who adjoin or are in close proximity to the sites.

Displays at the Council Administration Buildings and local libraries

The Planning Proposal would be displayed at the Council Chambers, 296 Pacific Highway, Hornsby, and the Hornsby Library.

Consultation with Authorities

A copy of the Planning Proposal and relevant supporting material will be provided to the public authorities identified in the Gateway Determination, including Transport for NSW – Roads and Maritime Services; Transport for NSW – Sydney Trains; relevant authorities for the supply of water, electricity and the disposal and management of sewage; as well as NSW Police, and NSW Fire Service.

PART 6 – PROJECT TIMELINE

Indicative Project Outline - Standard Planning Proposal

Dates 2022	Week No.	Duration Workdays*	Stage/Task
Stage 1 - Pre-lodgement			
8 April	1	N/A	Consult/Discuss with DPE
Stage 2 – Planning Proposal			
May	2,3,4	15	Draft Planning Proposal and LPP Report
25 May	4	N/A	LPP Briefing
June	5, 6	10	Gateway Report
13 July	7	N/A	Council resolution to refer for Gateway
Stage 3 – Gateway Determination			
July - Aug	8,9,10,11	20	Department Gateway Consideration
15 Aug	12	N/A	Gateway Determination Issued
Stage 4 – Post Gateway			
Aug - Sep	12,13,14,15	20	Post Gateway and Pre-Exhibition
Stage 5 – Public exhibition and Assessment			
12 Sep - 8 Oct	16,17,18,19	20	Exhibition for 28 calendar days
26 Sep -21 Oct	18,19,20,21	20	Exhibition review and submissions report
9 Nov	22	N/A	Council resolution to finalise
Stage 6 – Finalisation			
15 Nov	23,24	10	Instructions to PCO, maps to DEP and Finalisation of LEP Amendments
TBA	25	N/A	Submission to the Department for finalisation if required
Duration Sub-total days		125	
TBA		N/A	Gazettal and notification of LEP Amendment

Appendix A – State Planning Framework Checklist

Relevant GSRP Objective and NDP Priority	Consistency Comment
GSRP: A city supported by infrastructure **NDP: Planning Priority N1** Planning for a city supported by infrastructure	Consistent. The proposal would not add to public infrastructure requirements beyond those of the existing zoning and planning controls. The sites are within walking distance of public transport (trains and buses), and a range of services including a library, parks and aquatic centre. Infrastructure arising from development would be assessed during a development application. The HTC Review recommendations include a range of public infrastructure improvements associated with the growth of the HTC to 2036.
GSRP: A city for people **NDP: Planning Priority N3** Providing services and social infrastructure to meet people's changing needs **NDP: Planning Priority N4** Fostering healthy, creative, culturally rich and socially connected communities	Consistent The proposal would provide floorspace for developments that would strengthen the social and community benefits that the RSL Club provides. The senior's housing development associated with the RSL Club would provide access for future residents to community and support groups hosted by the Club and promote greater interaction between people visiting, living and interacting in the development.
GSRP: Housing the city **NDP: Planning Priority N5** Providing housing supply, choice and affordability, with access to jobs, services and public transport	Consistent The proposal aims to deliver dwelling supply and choice by encouraging shop-top housing and seniors housing in an established town centre close to services, shops and recreation opportunities. The proposal will contribute to the renewal and revitalisation of the HTC
GSRP: A City of great places **NDP: Planning Priority N6:** Creating and renewing great places and local centres, and respecting the District's heritage	Consistent The proposal aims to provide for development that reflects an appropriate balance of commercial, residential and community uses that will contribute to the rejuvenation of the Hornsby Town Centre, and reinforce and strengthen its viability as a commercial core Its built form is consistent with the urban structure and concepts identified in the draft HTC Masterplan. Potential heritage impacts related to the proposed building height of 12 storeys at No. 2 and 4 High Street are to be managed through amendments to the building setback and height controls in Part 4.5 – Hornsby Town Centre in the *Hornsby Development Control Plan 2013* (HDCP) and the existing heritage provisions of the HLEP and Part 9 – Heritage of the HDCP.

GSRP: A well connected City **NDP: Planning Priority N12** Delivering integrated land use and transport planning and a 30-minute city	Consistent The proposal provides for increased densities to facilitate high quality residential, registered club and visitor accommodation uses in close proximity to Hornsby Railway Station and bus interchange (approximately 400m).
GSRP: Jobs and skills for the city **NDP: Planning Priority N10** Growing investment, business opportunities and jobs in strategic centres	Consistent The additional building heights to allow expanded Club facilities and a hotel development and housing would assist with meeting the short term (construction) and long term (operation) job targets outlined in the draft North District Plan and in local strategic plans. The proposal may also have an attractor and multiplier benefit to the local economy as the HTC is not currently serviced with high quality accommodation, function centre and conferencing facilities.
GSRP: Valuing green spaces and landscape **NDP: Planning Priority N16** Protecting and enhancing bushland and biodiversity **NDP: Planning Priority N17** Protecting and enhancing scenic and cultural landscapes **NDP: Planning Priority N19** Increasing urban tree canopy cover and delivering Green Grid connections	Consistent The proposal is limited to redevelopment within the commercial core of an established urban centre. In that, it is consistent with Council policies to retain and protect bushland and landscapes of value. The draft HTC Masterplan landscape and public domain recommendations include open and green infrastructure network including an interconnected tree canopy. Any development application would be required to be consistent with these and existing applicable tree planting requirements controls for the HTC West Precinct in the HDCP 2013
GSRP: An efficient city **NDP: Planning Priority N21** Reducing carbon emissions and managing energy, water and waste efficiently	Consistent The proposal applies to land in close proximity to Hornsby Railway Station and bus interchange (approximately 150m), reducing the need for private vehicle usage. Any development application would be required to be consistent with the building sustainability, energy, water supply and waste requirements of Part 1 of the HDCP 2013 and be consistent with any applicable sustainability provisions of the Housing SEPP.
GSRP: A resilient city **NDP: Planning Priority N22** Adapting to the impacts of urban and natural hazards and climate change	Consistent Any development application would be required to be consistent with the building sustainability, energy, water supply and waste requirements of Part 1 of the HDCP 2013 and be consistent with any applicable sustainability provisions of the Housing SEPP.

Appendix B – State Environmental Planning Policies Checklist

SEPP	Consistency Comment
State Environmental Planning Policy (Housing) 2021	
Chapter 1 – Preliminary **3 Principals of Policy** (b) encouraging the development of housing that will meet the needs of more vulnerable members of the community, including very low to moderate income households, seniors and people with a disability, (d) promoting the planning and delivery of housing in locations where it will make good use of existing and planned infrastructure and services,	Consistent The proposal provides additional building heights for seniors housing and shop-top housing, providing a supply incentive to satisfy growing demand in a location in close proximity to services, transport, retail and entertainment opportunities.
Part 5 – Housing for Seniors and People with a Disability **84 – Development Standards - general** (c) for development on land in a residential zone where residential flat buildings are not permitted— (i) the development will not result in a building with a height of more than 9.5m, excluding servicing equipment on the roof of the building, and (ii) if the roof of the building contains servicing equipment resulting in the building having a height of more than 9.5m—the servicing equipment complies with subsection (3), and (iii) if the development results in a building with more than 2 storeys—the additional storeys are set back within planes that project at an angle of 45 degrees inwards from all side and rear boundaries of the site.	Consistent The proposal provides a maximum height of buildings to 20.5m (6 storeys) for seniors housing development only on R3 Zoned RSL land in Ashley Street and Webb Avenue Hornsby. Residential flat buildings are permissible with consent on R3 in Hornsby. Consequently, the SEPP remains applicable to developments to the proposed new maximum HOB. Development controls applicable to a seniors development on the RSL sites in Ashley Street and Webb Avenue Hornsby will be exhibited with the Planning Proposal. They will be consistent with the setback controls of the SEPP and provide for setback and height transitions to surrounding residential development.
93 – Site related requirements	Consistent The proposal would address the growing demand for seniors housing within the broader community in a location readily accessible to support services, retail rail and bus transport within 400m and entertainment.
108 – Non-discretionary development standards for independent living units	Consistent – see 84 above
Schedule 4 – Standards concerning accessibility and usability for hostels and independent living units	Consistent All applicable accessibility and usability standards for

	seniors housing will be included in the new HDCP development controls applicable to a seniors development on the RSL sites in Ashley Street and Webb Avenue Hornsby.
Draft Design and Place SEPP	
The draft SEPP is under review.	New development controls for the proposed new building heights in this Planning Proposal will be exhibited with the Planning Proposal. It is anticipated that they will be consistent with the applicable design principles and considerations of the finalised Design and Place SEPP and the HTC Masterplan.
Resources and Energy SEPP	**Not Applicable**
Industry and Employment SEPP	**Not Applicable**
Resources and Energy	**Not Applicable**
Transport and Infrastructure SEPP	**Not Applicable**
Resilience and Hazards SEPP	**Not Applicable**
SEPP Exempt and Complying	**Not Applicable**
Planning Systems SEPP	**Not Applicable**
Precincts SEPPs	**Not Applicable**
Biodiversity and Conservation SEPP	**Not Applicable**
Primary Production SEPP	**Not Applicable**

Appendix C – Section 9.1 Local Planning Directions Checklist

Focus Area	Consistency Comment
Focus Area 1: Planning Systems **1.3 Approval and Referral Requirements**	Consistent The Planning Proposal does not include any concurrence, consultation or referral provisions to a Minister or a Public Authority
Focus Area 1: Planning Systems: Place Based	**Not Applicable**
Focus Area 2: Draft Design and Place	**Not made**
Focus Area 3: Biodiversity and Conservation **3.2 Heritage Conservation Objective** The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance	Consistent Potential heritage impacts related to the proposed building height of 12 storeys at No. 2 High Street and at the adjacent No. 4 High Street, will be managed through the existing heritage provisions of the Hornsby LEP and the Desired Outcomes and Prescriptive Measures of Part 9.2 – Heritage Items of the *Hornsby Development Control Plan 2013* (HDCP). The HDCP provisions adopt a 'whole of building' approach, apply to building exteriors and interiors, and require that the setting of an item is considered in any development nearby.
Focus Area 4: Resilience and Hazards	**Not Applicable**
Focus Area 5 - Transport and Infrastructure **5.1 Integrating Land Use and Transport**	Consistent The proposal provides increased density and high quality residential, registered club and visitor accommodation uses in close proximity to Hornsby Railway Station and bus interchange (approximately 400m).
Focus Area 6 - Housing **6.1 Residential Zones** Direction 6.1 (1) A planning proposal must include provisions that encourage the provision of housing that will: (a) broaden the choice of building types and locations available in the housing market, and (b) make more efficient use of existing infrastructure and services, and (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and (d) be of good design.	Consistent The proposal provides additional building heights for seniors housing and shop-top housing, providing a supply incentive to satisfy growing demand in a location in close proximity to services, transport, retail and entertainment opportunities. The proposal will contribute to the renewal and revitalisation of the HTC. The proposal has been informed by indicative building envelopes that have taken surrounding land use and built form into consideration with regards to potential amenity and privacy impacts.

Focus Area 7 - Industry and Employment	
7.1 Business and Industrial Zones The objectives of this direction are to: (a) encourage employment growth in suitable locations, (b) protect employment land in business and industrial zones, and (c) support the viability of identified centres.	Consistent The proposal aims to deliver development that reflects an appropriate balance of commercial, residential and community uses that will contribute to the rejuvenation of the Hornsby Town Centre, and reinforce and strengthen its viability as a commercial core The additional building heights to allow expanded Club facilities and a hotel development and shop top housing would assist with meeting the short term (construction) and long term (operation) job targets outlined in the draft North District Plan and in local strategic plans. The proposal may also have an attractor and multiplier benefit to the local economy as the HTC is not currently serviced with high quality accommodation, function centre and conferencing facilities
Focus Area 8: Resources and Energy	**Not Applicable**
Focus Area 9: Primary Production	**Not Applicable**

Appendix D - Council Report and Minutes PC17/22

<< to be added after 13 July meeting>>

Attachment 1

2016 Hornsby RSL Planning Proposal

1(a) Excerpt from Indicative Design Concept
1(b) 2017 Heritage Assessment
1(c) Urban Design Statement
1(d) Hotel Feasibility Study

Attachment 1(a)

Sites relevant to PP identified as Site 2 and Site 3

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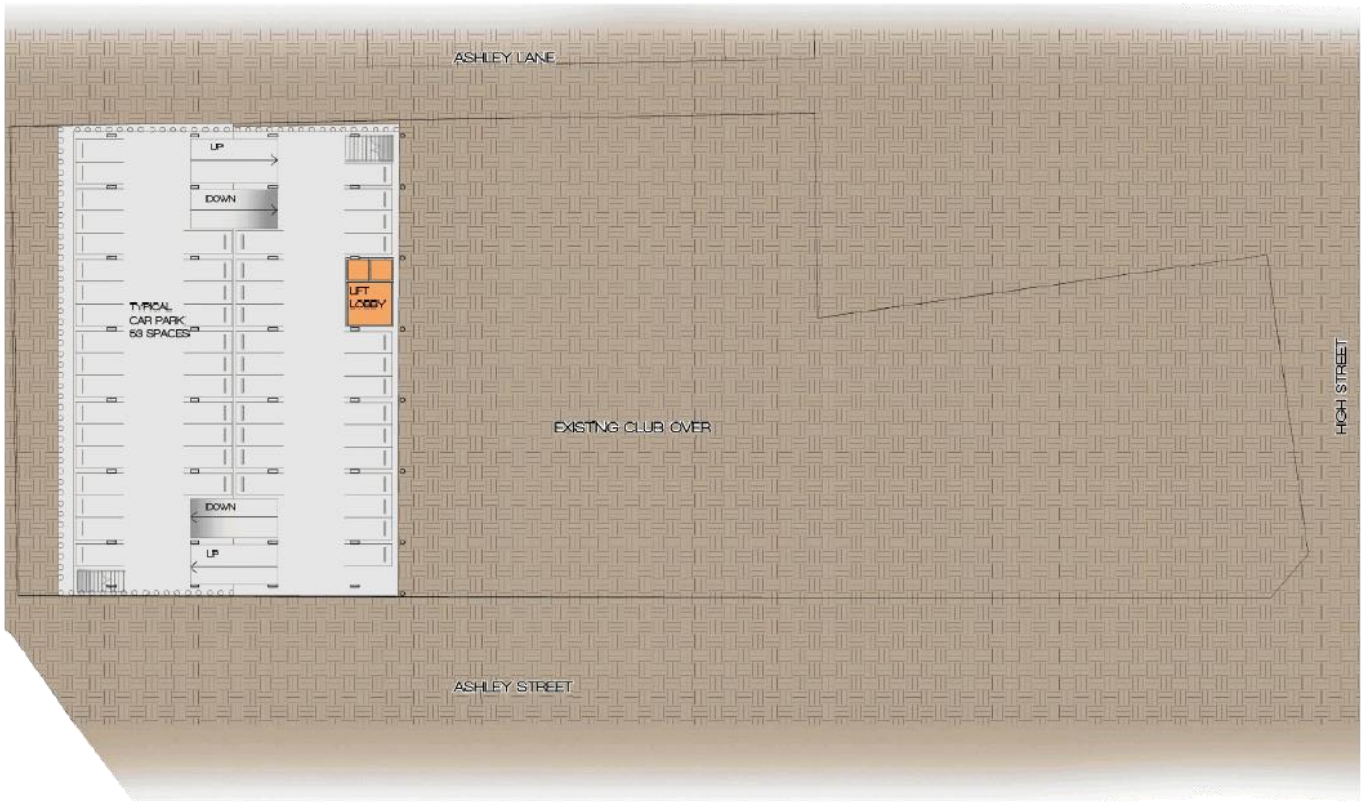
ATTACHMENT 1 - ITEM 10

HORNSBY RSL PLANNING PROPOSAL

PROJECT 815E.14
11 May 2016



TYPICAL PARKING LAYOUT
LEVELS -1 TO -3 AND LEVEL 1

CAR PARK

LEVEL	SPACES
LEVEL -3	56
LEVEL -2	54
LEVEL -1	54
LEVEL G	48
LEVEL 1	54
LEVEL 2	57
TOTAL	**323**

HORNSBY RSL MASTER PLAN

PROJECT 816E.14

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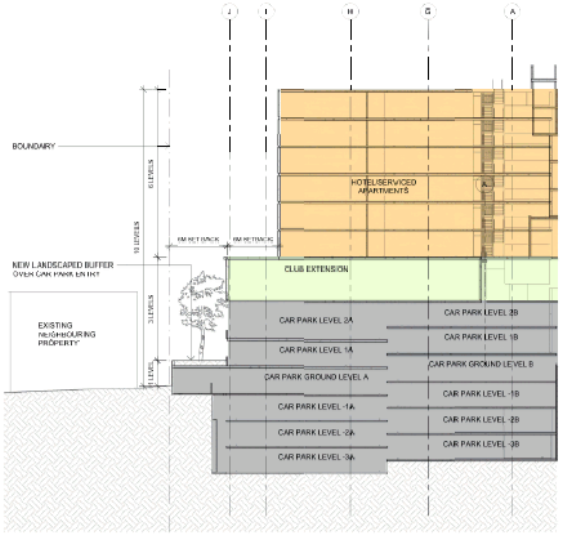
BASEMENT PLAN

SITE 2

ALTIS architecture

ATTACHMENT 1 - ITEM 10

ASHLEY STREET



CAR PARK ENTRY LEVEL

CAR PARK

LEVEL	SPACES
LEVEL G	53

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CAR PARK ENTRY LEVEL

SITE 2

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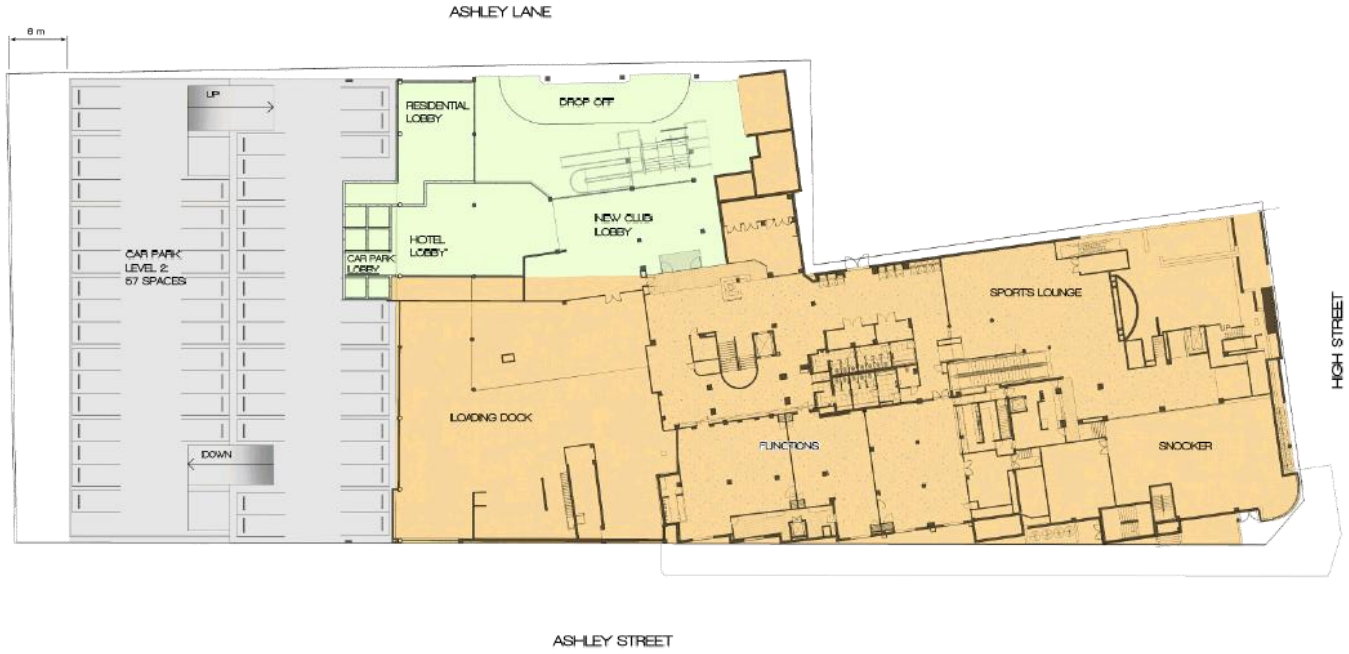
ATTACHMENT 1 - ITEM 10



CAR PARK

LEVEL	SPACES
2 LEVEL	57

NEW RESIDENTIAL LOBBY	95sqm
NEW CLUB LOBBY	45sqm
NEW HOTEL/CAR PARK LOBBY	330sqm

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LOWER GROUND

SITE 2

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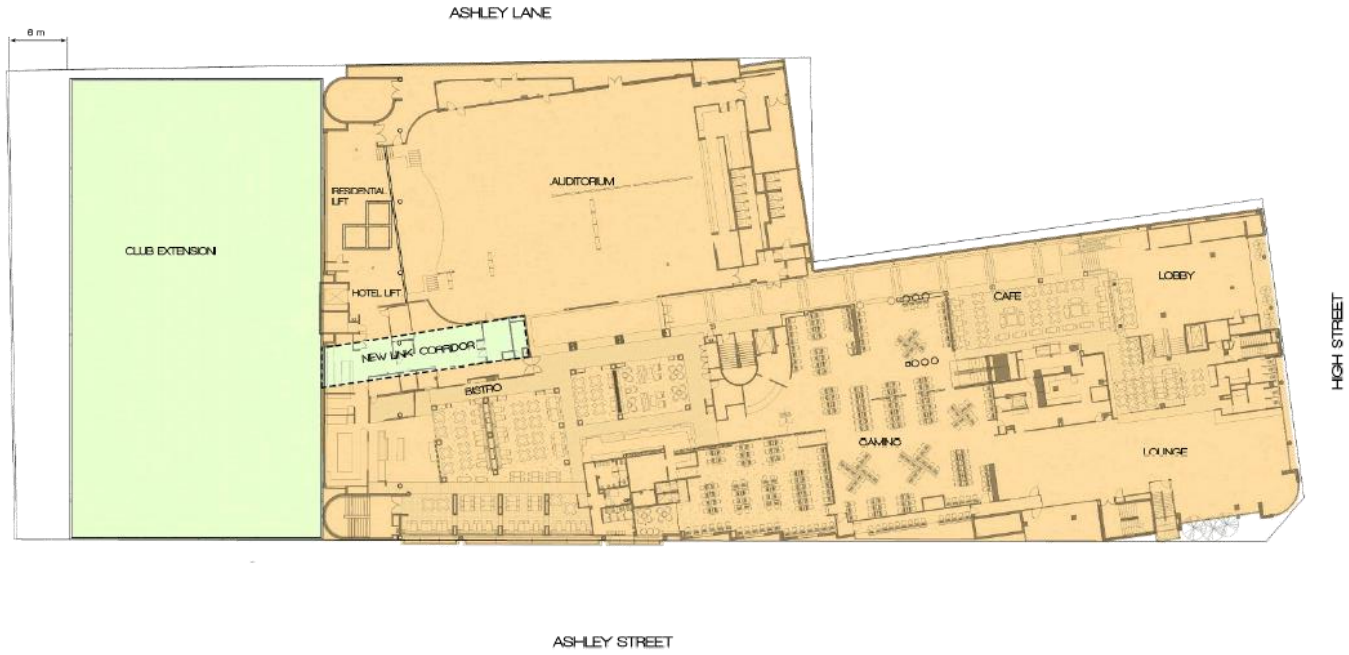

CLUB EXTENSION
1440sqm

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GROUND LEVEL

SITE 2

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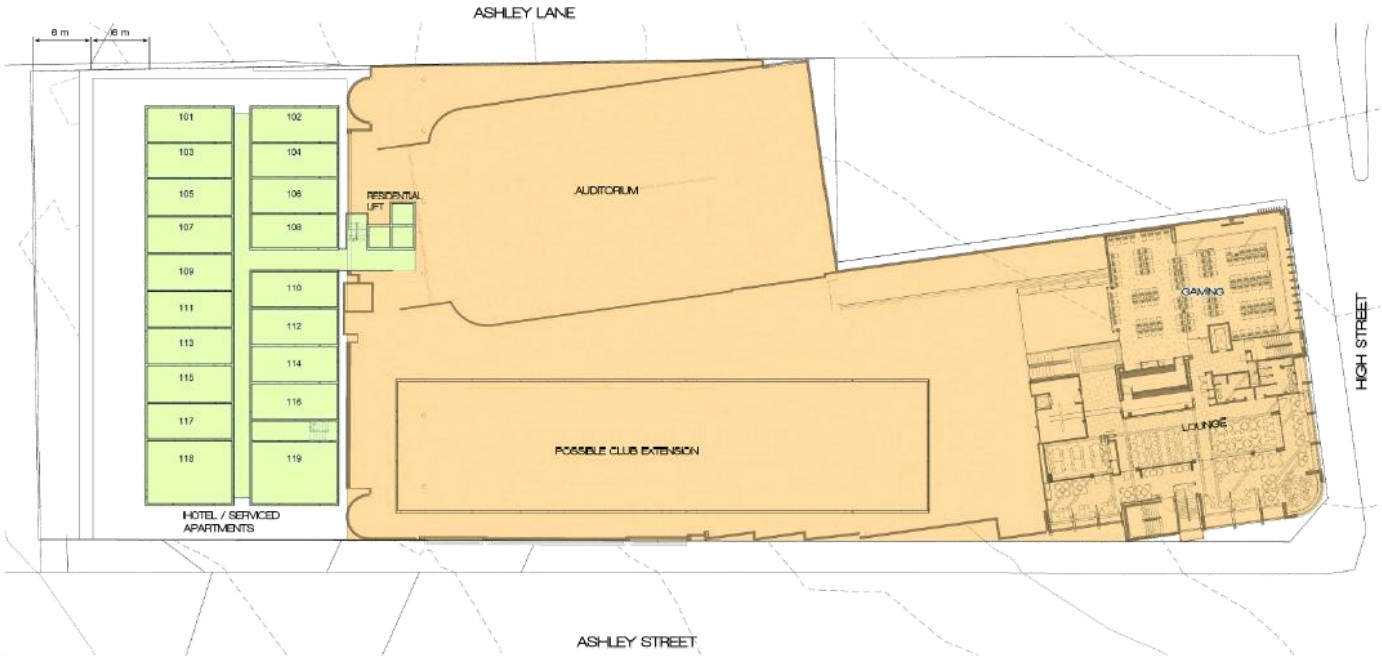
ATTACHMENT 1 - ITEM 10



TYPICAL FLOOR PLAN
HOTEL AND SERVICED APARTMENTS

NEW HOTEL / SERVICED APARTMENTS

	TOTAL
35sqm ROOMS	17
65sqm SUITES	2
TOTAL	**19**

NEW COMMERCIAL / CLUB EXTENSION AREA

870sqm

HORNSBY RSL MASTER PLAN

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LEVEL 1
SITE 2

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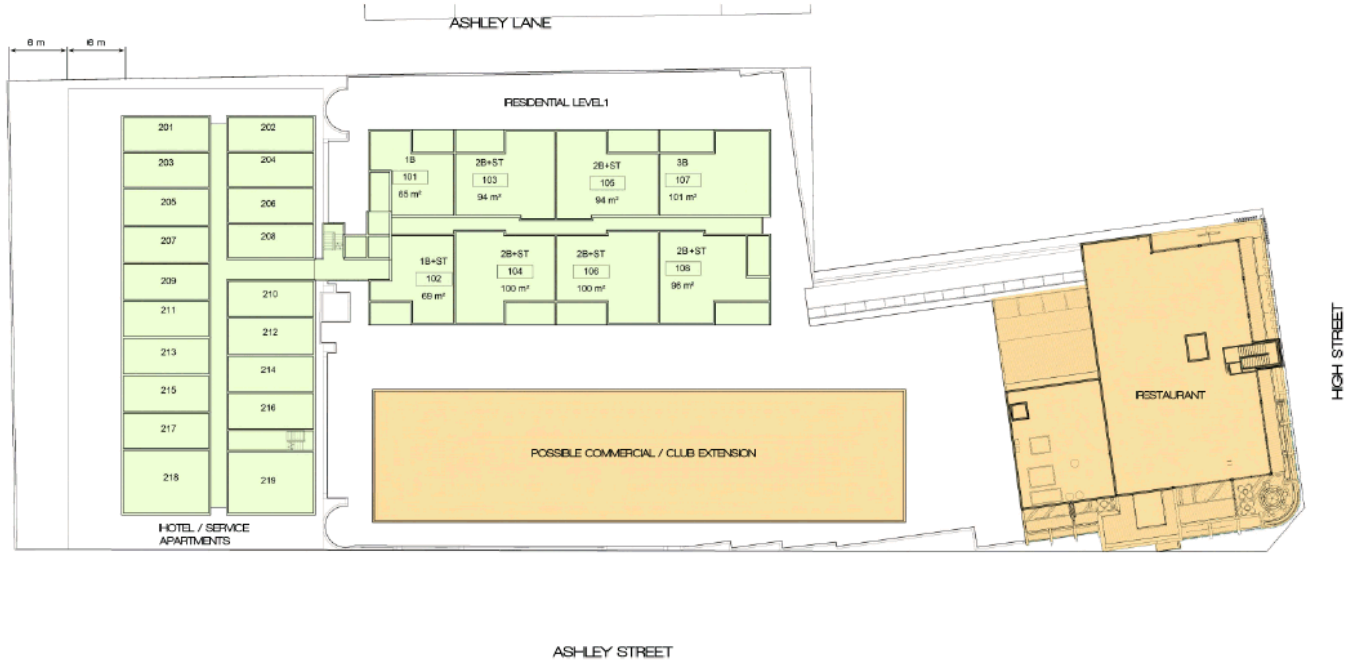
ATTACHMENT 1 - ITEM 10



NEW HOTEL / SERVICED APARTMENTS

	TOTAL
35sqm ROOMS	17
65sqm SUITES	2
TOTAL	**19**

NEW COMMERCIAL / CLUB EXTENSION AREA

870sqm

RESIDENTIAL LEVEL 1, 4, 5, AND 8

UNIT PER LEVEL	#
1 BED	1
1 BED + STUDY	1
2 BED + STUDY	5
3 BED	1
TOTAL	**8**

HORNSBY RSL MASTER PLAN

PROJECT 8156.14

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LEVEL 2
SITE 2

ALTIS architecture

ATTACHMENT 1 - ITEM 10

NEW HOTEL / SERVICED APARTMENTS

	TOTAL
35sqm ROOMS	17
65sqm SUITES	2
TOTAL	**19**

NEW COMMERCIAL / CLUB EXTENSION AREA

870sqm

RESIDENTIAL LEVEL 2 AND 6

UNIT PER LEVEL	#
1 BED + STUDY	1
2 BED + STUDY	2
3 BED	1
1 BED + STUDY UP & UNDER	1
2 BED + STUDY UP & UNDER	7
TOTAL	**12**

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LEVEL 3
SITE 2

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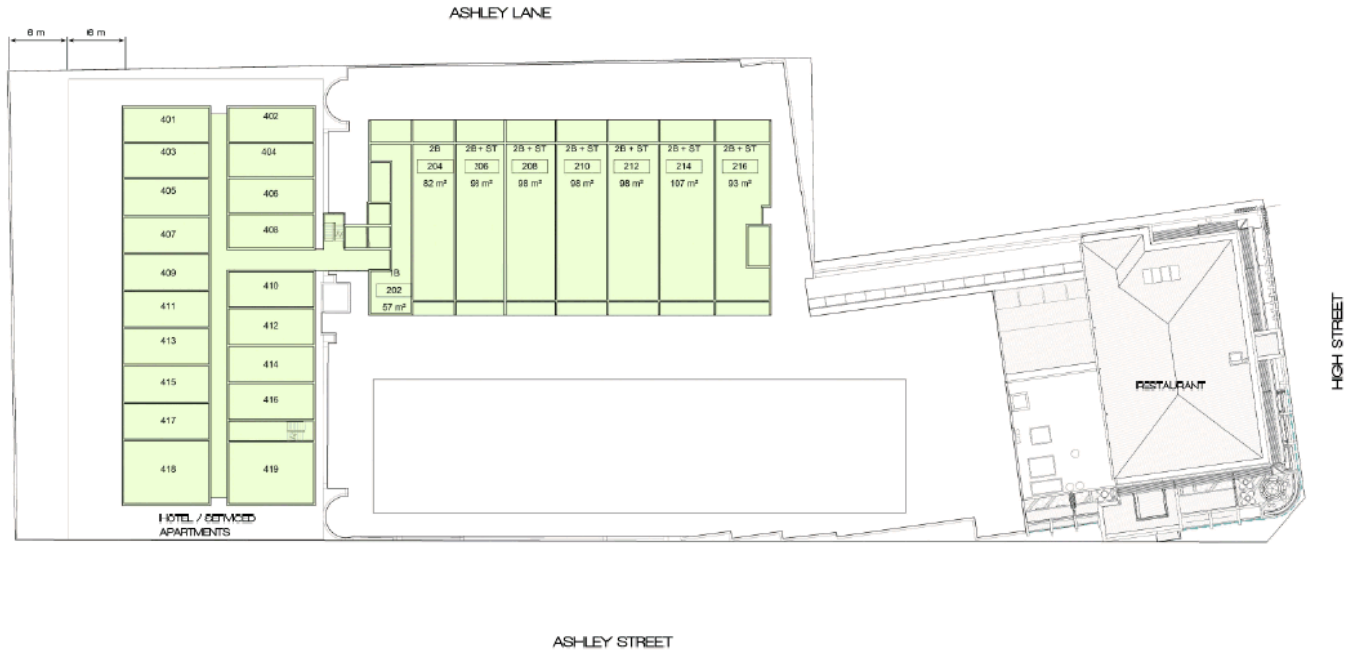
ATTACHMENT 1 - ITEM 10



NEW HOTEL / SERVICED APARTMENTS

	TOTAL
35sqm ROOMS	17
65sqm SUITES	2
TOTAL	**19**

RESIDENTIAL LEVEL 3 AND 7
PART OF SOUTHERN UNITS ON
LEVEL 2 AND 6

HORNSBY RSL MASTER PLAN

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LEVEL 9
SITE 2

ALTIS architecture

ATTACHMENT 1 - ITEM 10

EXISTING CAR PARK

ON GRADE	74

NEW CLUB CAR PARK

LEVEL	SPACES
LEVEL -3	56
LEVEL -2	54
LEVEL -1	54
LEVEL G	48
LEVEL 1	54
LEVEL 2	57
TOTAL	323

TOTAL ADDITIONAL SPACES 249

LOWER GROUND

NEW CLUB LOBBY
NEW HOTEL LOBBY
NEW RESIDENTIAL LOBBY

GROUND LEVEL

NEW CLUB EXTENSION	1440sqm

NEW WESTERN HOTEL

LEVELS	6
ROOMS PER LEVEL	17
SUITES PER LEVEL	2
TOTAL ROOMS	114

NORTHERN RESIDENTIAL

LEVELS	8
1 BED	4
1 BED + STUDY	6
2 BED + STUDY	38
3 BED	6
TOTAL	54

ALLOWABLE FSR SHOP TOP	3:1 + RESIDENTIAL
SITE AREA	6,697m²
ALLOWABLE GBA	20,094m²
EXISTING FSR	1.76:1
EXISTING GBA	11,787m²
PROPOSED FSR SHOP TOP	3:1 + RESIDENTIAL
PROPOSED GBA	
EXISTING CLUB	11,787m²
PROPOSED CLUB EXTENSION GROUND LEVEL	1,442m²
PROPOSED HOTEL LEVEL 1 TO LEVEL 7	4,008m²
PROPOSED CLUB EXTENSION /COMMERCIAL LEVEL 1 TO 3	2,610m²
TOTAL PROPOSED GBA	19,847m²

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MASSING DIAGRAM

SITE 1

ALTIS architecture

ATTACHMENT 1 - ITEM 10

STAGE 1 CAR PARK

SPACES	62

HORNSBY RSL MASTER PLAN

PROJECT 815E.14

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WEBB AVENUE LEVEL 1

SITE 3

1:250 @ A1

ALTIS architecture

ATTACHMENT 1 - ITEM 10

RESIDENTIAL LEVEL 2
STAGE 1

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	3	9
2 BED	3	6
TOTAL	**6**	**15**

CAR PARK

STAGE1	
SPACES	21
STAGE 2	
SPACES	41
TOTAL	**62**

HORNSBY RSL MASTER PLAN

PROJECT 816E.14

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WEBB AVENUE LEVEL 2
SITE 3

1:250 @ A1

ALTIS architecture

ATTACHMENT 1 - ITEM 10

RESIDENTIAL LEVEL 3

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	6	18
2 BED	12	24
1 BED	2	4
TOTAL	**20**	**46**

STAGE 1

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	3	9
2 BED	6	12
1 BED	1	2

STAGE 2

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	3	9
2 BED	6	12
1 BED	1	2

HORNSBY RSL MASTER PLAN

PROJECT 815E.14

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WEBB AVENUE LEVEL 3 + COURTYARD

SITE 3
1:250 @ A1

ALTIS architecture

ATTACHMENT 1 - ITEM 10

RESIDENTIAL LEVEL 4

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	6	18
2 BED	10	20
TOTAL	**16**	**38**

STAGE 1

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	3	9
2 BED	5	10

STAGE 2

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	3	9
2 BED	5	10

HORNSBY RSL MASTER PLAN

PROJECT 816E.14

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ASHLEY STREET LEVEL 1
WEBB AVENUE LEVEL 4

SITE 3
1:250 @ A1

ALTIS architecture

ATTACHMENT 1 - ITEM 10

RESIDENTIAL LEVEL 5

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	6	18
2 BED	10	20
TOTAL	**16**	**38**

STAGE 1

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	3	9
2 BED	5	10

STAGE 2

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	3	9
2 BED	5	10

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ASHLEY STREET LEVEL 2
WEBB AVENUE LEVEL 5

SITE 3
1:250 @ A1

ALTIS architecture

ATTACHMENT 1 - ITEM 10

RESIDENTIAL LEVEL 6

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	6	18
2 BED	12	24
1 BED	2	2
TOTAL	20	44

STAGE 1

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	3	9
2 BED	6	12
1 BED	1	1

STAGE 2

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	3	9
2 BED	6	12
1 BED	1	1

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ASHLEY STREET LEVEL 3
WEBB AVENUE LEVEL 6

SITE 3
1:250 @ A1

ALTIS architecture

ATTACHMENT 1 - ITEM 10

RESIDENTIAL LEVEL 7

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	4	12
2 BED	10	20
TOTAL	14	32

STAGE 1

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	1	3
2 BED	5	10

STAGE 2

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	3	9
2 BED	5	10

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ASHLEY STREET LEVEL 4
SITE 3

1:250 @ A1

ALTIS architecture

ATTACHMENT 1 - ITEM 10

RESIDENTIAL LEVEL 8

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	2	6
2 BED	8	16
TOTAL	10	22

STAGE 1

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	1	3
2 BED	3	6

STAGE 2

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	1	3
2 BED	5	10

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ASHLEY STREET LEVEL 5

SITE 3

1:250 @ A1

ALTIS architecture

ATTACHMENT 1 - ITEM 10

RESIDENTIAL LEVEL 9

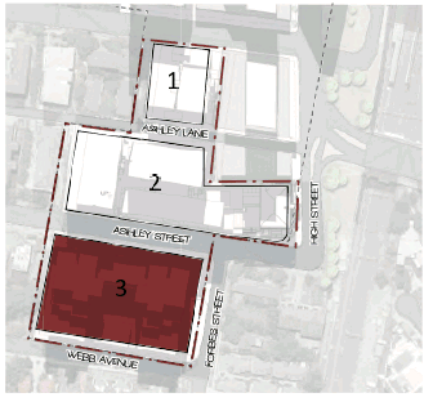
UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	2	6
2 BED	6	12
TOTAL	8	18

STAGE 1

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	1	3
2 BED	3	6

STAGE 2

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	1	3
2 BED	3	6



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ASHLY STREET LEVEL 6

SITE 3

1:250 @ A1

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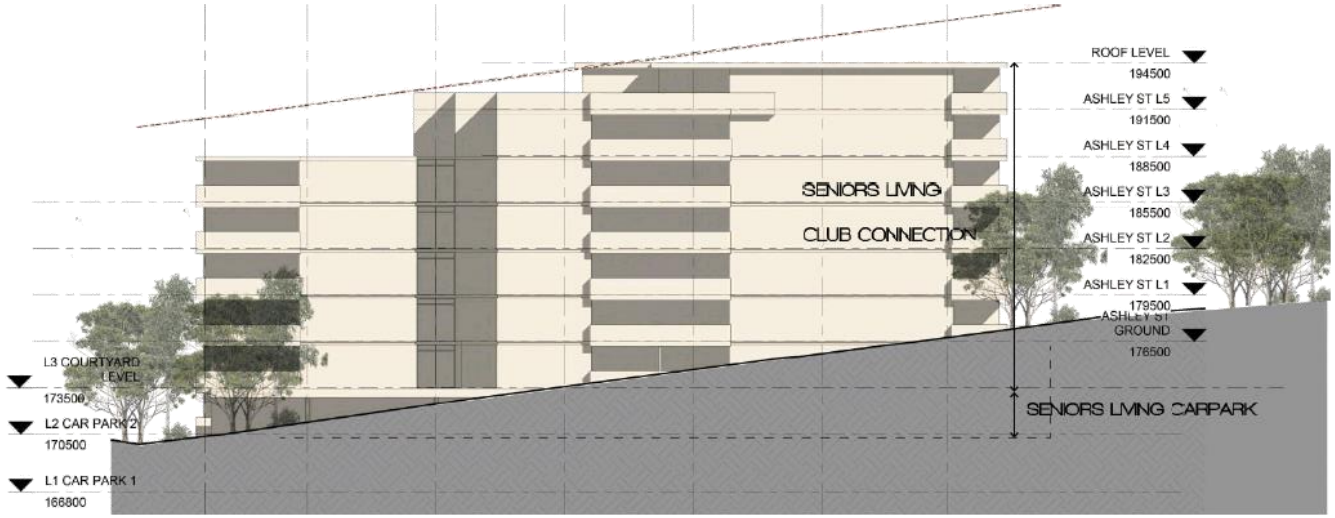
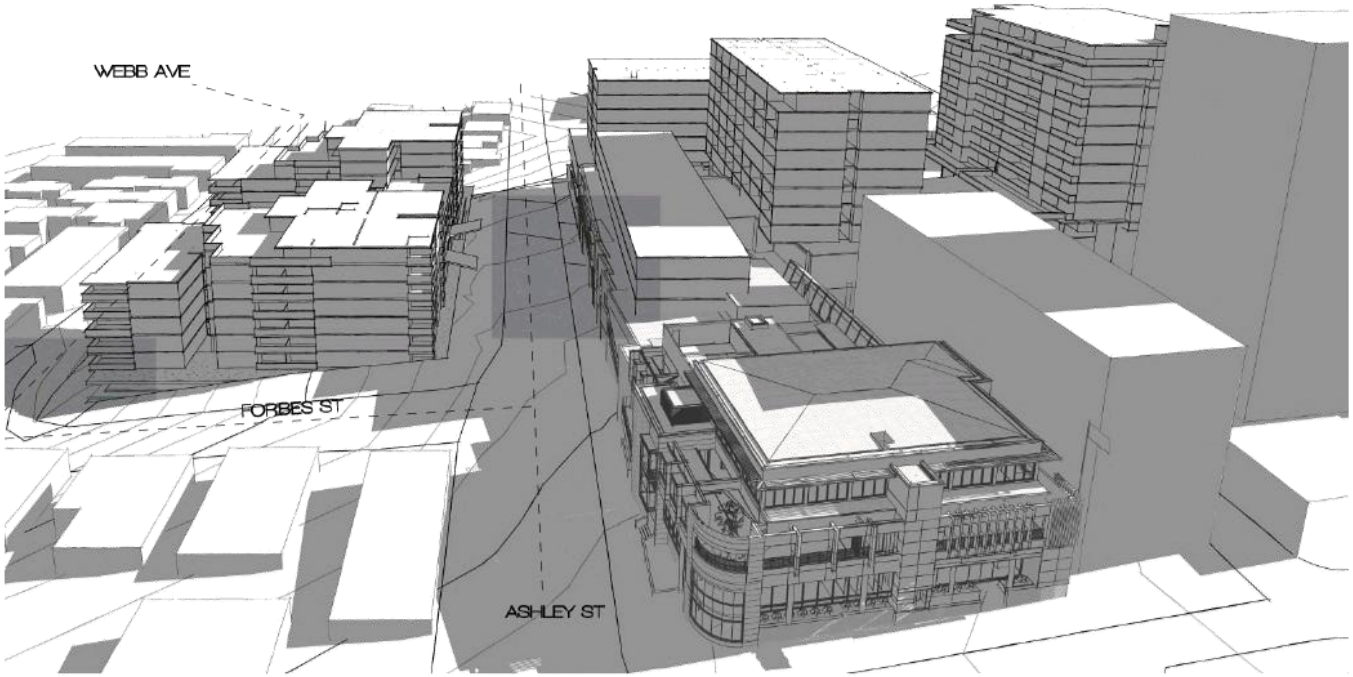


FORBES STREET ELEVATION



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FORBES STREET ELEVATION + MASS DIAGRAM

SITE 3
1:250 @ A1

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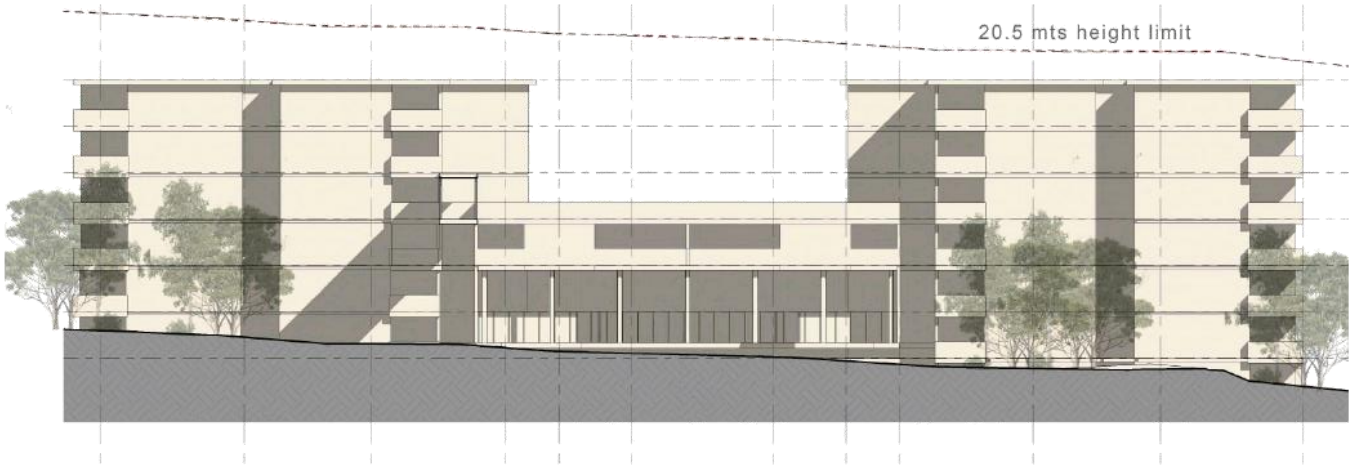
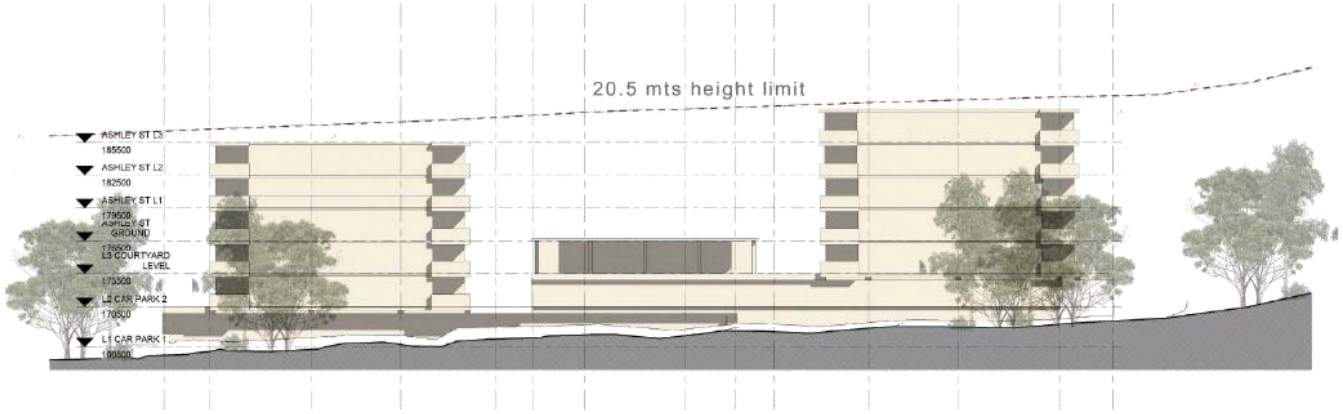
ATTACHMENT 1 - ITEM 10



ASHLEY STREET ELEVATION



WEBB AVENUE ELEVATION

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ASHLEY STREET AND WEBB AVENUE ELEVATIONS

SITE 3

1:250 @ A1

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ATTACHMENT 1 - ITEM 10

WINTER 12 AM

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SHADOW DIAGRAM

SITE 3

ALTIS architecture

ATTACHMENT 1 - ITEM 10

CAR PARK

STAGE1	
SPACES	83
STAGE 2	
SPACES	41
TOTAL	**124**

RESIDENTIAL

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	35	105
2 BED	71	142
1 BED	4	4
TOTAL	**110**	**251**

STAGE 1

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	18	54
2 BED	36	72
1 BED	2	2

STAGE 2

UNIT MIX	TOTAL UNITS	TOTAL BEDROOMS
3 BED	17	51
2 BED	35	70
1 BED	2	2

ALLOWABLE FSR	3:1
SITE AREA	5,565m²
ALLOWABLE GBA	16,695m²
PROPOSED FSR	2.6:1
PROPOSED GBA	14,338m²

HORNSBY RSL MASTER PLAN

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SITE 3

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ATTACHMENT 1 - ITEM 10

ATTACHMENT 1 - ITEM 10

HORNSBY RSL
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PROJECT 816E.14

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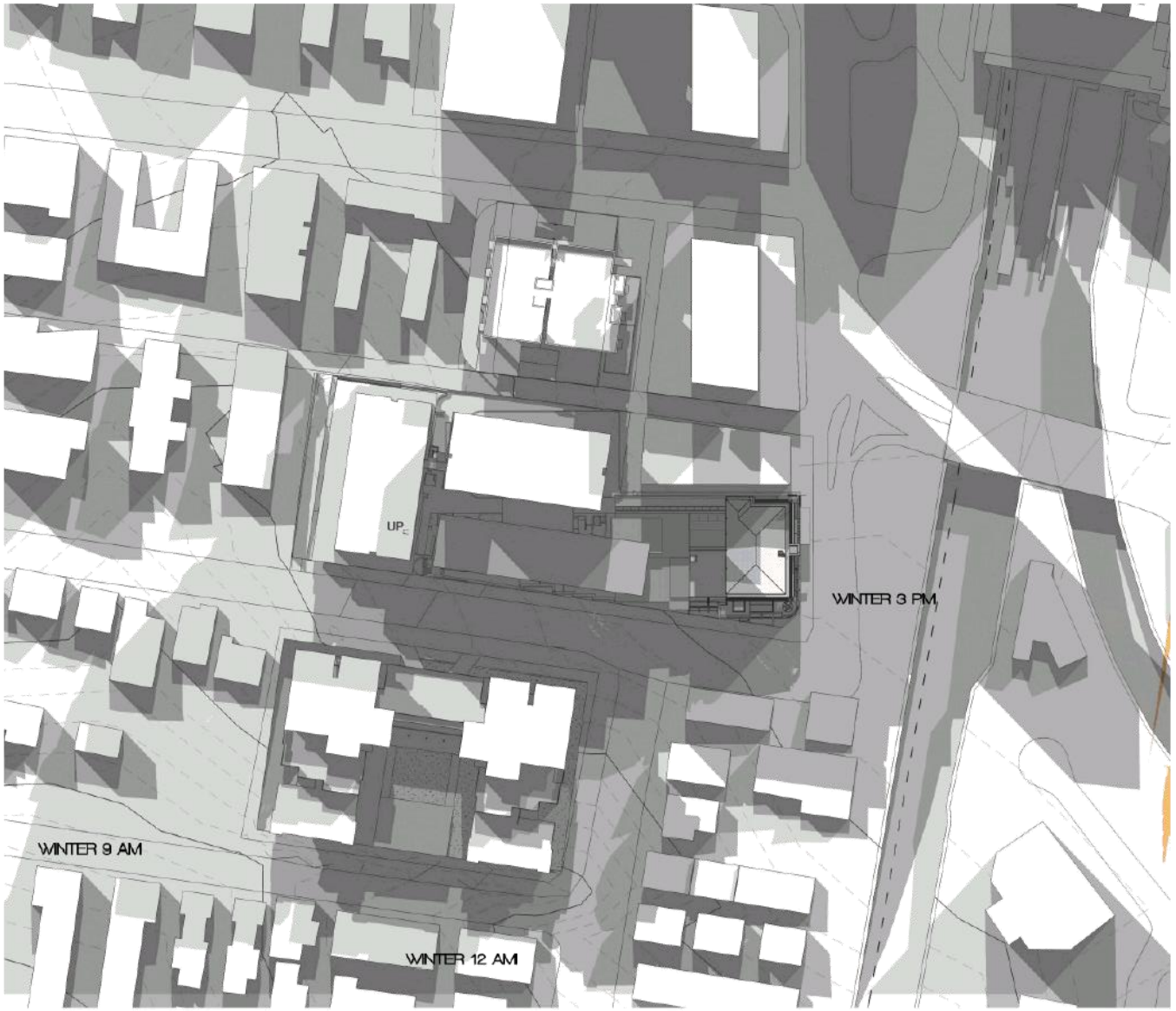
EXISITING SHADOW
DIAGRAM
SITE 1, 2 and 3

1:500 @ A1

ALTIS
architecture



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SHADOW DIAGRAM

SITE 1, 2 and 3

1:500 @ A1

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ATTACHMENT 1 - ITEM 10

ATTACHMENT 1 - ITEM 10

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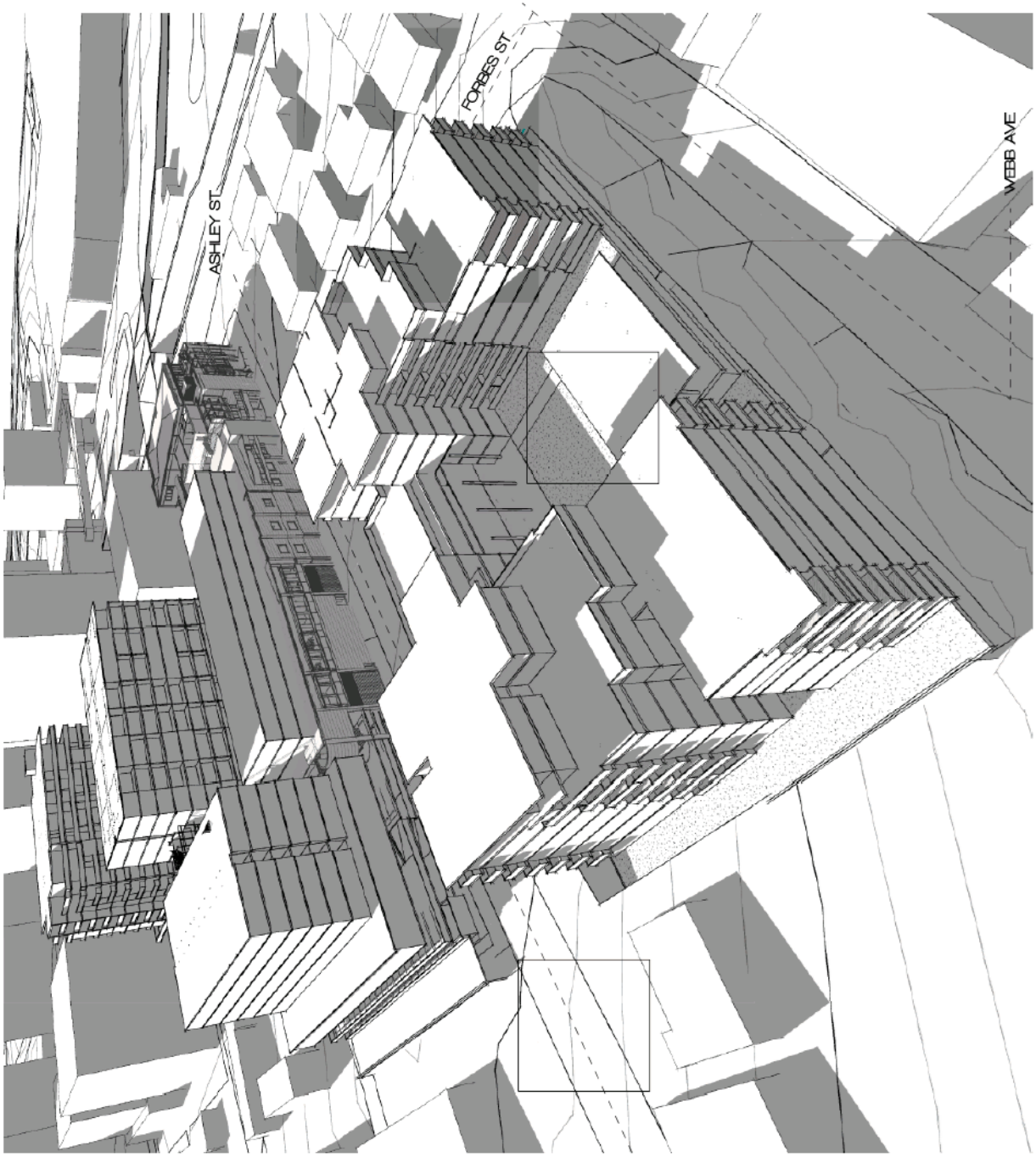
MASS DIAGRAM
SITE 3

1:250 @ A1

ALTIS architecture



Attachment 1(b)

Statement of Heritage Impact

(amended)

Hornsby War Memorial Hall

for

Hornsby RSL Club

Hornsby RSL War Memorial Hall

Prepared by:

Archnex Designs

Wentech Pty Ltd (ABN 310 735 41803) trading as Archnex Designs.

November 2017

Phone: 9716 0541/0425 228176 *14 Winchcombe Ave, Haberfield N S W 2045* *Fax: 9716 6083*

Hornsby RSL War Memorial Hall
(Planning Proposal)

Statement of Heritage Impact
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Appendix A: Inventory Sheet: Hornsby War Memorial Hall (Source: Perumal Murphy Wu)

Appendix B: Inventory Sheet: Hornsby War Memorial (State Heritage Inventory [SHI])

Appendix C: Inventory Sheet: Hornsby War Memorial (SHI)

Appendix D: Letter: Terry James AICM JP, President, Hornsby RSL Sub-Branch

Appendix E: Letter: John D Hunter, President, Hornsby War Memorial Hall Committee Inc.

Appendix F: Obituary: Ross Innes Aynsley

Appendix G: Land Titles- Historical Search.

(i) DP 1880

(ii) DP 85721

(iii) CT 1238-43

(iv) CT 3929-129

(v) CT 12761-110

(vi) CTRH 1/585721

Archnex Designs
Nominated Architect: Greg Patch (Reg. No. 4820)
Wentech Pty Ltd (ABN 310 735 41803) trading as Archnex Designs.
Architects, Heritage Building Consultants, Interior Designers

STATEMENT OF HERITAGE IMPACT [SoHI]:

Date:	28 August 2017 (amended 28 October 2017)
Premises:	**Hornsby RSL War Memorial Hall (2 High Street Hornsby)**
Property Description:	**Folio Identifier 1/585721**
Prepared By:	Greg Patch B Sc Arch, B ARCH (Hons), M Herit Cons (Hons), AIA 14 Winchcombe Ave, Haberfield NSW 2045
For:	**Hornsby RSL**

A. PURPOSE OF STATEMENT

This statement has been prepared as required additional information in the Gateway Determination relating to Planning Proposal PP/1/2016 (see letter attached).

B. GROUNDS OF STATEMENT

The Hornsby War Memorial Hall is listed as a heritage item. This has been established through a search of Schedule 5 of Hornsby LEP 2013.

C. LIMITS OF STATEMENT

This statement is based on a Planning Proposal prepared by Urbis dated May 2016, the Hornsby Local Environmental Plan 2013, the Hornsby Development Control Plan 2013, the material at Part F1, and an inspection of the site in July 2017. The assessment is restricted to cultural heritage significance only.

D. LOCATION

1. Location of the Hornsby War Memorial Hall, War Memorial and sites 1,2 &3 (SIX Maps © NSW Lands 2017).

E. HERITAGE LISTINGS

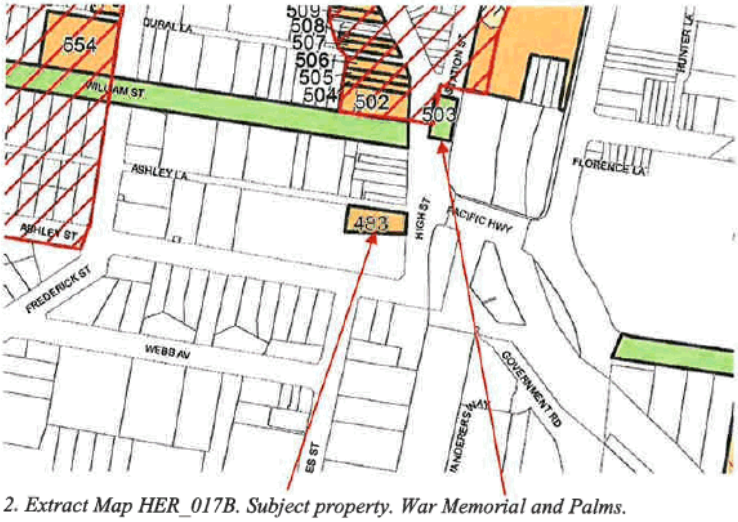
The Hornsby RSL War Memorial Hall is listed as a heritage item at:

Hornsby Local Environmental Plan 2013

Schedule 5 Environmental heritage
Part 1 Heritage items

Suburb	*Item name*	*Address*	*Property description*	*Significance*	*Item no*
Hornsby	*Hornsby War Memorial Hall*	*2 High Street*	*Lot 1, DP 585721*	*Local*	*483*
Hornsby	*War Memorial and Palms*	*155X Pacific Highway*	*Road reserve*	*Local*	*503*

The are mapped as:



2. Extract Map HER_017B. Subject property. War Memorial and Palms.

Inventory Sheets

A Perumal Murphy Wu Hornsby Heritage Study Review sheet (item inspected 21/7/98), describes the item as:

Description

Construction period: *Post World War II. Commenced 1955.*
Style: *Post Modern* [sic]

Materials/ workmanship/ innovative design:

Roof: *Mild steel flat roofing?*
Walls: *Face brick*
Windows: *Aluminium frame*
Doors: *Aluminium frame glazed*
Chimney: -
Details: *Front Symbolic Feature*
Modifications:

The significance of the item is stated as:

Memorial Hall valued by community as symbolic of endeavours and place of assembly for […]

There is a State Heritage Inventory Data Sheet (1781042) for the item, "Hornsby War Memorial" at 2 High Street Hornsby but contains no detail or commentary.

F. HISTORICAL CONTEXT & FABRIC

F1 Historical Background

Land Titles

The land is part of a 2,000-acre Crown Grant to John Terry Hughes dated 18 August 1842. Part of the Grant was subdivided under Deposited Plan [DP]1880, with the subject property being Lots 5 & part 6, Section 3 of that DP.

These lots were purchased by Elizabeth Henrietta Ogden, wife of Wharton Ogden of Neutral Bay, storekeeper from the Bank of New South Wales exercising power of mortgagee, in 1897, and Certificate of Title Volume 1238 Folio 43 [CT 1238-43] issued to her on 22 December 1897. This deed was cancelled in 1926, and CT 3929-129 issued to Marguerite Stretton Robinson, wife of James Robinson of Manly, gentleman, on 29th October, 1926.

In September 1946, Robinson transferred the property to: Albert Edward French, Publisher; Sydney Albert Dawson Storey, Hospital Secretary; Roland Southam, Postal Employee; Frank Alfred Naveu, Hospital Secretary; and Percival Frederick McKellar, Shopkeeper; all of Hornsby (as joint tenants) for £3,100 [Dealing 959759].

The property was mortgaged to the Commonwealth Bank of Australia on 4th December 1946, and the mortgage discharged in January 1955. There are a series of mortgages and changes to the joint tenancy up until April 1975, when CT 3929-129 was cancelled and CT 12761-110 was issued to Neville Richmond Cawthorn, clerk, Gordon Spowart Curby, accountant, George Oliver, Frank Edward Gill, builders, all of Hornsby, and Douglas Albert Heinrich, accountant, of Pennant Hills, as joint tenants.

DP 585721 was registered on 24/9/1976, and included the former Lots 7 & 8, Section 3, DP 1808, as two lots. The subject property became Lot 1, DP585721.

The title was converted to Computer Folio in August 1988, and there have been 3 applications since (presumably to register new proprietors/trustees).

Historical Aerial Photograph

3. 1943 Aerial Photograph (Source: SIX Maps © NSW Lands 2017). Subject property.

Sands Directory

The John Sands Sydney, Suburban and Country Commercial Directory was published from 1857-8 until 1932-3 as a precursor to telephone directories.

The subject property was the site of the *Camira Flats* as of 1932-3 (Mrs A Robinson, manageress- see Land Titles), and back to 1926. Prior to that, Robert K Rae, medical practitioner occupied "Camira" (presumably a house). There is evidence the site was most probably occupied back intill the 1910s, but there appear to be too many occupants, and the positions are unclear.

The Hornsby RSL Sub-Branch

In 2005, a publication titled: "Our Club and Its Community (Celebrating 50 Years of Hornsby RSL Club Ltd)" was published (text and photographs unless otherwise acknowledged by Margo Marchbank 2005). It gives an account of the formation of the Hornsby RSL Sub-Branch, Women's Auxiliary and War Memorial Committee at pp 86-7:

> *The Hornsby branch of the Returned Sailors and Soldiers Imperial League of Australia (RS & SILA) held its first meeting in June 1919, three years after the conference of the Returned Soldiers' Association recommended formation of the League. On 16 June 1919, 29 veterans gathered at the old Hornsby Literary Institute, now the site of the TAFE College, and established the Hornsby Sub-Branch of the RS & SILA. Not long after, the War Memorial Committee was formed with the aim of building a memorial hall for the Sub-Branch, and that same year, 1919, the Hornsby Women's Auxiliary was formed. However, the Ladies' Welfare Committee, as it was then known, did not survive the difficult years of the twenties, and the present day Women's Auxiliary dates from August 1937.*
>
> *Together, these three groups: the Hornsby RSL Sub-Branch; the War Memorial Committee and the Women's Auxiliary were the driving force fighting for the welfare of those who returned from two world wars, and the establishment of the Hornsby RSL Club itself. The early members of the Hornsby RSL Sub-Branch included founding President, W. Prentice, Secretary, A Law; Jim Horden, the founding Treasurer; his companion in arms, Joe Higgins, also on the Committee: Vice President C Grimson; and committeemen, H. Clark, C. Davis, E. Hudson and R. King.*

Ross Innes Aynsley, Architect (1924-1999)

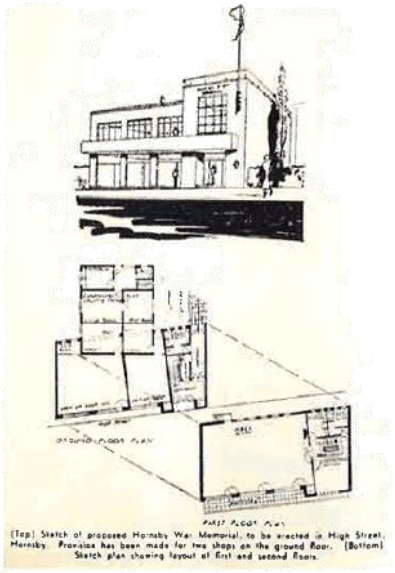
Lisa Newell of Archaeological and Heritage Management Solutions attributes the design of the War Memorial Hall to architect Ross Innes Aynsley in a Statement of Heritage Impact relating to access provisions, dated 8th February 2011.

Aynsley was a member of the Hornsby RSL according to a report in the May 25, 1953 edition of "Building, Lighting, Engineering" and had prepared a proposal for the club:

> *Following a recent survey of building costs, the Hornsby War Memorial Committee has resolved to implement a scheme to provide a memorial building for Hornsby Sub-branch, R.S.S. and A.I.L.A.*
>
> *The Committee was instituted in 1943 and later purchased a property, "Camira," in High Street, Hornsby. An adjoining property was purchased some time later, and the two properties are now assessed as being worth £8280.*
>
> ***Three Blocks***
>
> *Mr Ross Aynsley, a member of the Sub-branch, was commissioned to draw up the plans, providing for the subdivision of the properties into three blocks.*
>
> *On "A" block is situated "Camira"; on "B" block will be erected the Memorial with a frontage of about 80 ft. to High Street. Block "C" is at present occupied by a Diggers' Hut* [see plaque at image 10, p6].
>
> *The Memorial building (see illustration) provides for two shops and a caretaker's residence on the ground floor, with vestibule and office. On the first floor will be a hall 46ft. by 30ft., together with necessary*

offices, with a balcony 63 feet long across the frontage of the building. A flat roof will provide for a roof garden, offering a magnificent vista for miles around. A condition pertaining to the erection of the hall is that the hall cannot be used for licensed premises. If the R.S.L so decide, a licensed clubroom can be erected on Block 'C'.

The approximate cost of the Memorial shown in the plans is £16,000and the Committee anticipates that financing for building projects will soon be made available, when advances from 60 to 80% will be possible.



(Top) Sketch of proposed Hornsby War Memorial, to be erected in High Street, Hornsby. Provision has been made for two shops on the ground floor. (Bottom) Sketch plan showing layout of first and second floors.

4. Illustration to article.

This scheme was not realised.

5. Ross I Aynsley in flying gear.

6. Ross Aynsley (right).

The above photographs are from an obituary of Ross I Aynsley at:

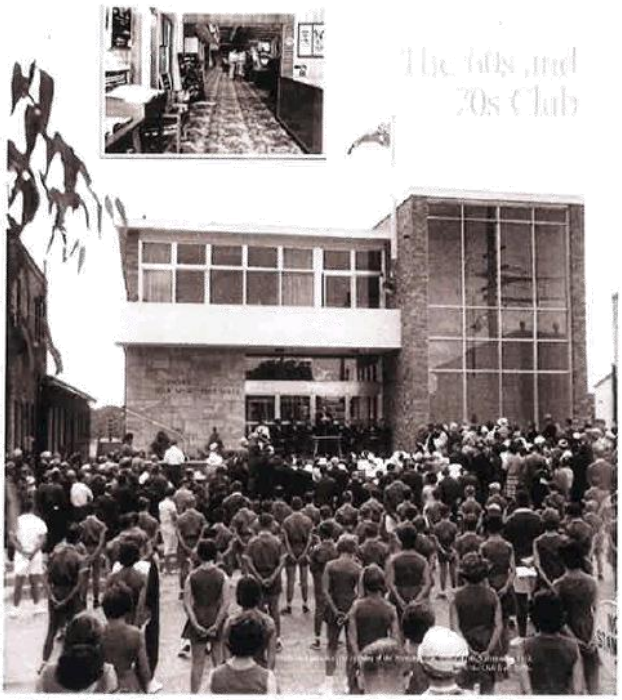
www.heavenaddress.com/assets/.../iPRr43Q0KcVsfH2auy0z6YtSIaYyzM0w.pdf

Hornsby War Memorial Hall- SoHI2 Issue: (30/10/17) Page: 5

A copy of the obituary is included at Appendix F. It explains that he served in the RAAF during WWII as a pilot, enlisting in 1943 and undertaking his training in the United Kingdom. He was discharged as a Warrant Officer- Airman Pilot in early 1946. He studied architecture part-time at the Sydney Technical College while working as a draftsman for the Public Works Department and Water Conservation & Irrigation Commission [WC&IC], graduating in June 1953. During this time he was apparently living with his parents at 18 Bridge Road Hornsby, and in 1955, left the WC&IC and set up practice in Hornsby.

> *Ross's Architectural practice grew throughout the 1960's and 1970's and he opened offices in Sydney and Wollongong as well as Hornsby. He was involved in many projects throughout his 40 year career as an architect – everything from houses to office buildings to indoor swimming pools and the Australian Museum extension.*

The Australian Institute of Architects (NSW Chapter) Register of Significant Architecture in NSW lists the Hornsby Womens Rest Centre (CWA) at Princes [sic] Highway Hornsby as his work of 1957-8.



7. Opening of the Hall in December 1962 (Source: p 110 "Our Club...).

F2 Fabric

The place was inspected in mid-July 2017, when the following photographs were taken:

8. Hornsby RSL Club- 2 High St Hornsby.

9. Hornsby War Memorial Hall- 4 High St Hornsby.

10. Commemorative plaques.

11. Commemorative plaque- "The Hut". Note "Blonde" bricks.

12. War Memorial

13. Entry doors.

14. Memorabilia

15. Memorabilia to lobby.

16.Honour Rolls to stairwell.

The building has many of the characteristics of the *International Style* in its use of a concrete frame, feature sawn sandstone, clear anodised aluminium fenestration (with a "curtain wall" element), and rectilinear façade

composition elements. Internally it features terrazzo flooring and skirtings, wrought metal railings and vermiculite ceilings, with the hall floor in blonde timber parquet flooring.

16.Hall looking towards stage proscenium.

17. Hall from stage.

18. Lower Hall- wall adjoining Ashley Lane.

19. Lower Hall- wall adjoining Hornsby RSL Club.

F3. Function and Use of the Hornsby War Memorial Hall

The following was advised by Terry James AICM JP, President, Hornsby RSL Sub-Branch (Appendix E):

The Hornsby War Memorial Hall is the location of the Eternal Flame. The Eternal Flame commemorates all those men and women who served Australia in past conflicts and honours those who paid the supreme sacrifice. It serves as a permanent visual reminder to the local community of the rich military heritage of the nation and must be maintained at all cost.

The Eternal Flame room incorporates the Australian and New South Wales Flags as well as the Flags for each arm of the Australian Defence Force and Merchant Marine. It is is a place which is used by Hornsby RSL Sub-Branch in conjunction with the Hornsby Cenotaph and memorabilia display cabinets in Hornsby RSL Club to help educate youth groups, various scout organisations, and community clubs.

The War Memorial Hall also serves as a location to hold ANZAC and Remembrance Day Services in the event of inclement weather. Other Sub-Branch functions are often held in the Hall when there is a requirement for specific space, e.g. ARTEX 2016 and future planned art exhibitions.

The Hornsby RSL Sub-Branch office is located on the first floor of the Hall and is the administration centre for Hornsby RSL Sub-Branch. The office premises have been provided to the Sub-Branch in perpetuity (remembering that the Hornsby RSL Sub-Branch was instrumental in building the War Memorial Hall more than 50 years ago), and that fact is enshrined the War Memorial Hall Constitution. The Sub-Branch also uses the on-site Board Room for Committee Meetings and other working meetings on a regular basis.

The Hornsby RSL Sub-Branch Youth Club is a subsidiary organisation of Hornsby RSL Sub-Branch. The Youth Club occupies the lower level of the War Memorial Hall with its gymnasium facilities and often uses the Hall for training and gymnastic events. No doubt John Hunter is better able to answer your questions as to what other social, community, and sporting organisations use the Hall facilities.

The Hornsby & Northern Districts TPI Association also uses the Hall for its monthly meetings, though these rarely exceed an hour in length.

F4. Significance to the Community

The following advice on the significance of the Hall to the Hornsby community was provided by John D Hunter, President, Hornsby War Memorial Hall Committee Inc.:

1. *The local community's understanding of the Hornsby War Memorial Hall as an* [sic] *heritage item and Community Hall is the significance it has in regards to it being a War Memorial Hall, where both ANZAC Day and Remembrance Day services are held (during inclement weather when the service at the Cenotaph is not possible) and also the significance of the Eternal Flame and Sword areas of the Hall remembering those who have served Australia in past conflicts.*
2. *The Hornsby War Memorial Hall Committee Inc. has the duty to maintain and administer the operations of the Hornsby War Memorial Hall whilst providing a home for the Hornsby RSL Sub-Branch and the Hornsby RSL Youth Club.*
3. *Special consideration is given to local community and service organizations for the use of the hall. The Hornsby War Memorial Hall can also be used during local emergencies such as bush fires or major rail/road closures.*
4. *Organisations who gain from the supply of lettable space within the Hornsby War Memorial Hall include:-*
   Australian Air League, Hornsby RSL Chapter
   Hornsby RSL Pipe Band
   Hornsby RSL Sub-Branch
   Hornsby RSL Youth Club
   Hornsby & District TPI Social & Welfare Club
   Hornsby RSL Sub-Branch Women's Auxiliary
5. *Other organisations who hire space within the Hornsby War Memorial Hall include*
   Hornsby RSL Club Adult Dance Club Inc. (Sub Club of Hornsby RSL Club)
   Australian Porcelain Art Teachers
   Lifeline
   Hornsby Kuring-gai Community College Tai Chi and Line Dancing classes.
   Bollywood Dance Classes
   Australian Music Examination Board
   Federal and State Electoral Commissions for Federal, State and Local Government elections.
   Barker College Student Fencing Tuition
   Golden Kangaroos Public Performances
   Nepalese Community Cultural Events
   Muslim Prayer Groups
   Church groups
   Apprenticeship Expo's for supply of work information for job seekers.
   State Rail and Sydney Trains have used lettable space within the Hornsby War Memorial Hall for their driver and crew training.
6. *We do have many other groups and organisations using space within the Hornsby War Memorial Hall for various events and activities.*

We do not wish to provide a current constitution of the Hornsby War Memorial Hall Committee Inc. as this time. We feel it would be of no interest for any Heritage report.

I hope that these answers assists the Heritage Consultants preparation of the Heritage Report for the Gateway Determination.

Please see letter from which the above was extracted at Appendix F.

G. ASSESSMENT OF SIGNIFICANCE

NATURE, DEGREE AND LEVEL OF SIGNIFICANCE

The following analysis is based on "Assessing Heritage Significance" (Inclusion-left column- and Exclusion –right column-Guidelines) by the NSW Heritage Office, July 2001 (considered "met" criteria in bold):

G1 Cultural or Natural Historical Significance -Criterion (a)

State Theme: Social Institutions
Local Theme: RSL

State: An item is important in the course, or pattern, of NSW's cultural or natural history

Local: An item is important in the course, or pattern, of the area's cultural or natural history

Inclusion	Exclusion
▪ Shows evidence of a significant human activity	▪ Has incidental or unsubstantiated connections with historically important activities or processes
▪ Is associated with a significant activity or historical phase	▪ Provides evidence of activities or processes that are of dubious historical importance
▪ **Maintains or shows the continuity of a historical process or activity**	▪ Has been so altered that it can no longer provide evidence of a particular association.

Nature of Significance	*Degree of Significance (Rare, Representative)*	*Level of Significance (Local, State)*
Historic	Representative	Local

The Hornsby War Memorial Hall demonstrates the use of the site by the Hornsby RSL Sub-Branch since the early post WWII period.

G2 Associational Significance – Criterion (b).
(with the life or works of a person, or group of persons)

State Theme: Social Institutions
Local Theme: RSL

State: An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history.

Local: An item has a strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area.

▪ Shows evidence of a significant human occupation	▪ Has incidental or unsubstantiated connections with historically important people or events
▪ **Is associated with a significant event, person or group of persons**	▪ Provides evidence of people or events that are of dubious historical importance
	▪ Has been so altered that it can no longer provide evidence of a particular association.

Nature of Significance	*Degree of Significance (Rare, Representative)*	*Level of Significance (Local, State)*
Associational	Representative	Local

The Hornsby War Memorial Hall demonstrates the occupation of the site by the Hornsby RSL Sub-Branch and is a venue for commemorative services and memorabilia.

G3 Aesthetic characteristics/creative or technical achievement – Criterion (c).

State Theme: Social Institutions
Local Theme: International Style

State: An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW

Local: An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.

▪ Shows or is associated with, creative or technical innovation or achievement.	▪ Is not a major work by an important designer or artist.
▪ Is the inspiration for a creative or technical innovation or achievement.	▪ Has lost its design or technical integrity.

▪ Is aesthetically distinctive	▪ Its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded
▪ Has landmark qualities	▪ Has only a loose association with a creative or technical achievement
▪ **Exemplifies a particular taste, style or technology process or activity**	

Nature of Significance	*Degree of Significance (Rare, Representative)*	*Level of Significance (Local, State)*
Aesthetic	Representative	Local

The Hall is an example of the post WWII International Style of architecture attributed to local architect Ross Innes Aynsley.

G4 Social Significance – Criterion (d)
(Association with a particular community or cultural group in NSW or the area)

State Theme: Social Institutions
Local Theme: Hornsby RSL

State: An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons

Local: An item has strong or special association with a particular community or cultural group in the area for social, cultural or spiritual reasons.

▪ **Is important for its associations with an identifiable group**	▪ Is only important to the community for amenity reasons
▪ Is important to a community's sense of place	▪ Is retained only in preference to a proposed alternative

Nature of Significance	*Degree of Significance (Rare, Representative)*	*Level of Significance (Local, State)*
Social	Representative	Local

The War Memorial Hall demonstrates a building type that has strong associations with the Hornsby RSL Sub-Branch and the many sub- clubs associated with that organisation.

G5 Scientific/Archaeological Significance – Criterion (e)
(evidence or information)

State Theme: Social Institutions
Local Theme: Hornsby RSL

State: An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history.

Local: An item has potential to yield information that will contribute to an understanding of the area's cultural or natural history.

▪ Has the potential to yield new or further substantial scientific and/or archaeological information	▪ **Has little archaeological or research potential**
▪ Is an important benchmark or reference site or type	▪ Only contains information that is readily available from other resources or archaeological sites
▪ Provides evidence of past human cultures that is unavailable elsewhere	▪ The knowledge gained would be irrelevant to research on science, human history or culture

Nature of Significance	*Degree of Significance (Rare, Representative)*	*Level of Significance (Local, State)*

Scientific/ Archaeological	-

The place does not meet this criterion.

G6 History: Uncommon, Rare or Endangered Aspects– Criterion (f)

State Theme: Social Institutions
Local Theme: Memorial Halls

State: An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history.

Local: An item possesses uncommon, rare or endangered aspects of the area's cultural or natural history.

▪ Provides evidence of a defunct custom, way of life or process	▪ **Is not rare**
▪ Demonstrates a process, custom or other human activity that is in danger of being lost	▪ Is numerous but under threat
▪ Shows unusually accurate evidence of a significant human activity	
▪ Is the only example of its type	
▪ demonstrates designs or techniques of exceptional interest	
▪ shows rare evidence of a significant human activity important to a community	

Nature of Significance	*Degree of Significance (Rare, Representative)*	*Level of Significance (Local, State)*
History	-	-

The place does not meet this criterion.

G7 Characteristics of Class– Criterion (g)
(Cultural or natural places/ cultural or natural environments)

State Theme: Social Institutions
Local Theme: War Memorial Hall

State: An item is important in demonstrating the principal characteristics of a class of NSW's
-cultural or natural places; or
-cultural or natural environments.

Local: An item is important in demonstrating the principal characteristics of a class of the area's
-cultural or natural places; or
-cultural or natural environments.

▪ is a fine example of its type	▪ is a poor example of its type
▪ has the potential characteristics of an important class or group of items	▪ does not include or has lost the range of characteristics of a type
▪ **has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity.**	▪ does not represent well the characteristics that make up a significant variation of a type
▪ is a significant variation to a class of items	
▪ is part of a group which collectively illustrates a representative type	
▪ is outstanding because of its setting, condition or size	

- is outstanding because of its integrity or the esteem in which it is held

Nature of Significance	*Degree of Significance (Rare, Representative)*	*Level of Significance (Local, State)*
Class	Representative	Local

The Hornsby RSL War Memorial Hall demonstrates a class of building that is part of the social/ civic fabric of the suburb of Hornsby and the wider Shire. There are some 71 War Memorial Halls or similar structures listed in the State Heritage Inventory [SHI]. The subject place is listed simply as "War Memorial" at 2 High Street Hornsby in the SHI.

G8 Summary Statement of Significance

Social Institutions/ RSL/ War Memorial Halls		
Nature of Significance	***Degree of Significance (Rare, Representative)***	***Level of Significance (Local, State)***
a) Historic	Representative	Local
b) Association	Representative	Local
c) Aesthetic	Representative	Local
d) Social	Representative	Local
e) Technical/Research	-	-
f) History- Evidence	Representative	Local
g) Class	Representative	Local

The Hornsby War Memorial Hall demonstrates the association and history of a social institution, the Hornsby RSL Sub-Branch, and its sub-groups and activities.

It is of International School design influences which attests to its post-WWII design by local architect, Ross Innes Aynsley. This style is comparatively unusual, as most War Memorial Halls were established in the Interwar period.

G9 Curtilage and Views

The curtilage of the item as defined in the NSW Heritage Office guideline document "Heritage Curtilages" is of a "lot-boundary" type i.e. Lot 1, DP585721.

Significant views of the item include those to be had from the cenotaph/ war memorial and from opposite on High St.

The historic and functional connexion between the War Memorial Hall and the cenotaph includes views of the cenotaph from the item.

H. CURRENT PLANNING CONTEXT

Land owned by the Hornsby RSL Club (Sites 1,2 and 3) is currently the subject of a Planning Proposal (PP/1/2016), prepared by Urbis Pty Ltd and dated May 2016.

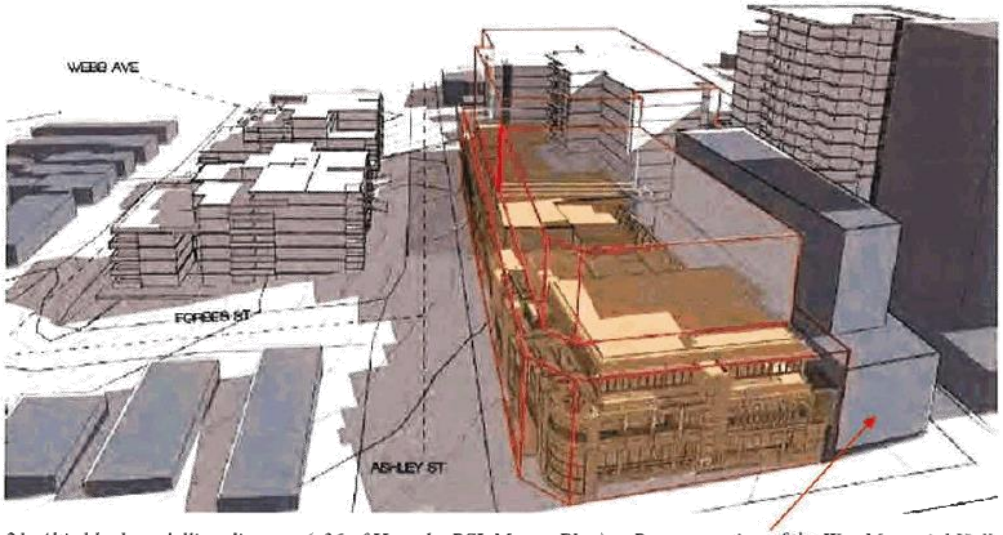
The Planning Proposal seeks to

> *...amend the height development standard and to amend the applicable controls within Hornsby Development Control Plan 2013 for of* [sic]*4 High Street, 7-19 Ashley Street, 2-4 Webb Avenue and 3-7 William Street, Hornsby (the site).*

The sites that are the subject of the Planning Proposal are identified as:

20. Urbis Figure 1 – Aerial Image of Subject Site. Location of the War Memorial Hall.

A three-dimensional representation of the buildings that may result from the proposed amended controls is included in the Altis Architects Hornsby RSL Masterplan:



21. Altis block modelling diagram (p36 of Hornsby RSL Master Plan) – Representation of the War Memorial Hall.

The War Memorial Hall is represented in block form, as is the site to the north across Ashley Lane, seemingly based on the Height of Buildings map of the Hornsby LEP 2013:

22. Extract: Hornsby LEP 2013 Height of Buildings Map-017. War Memorial Hall site.

The "T1" building height is 26.5 metres.

I. CONSTRAINTS AND OPPORTUNITIES

The heritage item was purpose-built as a hall to provide a venue for the activities of the Hornsby RSL Sub-Branch, associated organisations and the community at large and includes votive and memorial paraphernalia, offices, meeting rooms and catering facilities.

Constraints

The Lot Boundary Curtilage includes a small service access to the rear, but is otherwise virtually fully taken-up by boundary to boundary building.

Opportunities

The block modelling indicates a podium-like approach to the massing which appears to approximate the current volume of the entry, memorial and offices portion of the hall building (though the height appears to be less).

It may be plausible to develop the site to the height proposed, provided the hall function is maintained.

J. IMPACT OF THE PLANNING PROPOSAL

J1. Relevant Hornsby LEP 2013 provisions are:

5.10 Heritage conservation

Note. *Heritage items (if any) are listed and described in Schedule 5. Heritage conservation areas (if any) are shown on the Heritage Map as well as being described in Schedule 5.*

Clause	Comment
*(1) **Objectives***	
The objectives of this clause are as follows: *(a) to conserve the environmental heritage of Hornsby,* *(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,* *(c) to conserve archaeological sites,*	

(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.	
(2) Requirement for consent	
Development consent is required for any of the following: *(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):* *(i) a heritage item,* *(ii) an Aboriginal object,* *(iii) a building, work, relic or tree within a heritage conservation area,* *(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,* *(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,* *(d) disturbing or excavating an Aboriginal place of heritage significance,* *(e) erecting a building on land:* *(i) on which a heritage item is located or that is within a heritage conservation area, or* *(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,* *(f) subdividing land:* *(i) on which a heritage item is located or that is within a heritage conservation area, or* *(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*	
(3) When consent not required	
However, development consent under this clause is not required if: *(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:* *(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological*	Consent is required.

site or a building, work, relic, tree or place within the heritage conservation area, and *(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or* *(b) the development is in a cemetery or burial ground and the proposed development:* *(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and* *(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or* *(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or* *(d) the development is exempt development.*	
(4) Effect of proposed development on heritage significance	
The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).	The significance of the item is stated as: *The Hornsby War Memorial Hall demonstrates the facility of a social institution, the Hornsby RSL Sub-Branch, and the associated sub-groups and activities.* *It is of International School design influences which attests to its post-WWII design by local architect, Ross Innes Aynsley. This style is comparatively unusual, as most War Memorial Halls were established in the Interwar period.*
(5) Heritage assessment	
The consent authority may, before granting consent to any development: *(a) on land on which a heritage item is located, or* *(b) on land that is within a heritage conservation area, or* *(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),* *require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.*	The proposed development is to land that is within the vicinity of a heritage item. This document has been prepared having general regard to the guideline document "Statements of Heritage Impact" as published by the Heritage Branch of the NSW Office of Environment & Heritage.
(6) Heritage conservation management plans	
The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage	The preparation of a Conservation Management Plan is not warranted by the

conservation management plan before granting consent under this clause.	nature of the existing building and the proposed development.
(7) ***Archaeological sites***	
The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies): *(a) notify the Heritage Council of its intention to grant consent, and* *(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*	The subject place is not identified as being of archaeological significance.
(8) ***Aboriginal places of heritage significance***	
The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance: *(a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and* *(b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.*	The subject place is not identified as being of Aboriginal significance.
(9) ***Demolition of nominated State heritage items***	
The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item: *(a) notify the Heritage Council about the application, and* *(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*	The subject place is not identified as being of State significance.
(10) ***Conservation incentives***	
The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that: *(a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and* *(b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and*	Conservation incentives are not sought.

(c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and *(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and* *(e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.*	

J2. Hornsby Development Control Plan 2013 [HDCP]

The relevant guidelines of the HDCP are:

9.4.1 Development in the Vicinity of Heritage Items and Heritage Conservation Areas

Desired Outcomes

a. *New work that is sympathetic to the heritage significance of nearby heritage items, or adjoining heritage conservation area, and their settings.*

Prescriptive Measures

Heritage Items

a. *Design and siting of new work should complement the form, orientation, scale and style of the heritage item.*

Comment: the schematic diagrams (see image 21, p.14, above) indicate the massing and bulk of the potential building envelopes under Planning Proposal, but do not detail architectural expression, external materials, finishes and colours. It is premature to attempt to assess impacts on the setting of the heritage item at this juncture.

The Height of Buildings and Floor Space Ratio maps indicate that there is an intent to increase the scale and height of the buildings within the vicinity substantially. It is a matter of ensuring that the legibility of the War Memorial Hall is maintained as a "figure-ground" relationship with structures that will be see in its background.

b. *Adequate space should be provided around the heritage item to allow for its interpretation.*

Comment: it is clear the heritage item was not designed to be seen "in-the-round", but to address High Street and more importantly to establish a connexion with the cenotaph, located to the nor-nor-east (Item 503 on extract map HER_17B at p2 above), through the use of the double-height curtain walled element in the façade composition that houses the eternal flame and sword/ cross.

c. *Development should maintain significant or historic public domain views to and from the heritage item.*

Comment: the significant public domain views are to and from the nor-nor-east (relating with the cenotaph) and from opposite on High Street- the building has been designed with an expressed façade and office/ function spaces component, with the halls set behind it.

d. *Original or significant landscape features that are associated with the heritage item and which contribute to its setting should be retained.*

Comment: there are no landscape features of note, nor has there been historically.

e. *For rural heritage items, the scale of new work is not to overwhelm the heritage item taking into consideration the matters within the Rural Heritage Items element.*

Comment: not applicable- the place is a suburban item.

***Heritage Conservation Areas* [HCA]**

Comment: not applicable – the nearest HCA is *C5 Peats Ferry Road Precinct, Hornsby West Side Heritage Conservation Area* which is to the north, commencing one block away.

K. QUESTIONS TO BE ANSWERED

The guideline document, "Statements of Heritage Impact" by the NSW Heritage Office 1996, poses a series of questions in relation to:

New Development Adjacent

- *How is the impact of the new development on the significance of the item or area to be minimised?*

Comment: through the use of architectural expression and external materials, finishes and colours that will provide an appropriate backdrop to the item and maintain its legibility.

- *Why is the new development required to be adjacent to a heritage item?*

Comment: as a matter of the desired future character of the area, as indicated in the planning controls and the Planning Proposal.

- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*

Comment: the curtilage of the item is of a "Lot Boundary" type as the War Memorial Hall was built more or less on the lot associated with the former Camira Flats. This lot was formerly Lots 5 & part 6, Section 3 of DP 1880.

- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*

Comment: impacts on views to the item are a matter of the detail of the design of the proposed new buildings, as discussed above. Views from the item will be little affected as they are primarily to the High Street frontage to the east and to a lesser extent, Ashley Lane.

- *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*

Comment: the site has no known archaeological deposits. Should relics be discovered, they are necessarily subject to the provisions of the Heritage Act 1977.

- *Is the new development sympathetic to the heritage item? In what way? (e.g. form, siting, proportions, design)?*

Comment: the "block modelling in the Planning Proposal is of insufficient detail to assess this.

- *Will the additions visually dominate the heritage item? How has this been minimised?*

Comment: the proposed development is not "additions", but buildings to separate parcels of land.

- *Will the public, and users of the item, still be able to view and appreciate its significance?*

Comment: yes, as discussed above, the primary views of the item are from High Street and to the north-east, and will not be affected by the proposed development.

L. CONCLUSION AND RECOMMENDATIONS

Historical research has shown that the Hornsby RSL Sub-Branch purchased the site of what is now more or less that of the Hornsby RSL War Memorial Hall in September 1946, at which time it was largely occupied by the *Camira Flats.* A "hut" was built using WWII army surplus buildings behind the flats, and was used up until the current Hall was erected in 1955-62. The current Hall has, then, occupied the site for some 55 years, and is a vital part of the Hornsby community, as attested to by the many groups that use the Hall.

Its primary function, though, is as a memorial to those who served in past conflicts and has a vital relationship with the Hornsby Cenotaph.

The Planning Proposal seeks to *…amend the height development standard and to amend the applicable controls within Hornsby Development Control Plan 2013,* essentially to achieve a greater level of development on the relevant properties:

- *Amend the Height of Buildings map under the HLEP to increase the maximum permissible heights across the site[s] to 23.5 to 48 metres.*
- *Amend Clause 4.4(2D) of the HLEP to include providing public car parks, with an area equivalent to 1:1 of the site area, as a use to allow additional floor area.*
- *Amend the relevant figures in the HDCP to reflect the desired built form, including:*
  - *Building Height Plan*
  - *Ground Floor Minimum Setbacks*
  - *Wall Heights*

The implications of these measures in terms of heritage impacts relate to the significance and setting of the Hornsby War Memorial Hall.

The significance of the Hall is largely a function of its association with the social institution, the Hornsby RSL Sub-Branch, with its physical manifestation being the International Style of the architecture and massing of the Hall and appurtenant rooms.

I would recommend that a full fabric assessment of the War Memorial Hall be undertaken to assess the relative significance of the elements of the building, and that this analysis be used to inform any works to the item.

As it stands, the Planning Proposal does not, however, have implications in terms of the fabric of the item, but rather its setting.

Impacts of increased scale and bulk of buildings within its setting are a matter of the architectural expression of the buildings. Given its siting at the corner of High Street and Ashley Lane, the connexion between the Hall and the Cenotaph will be maintained. It is a matter of whether development beyond the Hall to the west will reduce its legibility and presence within the streetscape. This will similarly apply to the impact of potential development on the site immediately opposite on Ashley Lane to the north which currently has a building height of AA1 (62.5 metres).

In my opinion, the implications of the Planning Proposal in terms of heritage impacts are not necessarily adverse. It is a relatively common phenomenon in areas where there is increasing urbanisation and sometimes quite radical changes in scale and character for older development to have its setting substantially altered. It is a matter of maintaining the legibility of heritage items in this circumstance and this should be a primary concern in the detailed architectural design of the built form that flows from such a Planning Proposal.

Prepared by

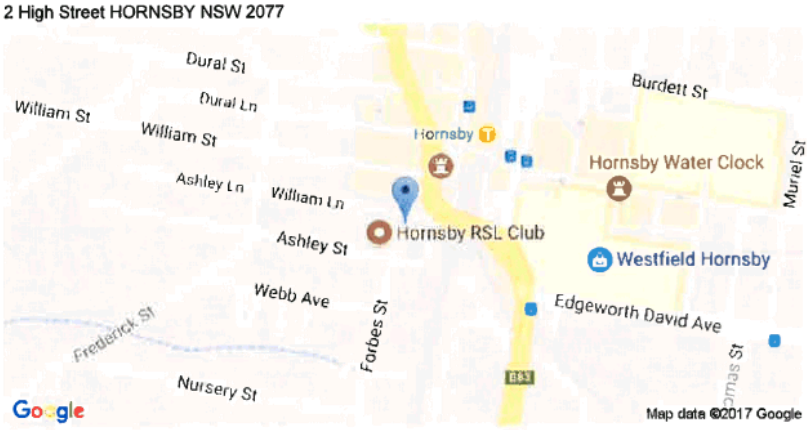
Greg Patch
Architect/Heritage Consultant

ATTACHMENT 1 - ITEM 10

Appendix A: Inventory Sheet- Hornsby War Memorial Hall

Hornsby RSL Memorial Hall- SoHI App.

Item No.:	I 483
Location:	2 High Street HORNSBY NSW 2077



Link to property details

Status:	Listed Item
Item Name:	Hornsby War Memorial Hall
Item Type:	Built
Circa Date:	1955
Style:	Post Modern
Statement of Significance:	Memorial Hall valued by Community as symbolic of endeavours and place of assembly
Physical Description:	Roof - mild steel flat roofing; Walls - face brick; Windows - Aluminium frame glazed; Details - Front Symbolic Feature
Historical Notes:	Foundation stone laid ANZAC DAY 1955. Opened by Lt. Gen. Sir Eric Woodward 8 December 1962. Youth Club in Lower Hall opened in 1959.
Integrity/Intactness:	Substantially intact.
Recommended Management:	Manage a Community and landmark resource and item.
Endorsed Significance:	Local
Criteria a) Historic:	An important building to the Hornsby Community
Criteria c) Aesthetic:	It has landmark qualities
Criteria d) Social:	An important building valued by the Community.
Heritage Listings:	Hornsby Local Environmental Plan 2013 - Schedule 5
Study:	Heritage Review 2 (1999)
Study by:	Perumal Murphy Wu Pty Ltd
Comments:	Heritage listed in Heritage Review 2 (1999) - HSLEP 1994 (Amendment No. 59), Gazetted 22 June 2001.
Date Inspected:	21-Jul-1998

Images:

2 High Street (June 2015)

Appendix B: Inventory Sheet- Hornsby War Memorial

Hornsby RSL Memorial Hall- SoHI App.

Hornsby War Memorial
Item details

Name of item:	Hornsby War Memorial
Type of item:	Built
Group/Collection:	Monuments and Memorials
Category:	War Memorial
Primary address:	155X Pacific Highway (opp Railway Ped Bridge), Hornsby, NSW 2077
Local govt. area:	Hornsby

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
155X Pacific Highway (opp Railway Ped Bridge)	Hornsby	Hornsby			Primary Address

Statement of significance:

Notable monument lighting and planting from 1920's period. Of local significance.

Date significance updated: 05 Jul 01

Note: There are incomplete details for a number of items listed in NSW. The Heritage Division intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Physical description:

Monument to commemorate those who served in World War One. Built of Buff Granite with central polished inscribed panels. Square monument of solid form about 4m high. Set on grassed plot retained by granite edging 500mm above road surface. (See below for inscriptions.) Also notable bronze light standard (double carriage-light design) matching lights opposite Police station some 200m north of highway. (see inventory item L2). Also two mature palms (possibly Butia Palms) possibly from same period. These palms are fairly unusual as the commonly planted species is the Canary Island Date Palm. Monument to World War I inscribed #Pro Patria# with list of the names local servicemen: #New Guinea Egypt Gallipoli Palestine Mesopotamia Salonika France Belgium .....To the immortal honour of the men of the Hornsby district who served their King and Empire in the Great War 1914-1919.# #For Humanity#s cause this memorial was erected by the citizens of the Hornsby District. Unveiled on 27 April 1923 by His Excellency Lord Foster PCKCMC Governor General.#

History

Historical notes:

Recommended management:

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page

Local Environmental Plan			22 Jul 94		
Heritage study					

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Hornsby Shire Heritage Study	1993		Perumal Murphy Wu Pty Ltd	WA	No

References, internet links & images

None

Note: internet links may be to web pages, documents or images.

Data source

The information for this entry comes from the following source:

Name: Local Government

Database number: 1780639

Appendix C: Inventory Sheet- Hornsby War Memorial [SHI]

Hornsby War Memorial

Item details

Name of item: Hornsby War Memorial
Type of item: Built
Group/Collection: Monuments and Memorials
Category: War Memorial
Primary address: 2 High Street, Hornsby, NSW 2077
Local govt. area: Hornsby

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
2 High Street	Hornsby	Hornsby			Primary Address

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Amendment No. 59		22 Jun 01	100	4376
Heritage study					

References, internet links & images

None

Note: internet links may be to web pages, documents or images.

Data source

The information for this entry comes from the following source:
Name: Local Government
Database number: 1781042

Appendix D: Letter: Terry James AICM JP

Hornsby RSL Sub-Branch-Response to Questions:

- *Local community's understanding of the heritage item;*
- *Associations with individuals or groups, and it's meaning to those people;*

The Hornsby War Memorial Hall is the location of the Eternal Flame. The Eternal Flame commemorates all those men and women who served Australia in past conflicts and honours those who paid the supreme sacrifice. It serves as a permanent visual reminder to the local community of the rich military heritage of the nation and must be maintained at all cost.

The Eternal Flame room incorporates the Australian and New South Wales Flags as well as the Flags for each arm of the Australian Defence Force and Merchant Marine. It is is a place which is used by Hornsby RSL Sub-Branch in conjunction with the Hornsby Cenotaph and memorabilia display cabinets in Hornsby RSL Club to help educate youth groups, various scout organisations, and community clubs.

The War Memorial Hall also serves as a location to hold ANZAC and Remembrance Day Services in the event of inclement weather. Other Sub-Branch functions are often held in the Hall when there is a requirement for specific space, e.g. ARTEX 2016 and future planned art exhibitions.

The Hornsby RSL Sub-Branch office is located on the first floor of the Hall and is the administration centre for Hornsby RSL Sub-Branch. The office premises have been provided to the Sub-Branch in perpetuity (remembering that the Hornsby RSL Sub-Branch was instrumental in building the War Memorial Hall more than 50 years ago), and that fact is enshrined the War Memorial Hall Constitution. The Sub-Branch also uses the on-site Board Room for Committee Meetings and other working meetings on a regular basis.

The Hornsby RSL Sub-Branch Youth Club is a subsidiary organisation of Hornsby RSL Sub-Branch. The Youth Club occupies the lower level of the War Memorial Hall with its gymnasium facilities and often uses the Hall for training and gymnastic events. No doubt John Hunter is better able to answer your questions as to what other social, community, and sporting organisations use the Hall facilities.

The Hornsby & Northern Districts TPI Association also uses the Hall for its monthly meetings, though these rarely exceed an hour in length.

I trust this information suits your purpose.

Kind Regards,

Terry James AICM JP
President, Hornsby RSL Sub-Branch
(email to Mario Machado: 10 Aug 2017)

Appendix E: Letter, John D Hunter

Hornsby War Memorial Hall Committee Inc
ABN 28 019 832 671

President: John Hunter

PO Box 662 Hornsby NSW 1630
Ph: 02 9476 4455
2 High Street Hornsby NSW 2077

e-Mail: hornsbywarmemorialhall@live.com.au Website: www.hwmh.com.au

Hornsby RSL Club Ltd.
4 High St.
Hornsby NSW 2077

To Mario Machado
CEO
Hi Mario

In answer to your questions re the Heritage Consultants questions relating to the Heritage report.

1. The local community's understanding of the Hornsby War Memorial Hall as an heritage item and Community Hall is the significance it has in regards to it being a War Memorial Hall, where both ANZAC Day and Remembrance Day services are held (during inclement weather when the service at the Cenotaph is not possible) and also the significance of the Eternal Flame and Sword areas of the Hall remembering those who have served Australia in past conflicts.
2. The Hornsby War Memorial Hall Committee Inc. has the duty to maintain and administer the operations of the Hornsby War Memorial Hall whilst providing a home for the Hornsby RSL Sub-Branch and the Hornsby RSL Youth Club.
3. Special consideration is given to local community and service organizations for the use of the hall. The Hornsby War Memorial Hall can also be used during local emergencies such as bush fires or major rail/road closures.
4. Organisations who gain from the supply of lettable space within the Hornsby War Memorial Hall include:-
   Australian Air League, Hornsby RSL Chapter
   Hornsby RSL Pipe Band
   Hornsby RSL Sub-Branch
   Hornsby RSL Youth Club
   Hornsby & District TPI Social & Welfare Club
   Hornsby RSL Sub-Branch Women's Auxiliary
5. Other organisations who hire space within the Hornsby War Memorial Hall include
   Hornsby RSL Club Adult Dance Club Inc. (Sub Club of Hornsby RSL Club)
   Australian Porcelain Art Teachers
   Lifeline
   Hornsby Kuring-gai Community College Tai Chi and Line Dancing classes.
   Bollywood Dance Classes
   Australian Music Examination Board
   Federal and State Electoral Commissions for Federal, State and Local Government elections.
   Barker College Student Fencing Tuition
   Golden Kangaroos Public Performances
   Nepalese Community Cultural Events
   Muslim Prayer Groups
   Church groups
   Apprenticeship Expo's for supply of work information for job seekers.

ATTACHMENT 1 - ITEM 10

Hornsby War Memorial Hall Committee Inc
ABN 28 019 832 671

President: John Hunter

PO Box 662 Hornsby NSW 1630
Ph: 02 9476 4455
2 High Street Hornsby NSW 2077

e-Mail: hornsbywarmemorialhall@live.com.au Website: www.hwmh.com.au

State Rail and Sydney Trains have used lettable space within the Hornsby War Memorial Hall for their driver and crew training.

6. We do have many other groups and organisations using space within the Hornsby War Memorial Hall for various events and activities.

We do not wish to provide a current constitution of the Hornsby War Memorial Hall Committee Inc. as this time. We feel it would be of no interest for any Heritage report.

I hope that these answers assists the Heritage Consultants preparation of the Heritage Report for the Gateway Determination.

Regards

John D Hunter
President
Hornsby War Memorial Hall Committee Inc.
02 9457 9770
0417 658 849

ATTACHMENT 1 - ITEM 10

Appendix F: Obituary- Ross Innes Aynsley

Ross Innes AYNSLEY

12th December 2024 [sic] to 10th September 1999

Early Life
December 1924 to January 1943

Ross Innes AYNSLEY was born at Glen Innes, New South Wales, Australia on the 12th of December 1924. His father, Royal Victor AYNSLEY was a Bank Manager and his mother was Minnie Mary AYNSLEY nee Bell was a home maker.

Religious Denomination: Methodist (Wesleyan)

Ross had 2 older twin brothers and 1 younger sister – John Charles, Robert William and Doris.

Ross' mother Minnie couldn't decide on a middle name for him and ultimately decided to use the name "Innes" from the town's name where he was born. Ross' father Roy was working for the Commonwealth Bank of Australia at the time and was posted to Glen Innes which is in northern New South Wales.

The family moved on from Glen Innes to Condoblin and when Ross was around 8 or 9 he moved for a time to Katoomba to live with his Grandmother (Bell) who ran a boarding house there. He attended Katoomba Primary School for about 3 years. Ross used to speak fondly of his childhood years in Katoomba.

The entire family eventually moved to Hornsby in the first half of 1937 which is where Ross spent the remainder of his childhood and a good part of the rest of his life.

He attended the Hornsby Junior Technical School until he was 15 years old in 1939. He was a Safety Patrol Leader and a Class School Prefect in his final year at the school. His end of year report gives a summary of his character as perceived by the Headmaster:

"I have found Ross thoroughly honest and dependable. He carries out verbal instructions efficiently and should become a citizen of the most desirable type.

This lad carries responsibility well and is what is commonly called 'a good sport'.

In 1940 Ross attended the Ultimo Central Technical School to study for his Intermediate Certificate. He was a School Prefect and his reports tell that he was a good and diligent student. Ross sat for the certificate at the end of 1940. He did not pass the exam as a whole; however he did do well in Technical Drawing, Woodwork, Metalwork and History.

Ross Innes AYNSLEY
12th December 2024 [sic] to 10th September 1999

Ross' School Photo from 1940 - At centre holding the plaquard

Ross' School Soccer Team photo from 1940 - 1st on left in back row standing

In 1941 Ross applied for a Junior Draftsman job with Thompson Gould Architectural Consultants. Where he worked until the firm closed in 1942 due to the wartime building downturn.

Ross Innes AYNSLEY

12th December 2024 [sic] to 10th September 1999

On 30th January 1943 Ross enlisted in the Armed Forces – the Royal Australian Air Force.

He was sent to the United Kingdom and in 1944 gained his Pilots Badge. He was promoted to Sergeant – Airman Pilot, then Flight Sergeant – Airman Pilot in late 1944 and finally Warrant Officer – Airman Pilot in late 1945. He was discharged in early 1946 on demobilisation of the Australian Defense Forces and received The Defense Medal, The War Medal and The Australian Service Medal as well as the Returned from Active Service Badge.

In 1946 following discharge, Ross enrolled in the Department of Education private study program to complete the Leaving Certificate subjects he had failed in 1940. He passed all subjects at the end of 1947 and then applied to the Sydney Technical College, where he was accepted to study for his Architectural Diploma.

For the next 5 years Ross studied part-time while working for the Department of Public Works as an Architectural Draftsman, then for the Water Conservation & Irrigation Commission as a Draftsman and as an Architect when he was awarded his Diploma in June 1953 at the age of 28.

Marriage and Family – 1954 to 1999

In February 1954 Ross married Francine Elizabeth STRATFORD, who he had known for a number of years. Francine recalls that she and Ross used to walk to their homes together from the station and talk. It was around 1952 that they first started going out together as a couple. Francine used to tell a story recalling a time when the Queen was visiting Sydney for the first time and everyone was going into the city to see her. Ross used to sleep in a verandah room at his parent's house at 18 Bridge Road Hornsby. He had a reputation for finding it difficult to wake up so slept next to a tin can with an alarm in it. Apparently it didn't help and Francine had to get Ross's father to wake him up.

Ross and Francine married on the 25th of February 1954 at St Peters Anglican Church on the Pacific Highway at Hornsby. The best man was Alf Williams, a long time and subsequently life-long friend of Ross and the Bridesmaid was Elaine Philipson a maternal first cousin of Francine.

Ross Innes AYNSLEY

12th December 2024 [sic]to 10th September 1999

They had their Honeymoon at the Palais Royal at Katoomba and moved into a small house in Romsey Street in Hornsby that Ross had designed.

At the end of that year the first of Ross' and Francine's children was born, Peter Ross AYNSLEY, on October 28th.

During 1955 Ross decided that he wanted to work for himself and resigned from the Water Conservation and Irrigation Commission. He set up premises in Hornsby as Ross I Aynsley Architects, and had offices there for many years. It was during the early years of his practice that Ross' and Francine's daughter was born, Toni Bell AYNSLEY on 5th April 1956 and Arthur Michael Royal AYNSLEY (known as Michael) on 24th March 1958.

It was sometime around the mid 1950's that Ross joined the Hornsby Rotary Club, of which his father was a member. It was an association he continued until the 1970's when the family moved out of the Hornsby district. He and Francine joined the Rotary Tour of Asia in 1966 and in the mid 1970's sponsored a Rotary exchange student from Japan for part of the year.

Ross was a member of the Hornsby Methodist Church for most of his life and church was very important to him. A significant part of his professional career revolved church and the lodge, and he became increasingly involved in projects for both. He served on many committees and voluntary organisations with a focus on care for the aged.

Ross in fact became very proactive in developing opportunities to care for the aged, identifying potential sites and pulling together all necessary elements, including government funding. He would often do most of the negotiation and financial planning as well as provide his architectural services. For more than a decade he was instrumental in developing literally thousands of self-care units, hostel units and nursing care beds, mostly in integrated care projects throughout NSW.

For the Uniting Church, Ross initiated or played a key role in a number of projects such as the conversion of the Turramurra Motor Inn into Northaven Turramurra, a nursing care facility that is now expanded further; and Wesley Heights at Manly, an ambitious project with both accommodation and nursing care. For the Frank Widdon Masonic Homes, Ross carried out many aged care projects across New South Wales, ranging from the multi-storey hostel tower and nursing home that he conceived on the corner of the Hornsby Hospital

Ross Innes AYNSLEY

12th December 2024 [sic] to 10th September 1999

site, to integrated care projects in locations such as Temora, Condoblin, Kyogle and Wingham, to extensive development on the main site of the Homes ay Glenfield.

In addition to care for the aged, Ross was involved in other community projects and was recognised by the Scouting organisation for his help with their building in Hornsby.

Ross's Architectural practice grew throughout the 1960's and 1970's and he opened offices in Sydney and Wollongong as well as Hornsby. He was involved in many projects throughout his 40 year career as an architect – everything from houses to office buildings to indoor swimming pools and the Australian Museum extension.

In 1968, Ross suffered his first heart attack – ironically at Glen Innes, the place of his birth, while driving back from one of his country aged care projects.

Rather than sit back, this seemed to galvanise Ross into even more activity, and the 1970's saw the most active period of his business career. He also decided he would like to fly again, and went back to flight training in the mid 1970's, together with his son Peter, at Bankstown Airport.

During this period Ross and the family moved out of Hornsby, and lived at Longueville, Warrawee, Beecroft and Pymble before settling in the St Ives area in the mid 1980's. This was the beginning of his association with Pymble Chapel, The Reverend Thorogood who officiated at Ross's funeral said:

"The Chapel members were delighted to have in their number an architect who could take responsibility for these fine old buildings. This was planned years ago, but churches tend to take their time, and it was only last year that the resources came together and the courtyard outside could be rebuilt. We are all very grateful, but none of us could be happier than Ross who saw his scheme fulfilled. He was a representative of the church on the Presbytery and the Parish Council, taking a full part in the life of the church. Since I have been here Ross was always the first person in church on Sunday morning, and always with a cheerful smile, unassuming, faithful."

Ross suffered his second heart attack in 1987, which prompted his virtual retirement by the end of the 1980's. He never really retired though and was always looking for opportunities to help others. He continued to serve on committees, and continued to do architectural work from his home. He helped his son Michael with home renovations in 1991 and in 1999, shortly before his passing, Ross designed and supervised construction of extensions to his mother-in-law's house. He also spent time on one of his pet projects – a new type of aeroplane. He was always looking to improve things.

Early in 1999, Ross and Francine moved out of Sydney to Blackheath in the Blue Mountains – this was always something Ross had wanted to do as he had always loved the mountains since his childhood. It was also where their daughter Toni lived.

Although not well, the last few months of Ross' life were particularly happy. He loved spending time with his family and particularly looked forward to when Tanya, Rob, Chris, Tom and Emma – his 5 grandchildren would come to visit. He loved living at Blackheath and

Ross Innes AYNSLEY

12th December 2024 [sic] to 10th September 1999

would go walking everyday as say how much he enjoyed the fresh air and peaceful nature of the mountains. He loved to see the Wattyl coming out in the spring-time.

Summing up at his funeral, the Reverend Thorogood said:

Throughout the sixty years following their predictions, Ross' teachers at Hornsby Junior Technical School were proven right:

- "thoroughly honest and dependable"
- "a citizen of the most desirable type"; and
- "this lad carries responsibility well"

As the result of a heart attack, Ross Innes AYNSLEY passed away on the morning of 10th September 1999 at the Blue Mountains District ANZAC Memorial Hospital, Katoomba.

Appendix G: Land Titles Documents

ATTACHMENT 1 - ITEM 10

ıq:R129806 /Doc:DP 0001880 P /Rev:31-Jan-1995 /Sts:OK.OK /Pgs:ALL /Prt:03-Aug-2017 11:12 /Seq:1 of 15
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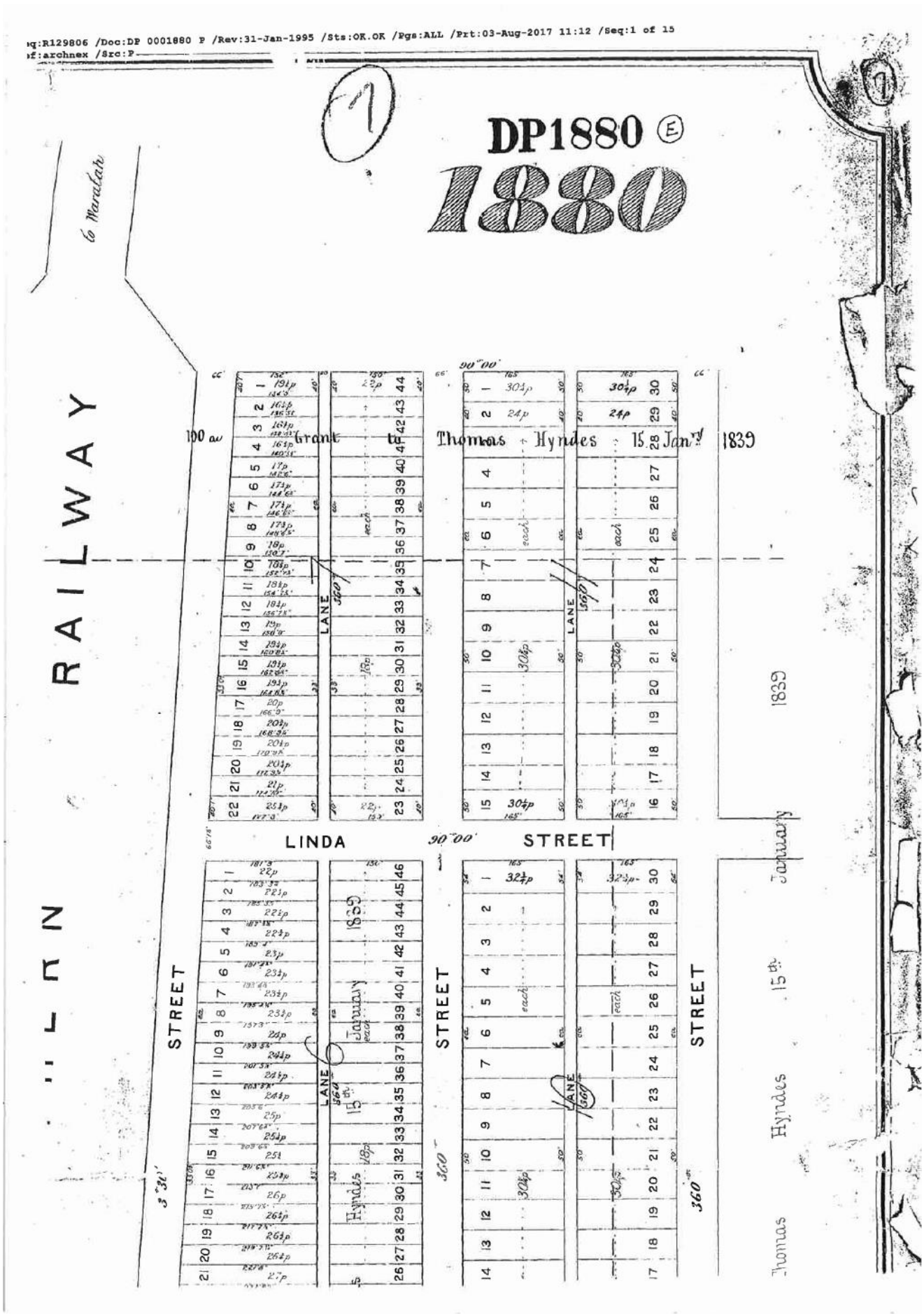

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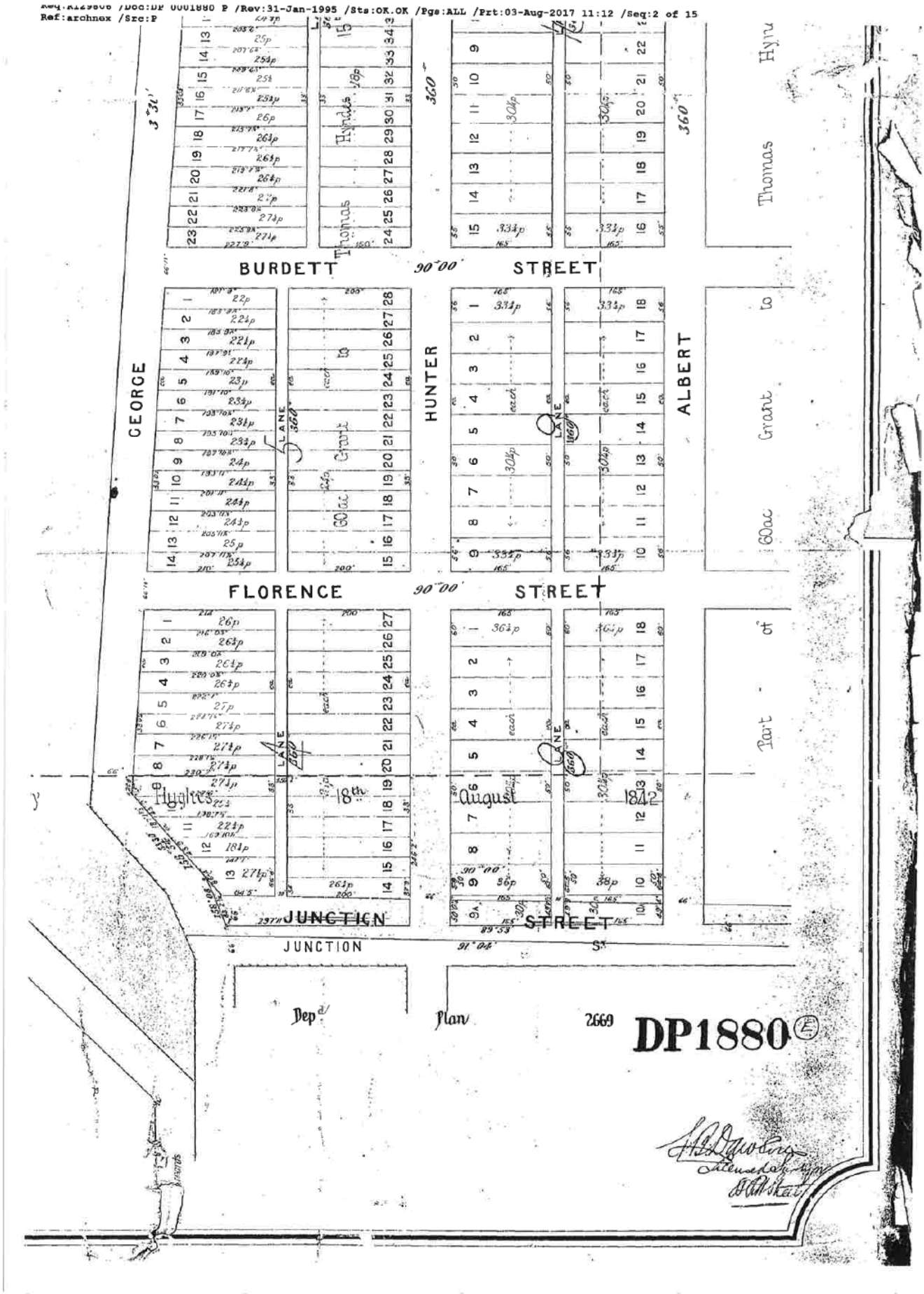

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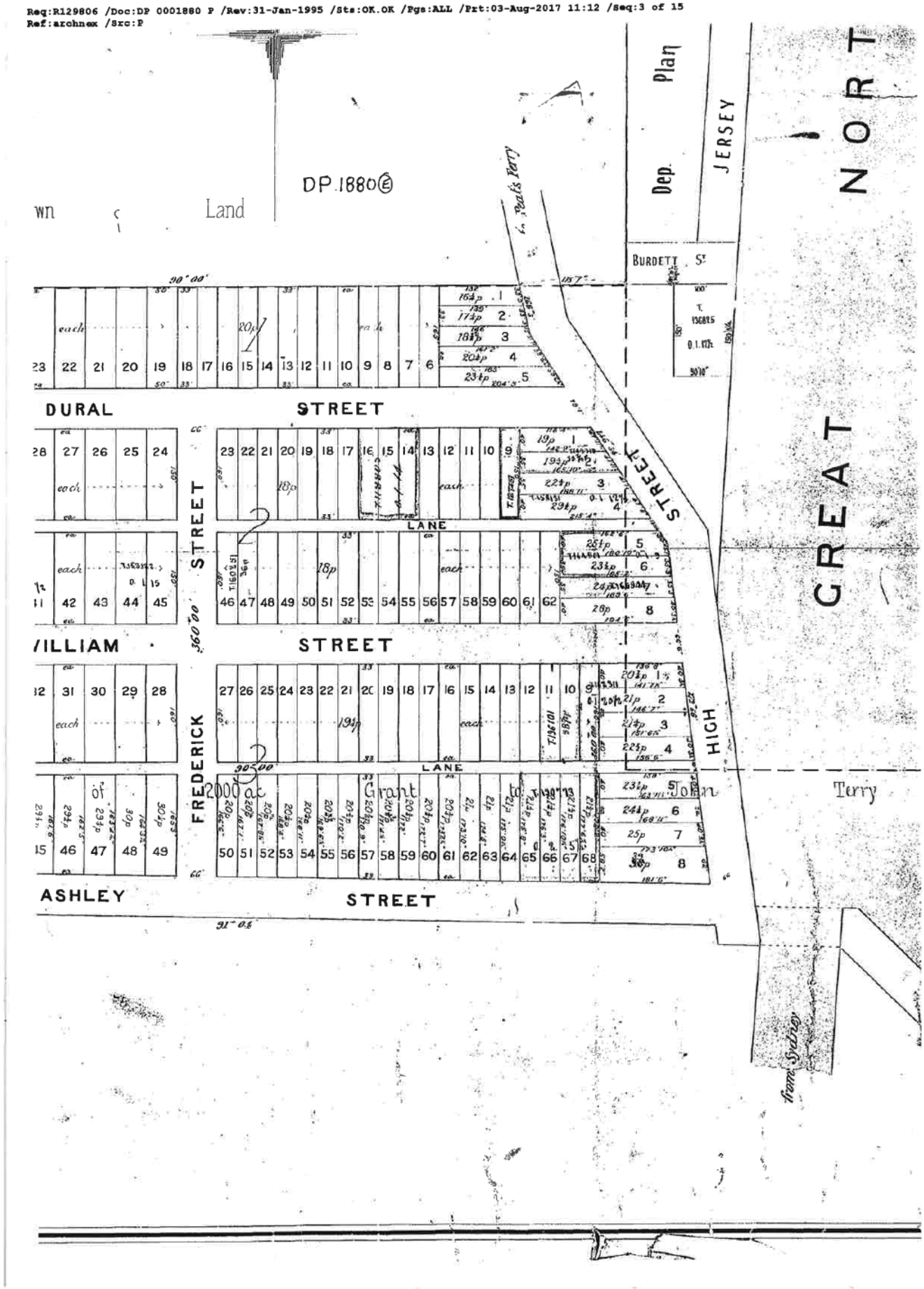

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Ref:archnex /Src:P

DP 1880 (E)

BDIVISION

Messrs Burns Withers & Smiths property

I OF SOUTH COLAH

Scale 100 feet to an Inch

Vol: 788 fol: 129 to 131

Res^d Pre^d for fol 130 N° 4011 11-7-93
Vol: fol:

COPY MADE K.M. 14-7-93
CHECKED S.A. 14-7-93

DP 1880 (E)

Plan 2947

JERSEY S:

RAILWAY

NORTHERN

Req:R129806 /Doc:DP 0001880 P /Rev:31-Jan-1995 /Sts:OK.OK /Pgs:ALL /Prt:03-Aug-2017 11:12 /Seq:5 of 15
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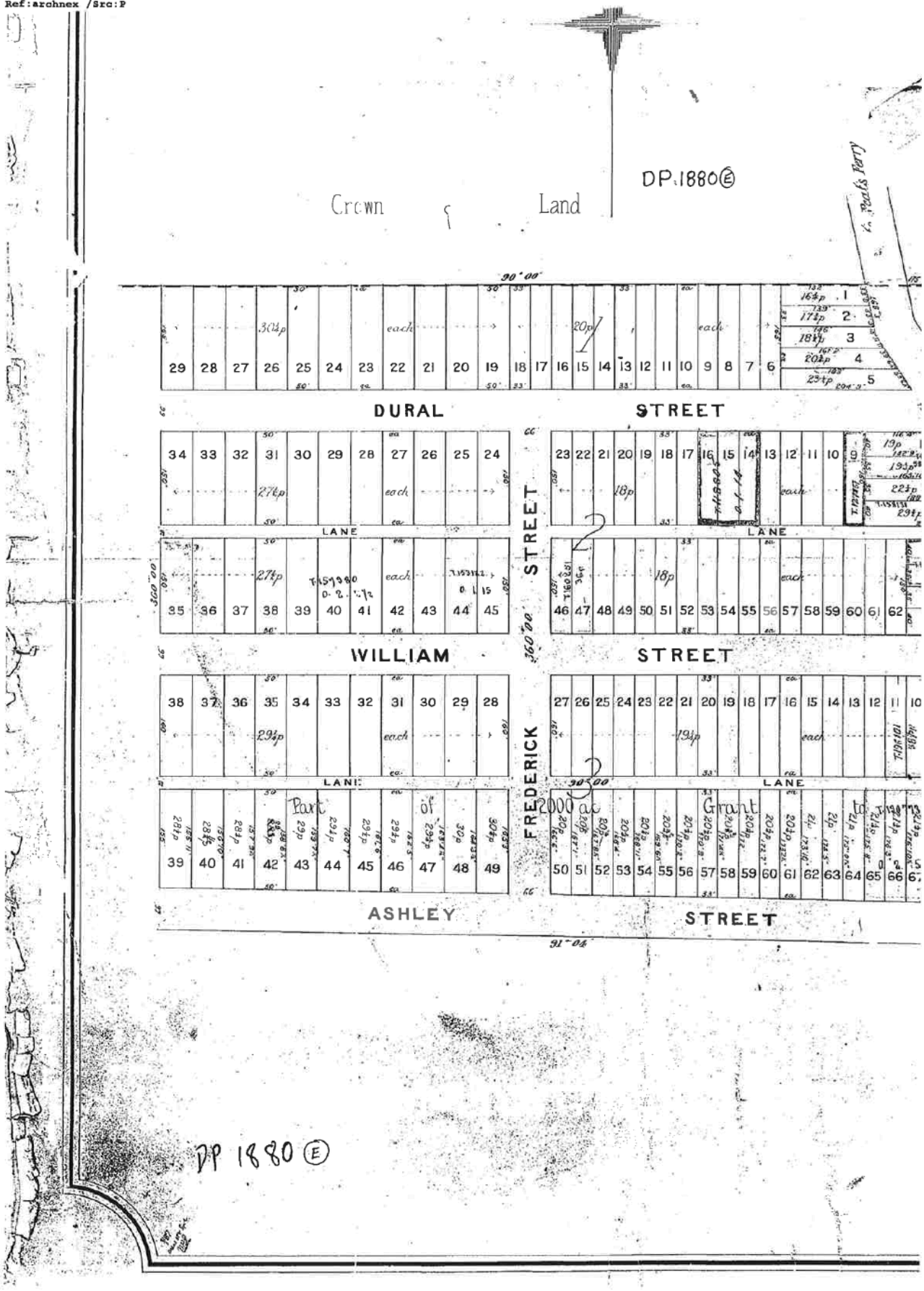

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DP1880

DP 1880 (E)

SUBDIVISIO

of part of Messrs Burns Withers & Smiths

PARISH OF SOUTH C

Scale 100 feet to an Inch

Vol: 788 fol: 129 to 131

Res^d Pre^d for fol: 130 N°4011 14.7.93
Vol: fol:

COPY MADE 16.M. 14.7.93
EXAMINED S.A. 14.7.93

STAMPED

ATTACHMENT 1 - ITEM 10

CONVERSION TABLE ADDED IN REGISTRAR GENERAL'S DEPARTMENT
DP 1680 SH 1/2

FEET	INCHES		METRES
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15	1		4.595
20	-		6.095
20	2		6.145
21	11		6.68
23	11	1/2	7.3
30	-		9.145
33	-		10.06
33	9		10.285
35	-		10.67
35	5		10.745
39	6	1/2	12.05
40	-		12.19
40	3	1/2	12.28
41	11		12.775
47	11		14.605
50	-		15.24
54	2		17.73
62	-		18.9
66	6		20.27
79	1		24.105
90	10		27.685
100	-		30.48
116	4		35.356
134	8		40.835
139	-		42.365
141	7	1/2	43.165
142	9		43.51
146	7		44.5
146	7		44.68
150	-		45.72
150	3	1/4	45.8
151	6	1/2	46.19
154	-		46.945
154	11		47.295
156	11		47.7
156	10		47.625
157	9	1/2	48.095
158	8	1/2	48.375
159	-		48.465
159	7	1/2	48.655
160	-		48.77
160	7		48.945
161	2		49.125
161	6		49.225
162	5		49.53
162	6		49.784
163	11	1/2	49.975
164	3	1/2	50.08
165	-		50.29
165	3		50.37
165	10		50.55
166	6		50.75
167	1		50.93
167	6	1/2	51.12
168	4		51.31
169	11		51.65
169	11	1/2	51.68
170	2		51.87
170	9		52.04
171	4	1/2	52.24
172	-		52.43
172	7	1/2	52.6
173	2	1/2	52.79
173	10		52.98
173	10	1/2	53
174	5		53.16
175	7	1/2	53.515
175	9		53.65
175	8		53.54
176	3		53.72
176	10	1/2	53.91
177	6	1/2	54.11
178	2		54.31
180	10		55.12

CONVERSION TABLE ADDED IN REGISTRAR GENERAL'S DEPARTMENT
DP 1680 SH 1/2 CONTD

AC	RD	P	SQ M
-	-	6	60.7
-	-	16 1/4	411
-	-	17 1/4	436.3
-	-	18 1/4	461.6
-	-	19 1/4	486.9
-	-	19 3/4	499.5
-	-	20	505.9
-	-	20 1/4	512.2
-	-	20 1/2	518.5
-	-	20 3/4	524.8
-	-	21	531.1
-	-	21 1/4	537.5
-	-	21 1/2	543.8
-	-	21 3/4	550.1
-	-	22 1/2	569.1
-	-	23 1/2	594.4
-	-	24	607
-	-	24 1/4	613.4
-	-	25	632.3
-	-	25 1/2	645
-	-	27 1/2	695.6
-	-	28	708.2
-	-	28 1/2	720.6
-	-	28 3/4	726.9
-	-	29	733.2
-	-	29 1/4	739.8
-	-	29 1/2	746.1
-	-	29 3/4	752.5
-	-	30	758.8
-	-	30 1/4	765.1
-	-	39	986.4
-	1	12 1/2	1328

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DP 1680 SH 2/2

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33			10.06
33	0	3/4	10.079
34	-		10.365
37	9		11.505
40	-		12.19
40	1		12.213
43	9		13.335
49	4		15.035
49	6		15.14
49	8	1/2	15.25
50	0	1/2	15.255
54	-		16.46
55	-		16.765
56	-		17.07
60	-		18.29
66	1	1/2	20.155
66	8		20.42
68	2	3/4	20.77
85	3		25.91
86	4		26.215
132	-		40.235
134	5	1/4	40.97
136	5	1/2	41.585
138	5	3/4	42.2
141	1		43
142	6	1/4	43.435
144	6	1/2	44.045
146	6	3/4	44.665
148	6	3/4	45.27
149	6		45.416
150	2		45.72
150	7		45.9
152	7	1/4	46.515
154	7	1/2	47.13
156	7	3/4	47.745
158	8	1/4	48.36
160	8	1/4	48.975
162	8	1/2	49.595
164	8	3/4	50.21
165	9		50.43
167	10	3/4	51.17
168	7	1/4	51.44
169	10	1/4	51.77
170	9	1/2	52.06
172	9	3/4	52.67
174	10		53.29
177	3		54.03
181	3		55.24
181	9		55.4
183	5	1/4	55.86
183	9	1/2	56.01
185	3	1/2	56.48
185	9	1/2	56.63
187	1	3/4	57.04
187	3	3/4	57.09
187	9	3/4	57.25
187	4		57.71
189	10	1/4	58.32
191	4	1/4	58.47
191	10	1/2	58.639
193	10	1/2	59.09
195	4	3/4	59.56
195	10	1/2	59.7
197	5		60.17
197	10	3/4	60.32
198	7	1/2	60.554
199	5	1/4	60.79
199	11		60.93
200	-		60.96

CONVERSION TABLE ADDED IN REGISTRAR GENERAL'S DEPARTMENT
DP 1680 SH 2/2

FEET	INCHES		METRES
201	5	1/2	61.4
201	11		61.54
203	5	3/4	62.02
203	11	1/4	62.16
205	11		62.65
205	11	1/2	62.78
207	6	1/4	63.25
207	11	3/4	63.39
209	6	1/2	63.87
210	-		64.01
211	6	3/4	64.48
213	7		65.1
214	7	1/4	65.23
215	7	1/2	65.72
216	0	1/2	65.84
217	7	1/2	66.33
218	0	1/2	66.46
219	7	3/4	66.95
220	8	3/4	67.08
221	8		67.56
222	1		67.69
223	8	1/4	68.18
224	1	1/4	68.31
225	8	1/2	68.8
226	1	1/2	68.92
227	5		69.32
227	9	3/4	69.42
228	2	3/4	69.56
297	11		90.8

AC	RD	P	SQ M
-	-	2 1/4	56.9
-	-	2.37	59.9
-	-	16 1/4	411
-	-	16 1/2	417.3
-	-	16 3/4	423.7
-	-	17 1/4	436.3
-	-	17 1/2	442.6
-	-	17 3/4	448.9
-	-	18 1/4	461.6
-	-	18 1/2	467.9
-	-	18 3/4	474.2
-	-	19	480.6
-	-	19 1/4	486.9
-	-	19 1/2	493.3
-	-	19 3/4	499.6
-	-	20	505.9
-	-	20 1/4	512.2
-	-	20 1/2	518.5
-	-	20 3/4	524.8
-	-	21	531.1
-	-	22	556.4
-	-	22 1/4	562.8
-	-	22 1/2	569.1
-	-	22 3/4	575.4
-	-	23	581.7
-	-	23 1/4	588.1
-	-	23 1/2	594.4
-	-	23 3/4	600.7
-	-	24	607
-	-	24 1/4	613.4
-	-	24 1/2	619.7
-	-	24 3/4	626
-	-	25	632.3
-	-	25 1/4	638.6
-	-	25 1/2	645
-	-	25 3/4	651.3
-	-	26	657.6
-	-	26 1/4	663.9
-	-	26 1/2	670.3
-	-	26 3/4	676.6
-	-	27	682.9
-	-	27 1/4	689.2

CONVERSION TABLE ADDED IN REGISTRAR GENERAL'S DEPARTMENT
DP 1680 SH 2/2 CONTD

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-	-	27 3/4	701.9
-	-	30	726.8
-	-	30 1/4	733.1
-	-	30 3/4	745.8
-	-	33 1/4	841
-	-	33 3/4	853.6
-	-	36 1/4	916.9
-	1	-	1012
-	2	25 3/4	2700
-	3	30 1/4	3600

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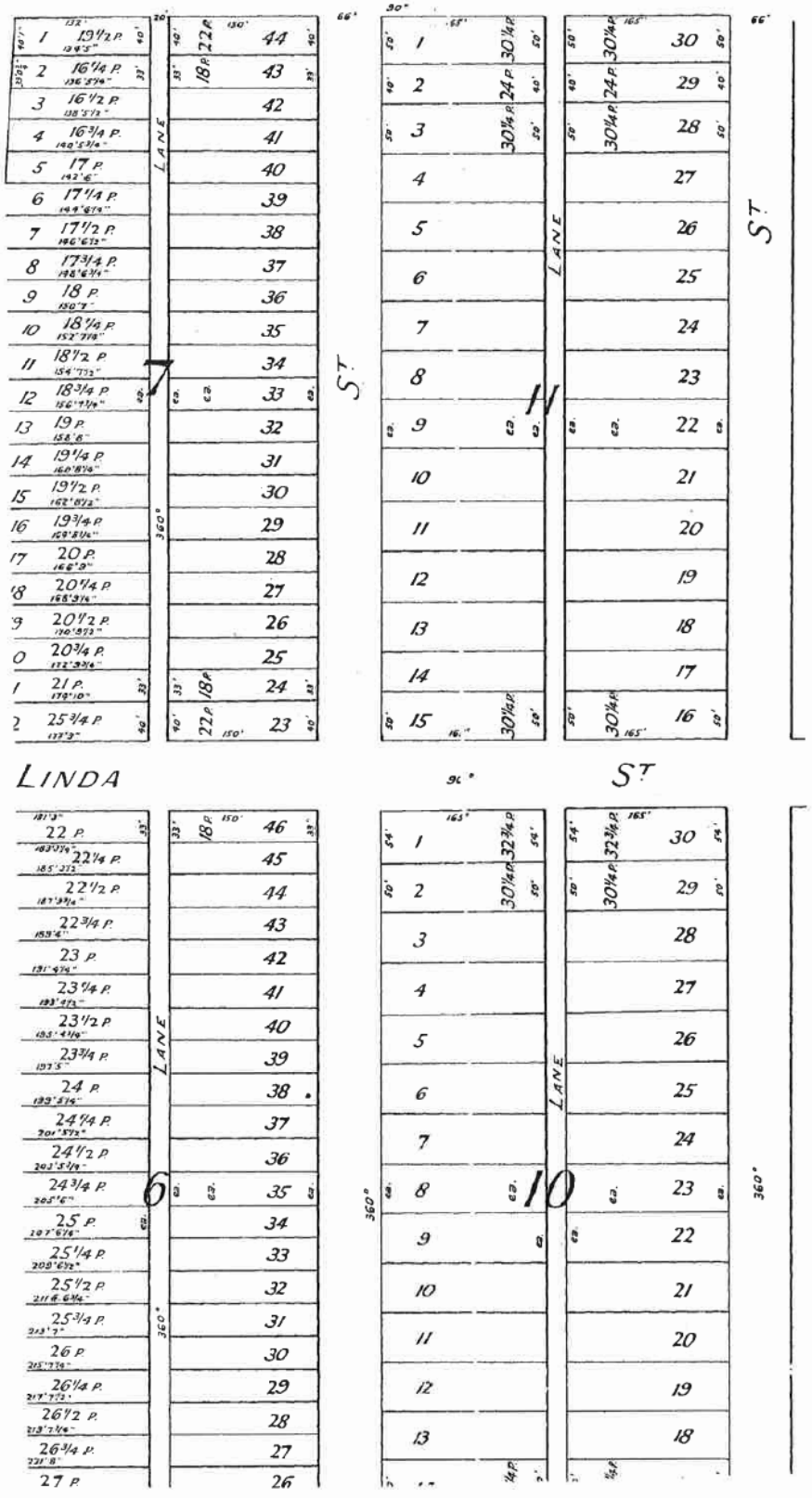

ATTACHMENT 1 - ITEM 10

ATTACHMENT 1 - ITEM 10

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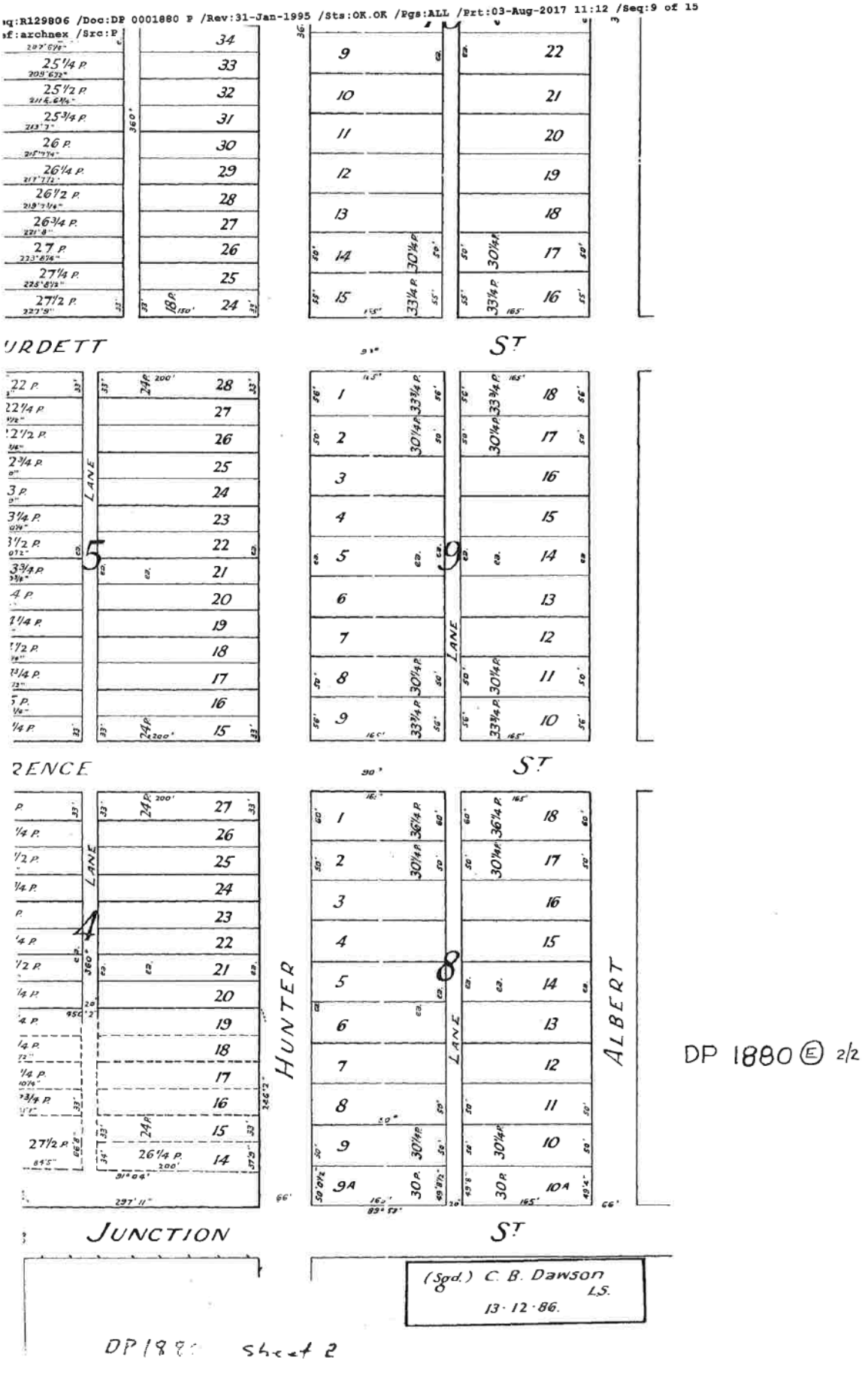

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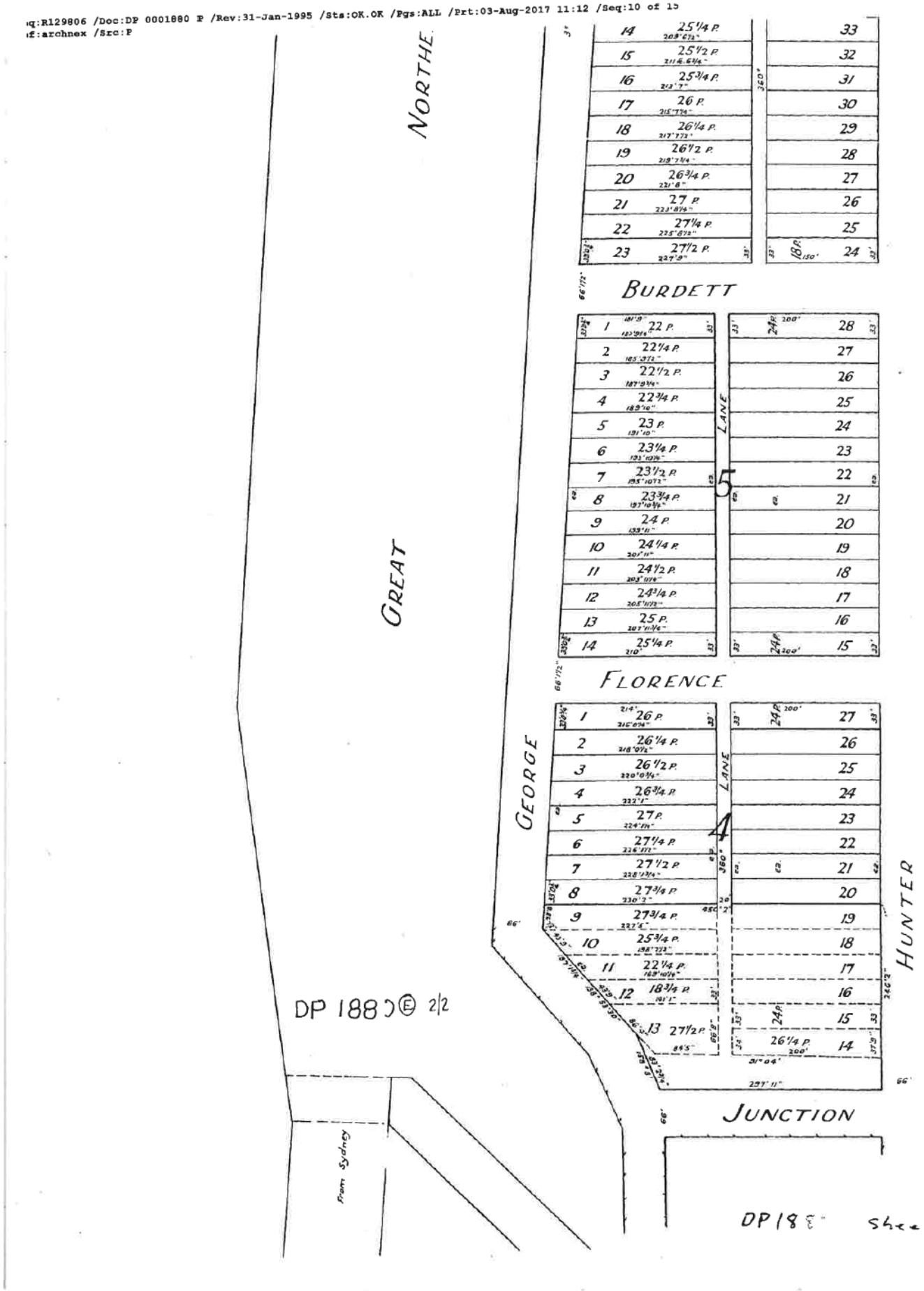

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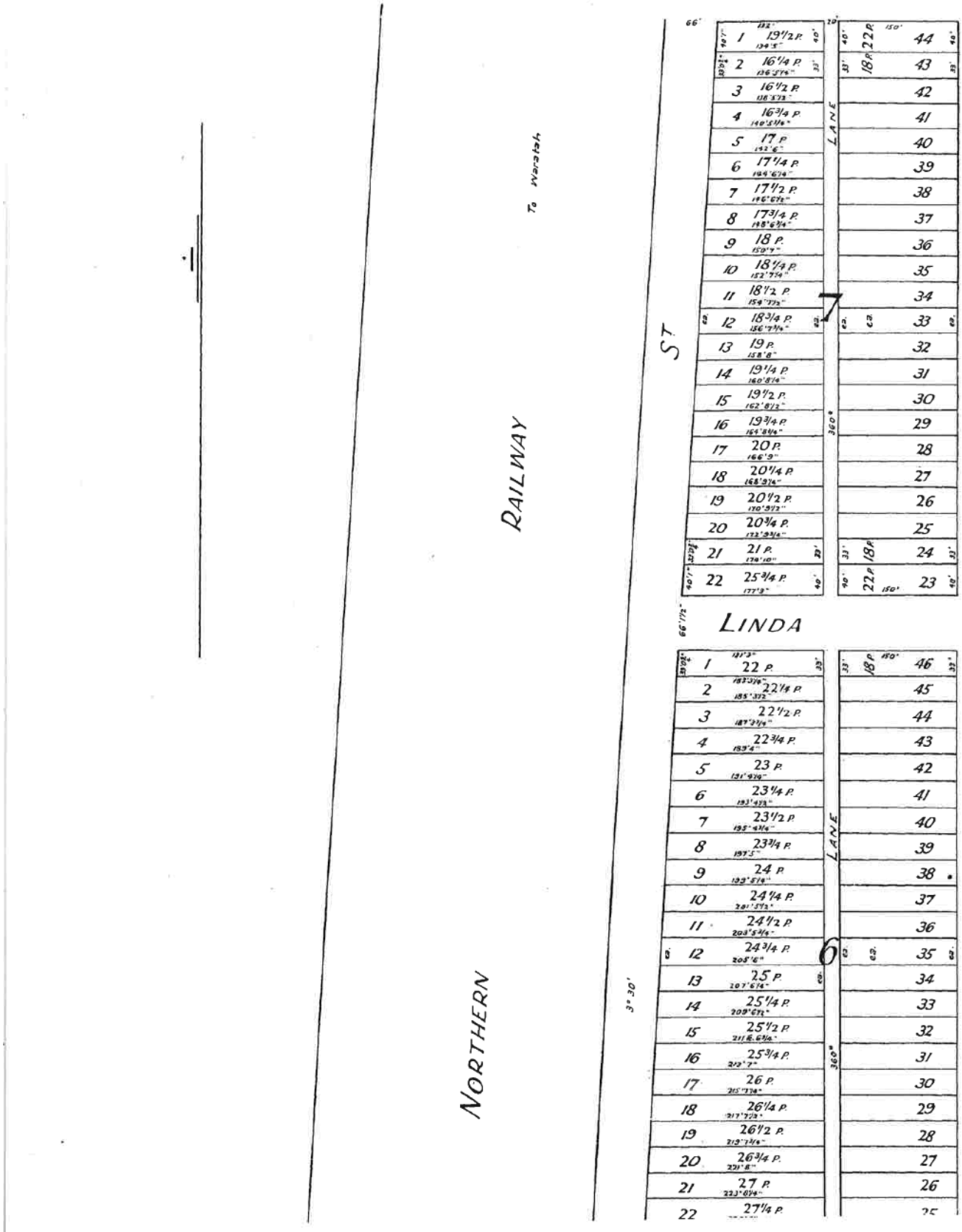

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Ref:archnex /Src:P

Subdivision at Hornsby

Pt of South Colah | Co of Cumberland

Scale: 100ft. to one inch

DP 1880 (E) 1/2

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D.P. 1880 Sheet 1/2

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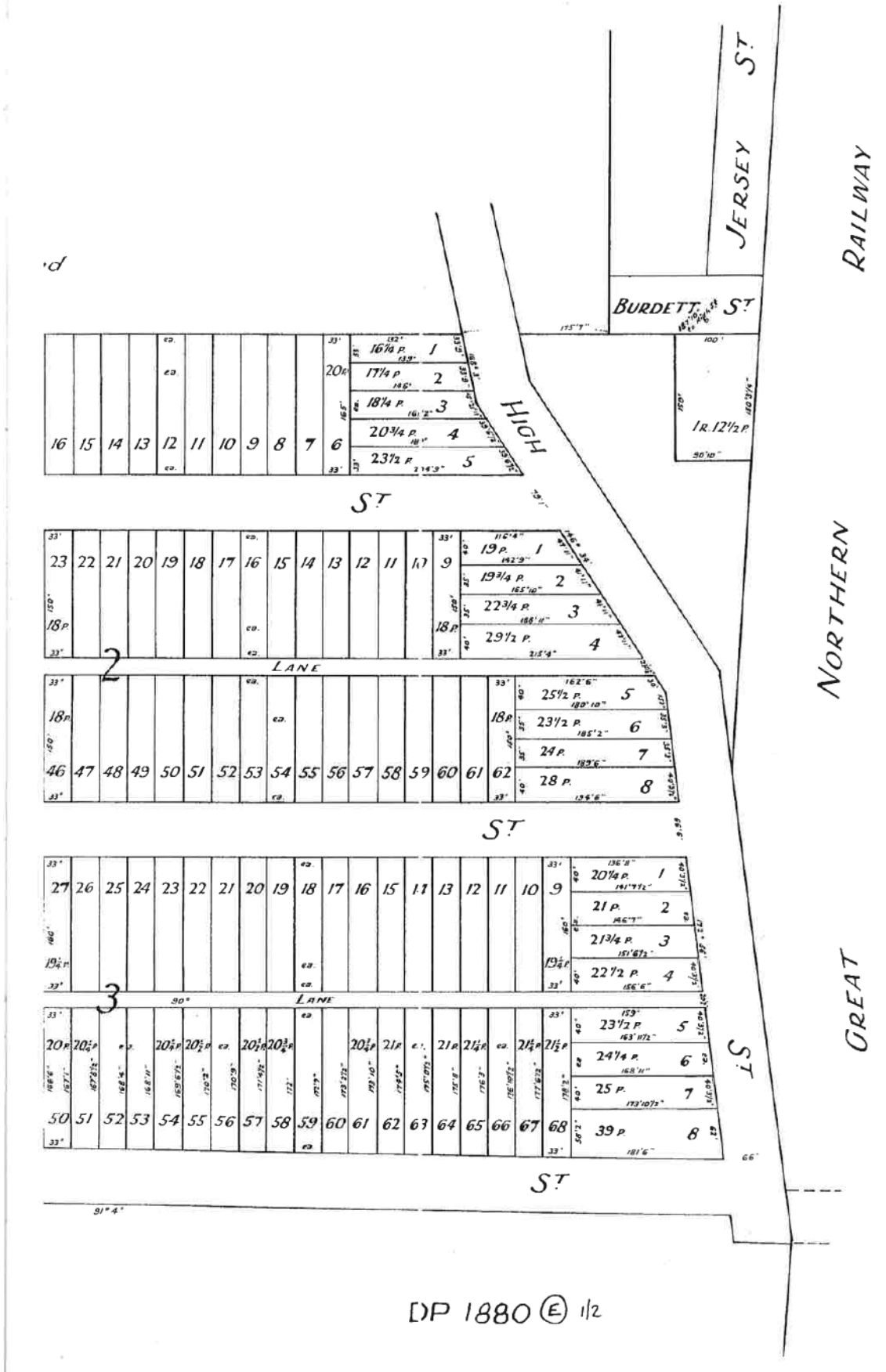

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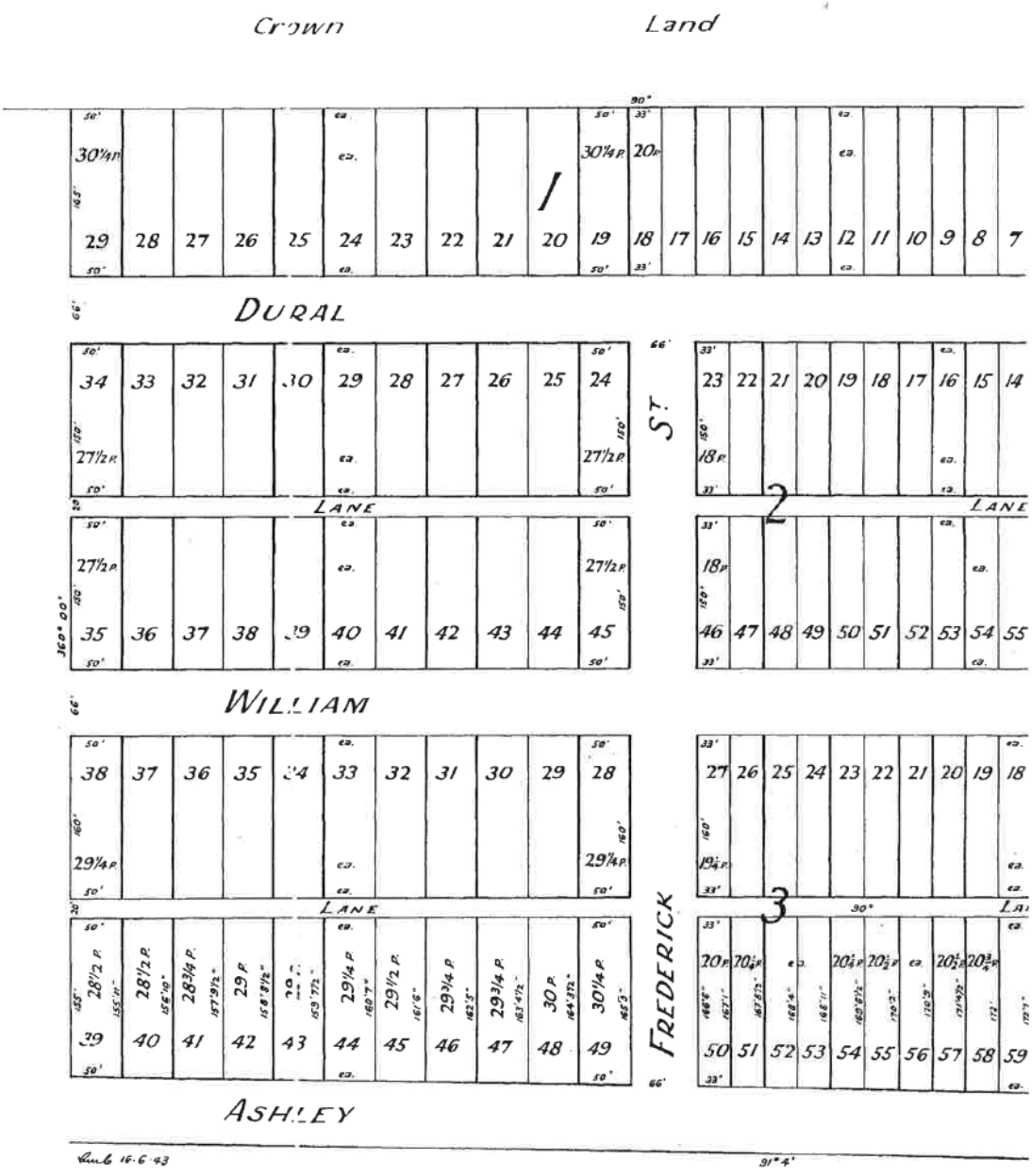
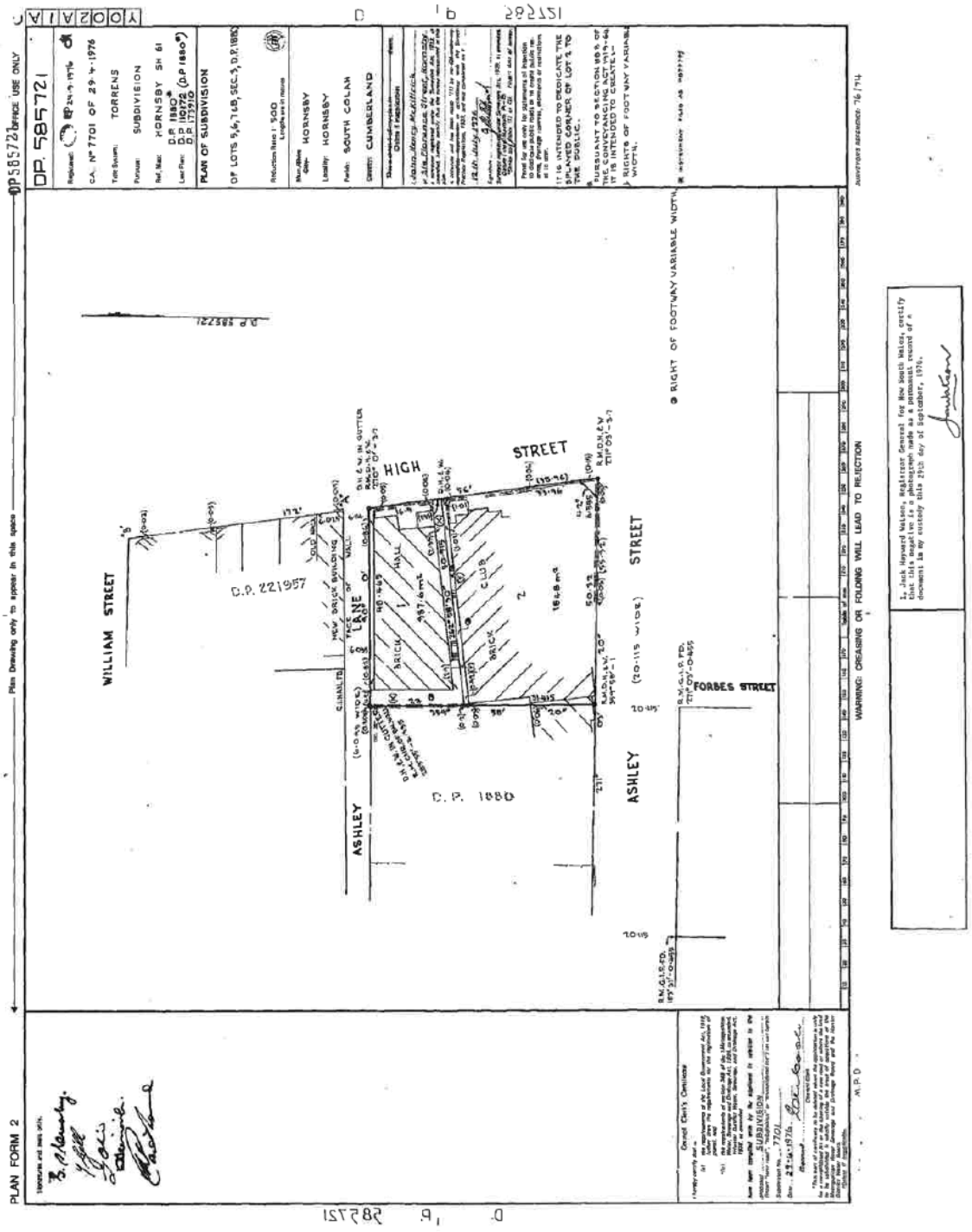
DP 1880 (E) 1/2



DP 1880 Sheet 1/2

ATTACHMENT 1 - ITEM 10



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CERTIFICATE OF TITLE.

(C.) New South Wales.

[Reference to last Certificate]
[Vol. 1101 Folio 215
" 1110 Folio 6 and 7

REGISTER BOOK,
Vol. 1238 Folio 137

Elizabeth Henrietta Ogden wife of Wharton Ogden of Neutral Bay Storekeeper

TRANSFEREE under Instrument of Transfer ~~from numbered~~ 72524 from The Bank of New South Wales Mortgagee ~~covering Power of Sale numbered~~ is now the proprietor of an Estate in Fee Simple, subject nevertheless to the reservations and conditions, if any, contained in the grant hereinafter referred to, and also subject to such encumbrances, liens, and interests as are notified hereon in That piece of land situated at Hornsby in the Parish of South Colah, and County of Cumberland containing One rood eight perches, or thereabouts, as shown on the Plan hereon, and therein edged red, being Lots 5 and 6 of Section 3 on a Plan deposited in the Land Titles Office, Sydney, numbered 1550 and part of Two thousand acres delineated in the Public Map of the said Parish deposited in the Office of the Surveyor General, originally granted to John Terry Hughes by Crown Grant dated the Eighteenth day of August One thousand eight hundred and forty two

In witness whereof, I have hereunto signed my name and affixed my Seal, this Twenty second day of November one thousand eight hundred and ninety seven

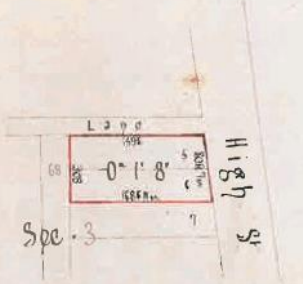
Signed the 22nd day of November 1897
in the presence of Jos. L. Spark

Deputy Registrar General

NOTIFICATION REFERRED TO

Amongst the reservations and conditions contained in the Grant above referred to are the following namely:- Reservations of all Mines of Gold and of Silver

Deputy Registrar General



No. TRANSFER DATED 18
FROM
REGISTERED
AT o'clock in the NOTIFICATION
REGISTERED

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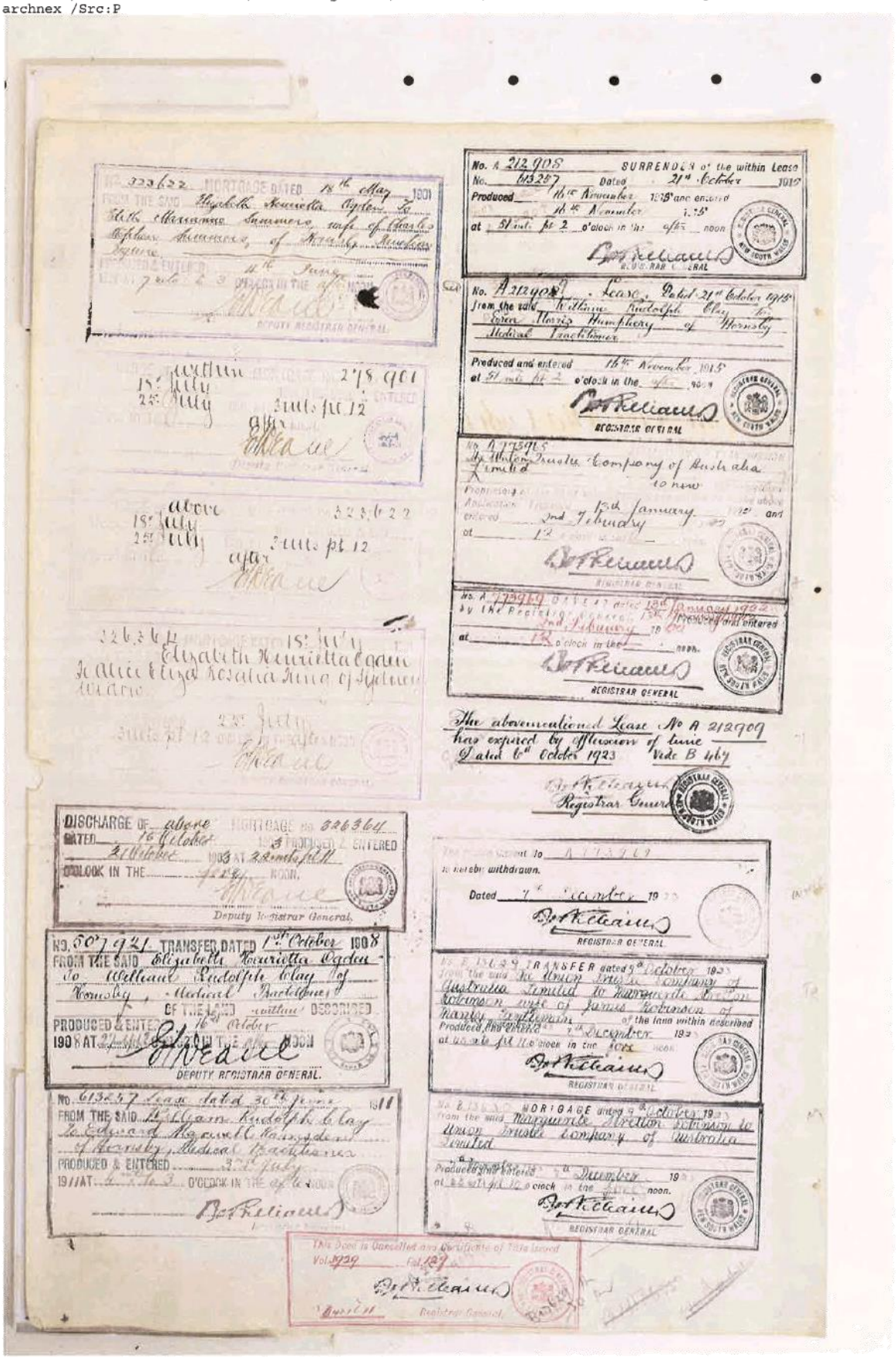
ATTACHMENT 1 - ITEM 10



Req:R020067 /Doc:CT 03929-129 CT /Rev:04-Aug-2012 /Sts:OK.OK /Prt:13-Jul-2017 17:42 /Seq:1 of 2
Ref:archnex /Src:P

ATTACHMENT 1 - ITEM 10

Appn. No. 6438 710 726

Reference to Last Certificate
Vol. 1238 Fol. 43

New South Wales.

[CERTIFICATE OF TITLE.]

ORDER NO. B 421611

REGISTER BOOK.
VOL. 3929 FOL. 129

CANCELLED

MARGUERITE STRETTON ROBINSON wife of James Robinson of Manly, Gentleman, by virtue of Certificate of Title Volume 1238 Folio 43, now surrendered, is now the proprietor of an Estate in Fee Simple, subject nevertheless to the reservations and conditions, if any, contained in the Grant hereinafter referred to, and also subject to such encumbrances, liens and interests, as are notified hereon, in That piece of land situated at Hornsby in the Shire of Hornsby Parish of South Colah and County of Cumberland containing One rood eight perches , or thereabouts, as shown in the Plan hereon and therein edged red, being Lots 5 and 6 of Section 3 in a Plan deposited in the Land Titles Office, Sydney, No. 1880 and being part of 2000 acres (Portion 40A of Parish) delineated in the Public Map of the said parish in the Department of Lands originally granted to John Terry Hughes by Crown Grant dated the eighteenth day of August one thousand eight hundred and forty two.

In witness whereof, I have hereunto signed my name and affixed my Seal, this twenty ninth day of October 1926

Signed in the presence of

Registrar General

LANE

68 5 6 7 Sec 3 High St

Scale 100 E to one inch

EXCEPTION REFERRED TO

Amongst the reservations and conditions contained in the Grant above referred to are reservations of all mines of gold and of silver.

Registrar General

No. B 13630 Mortgage dated the 5th day of October 1923 from Marguerite Stretton Robinson to Union Trustee Company of Australia Limited Produced the 7th day of November 1923 and entered the 7th day of December 1923 at 45 minutes past 10 o'clock in the forenoon.

Registrar General

No. B 421611 DISCHARGE of within Mortgage ... dated 19th September 1936 Produced 22nd September 1936 and entered 2nd November 1936 at ... o'clock in the forenoon.

No. 395760 TRANSFER dated 26th September 1946 ... Produced and entered 4th December 1946 at 2 min past 11 o'clock in the forenoon.

REGISTRAR GENERAL.

No. 395760 MORTGAGE dated 26th September 1946 ... Produced and entered 4th December 1946 at 2 min past 11 o'clock in the forenoon.

REGISTRAR GENERAL.

No. 395760 DISCHARGE of within mortgage dated 26th September 1946 Produced 21st January 1957 and entered 21st January 1957 at 9 min past 10 o'clock in the forenoon.

J. Wells
REGISTRAR GENERAL.

... the survivor joint tenants is now ... proprietor of the land within described. See Notice of Death (Section 101) No. 661941 Entered ... 1956

J. Wells
REGISTRAR GENERAL

Req:R020067 /Doc:CT 03929-129 CT /Rev:04-Aug-2012 /Sts:OK.OK /Prt:13-Jul-2017 17:42 /Seq:2 of 2
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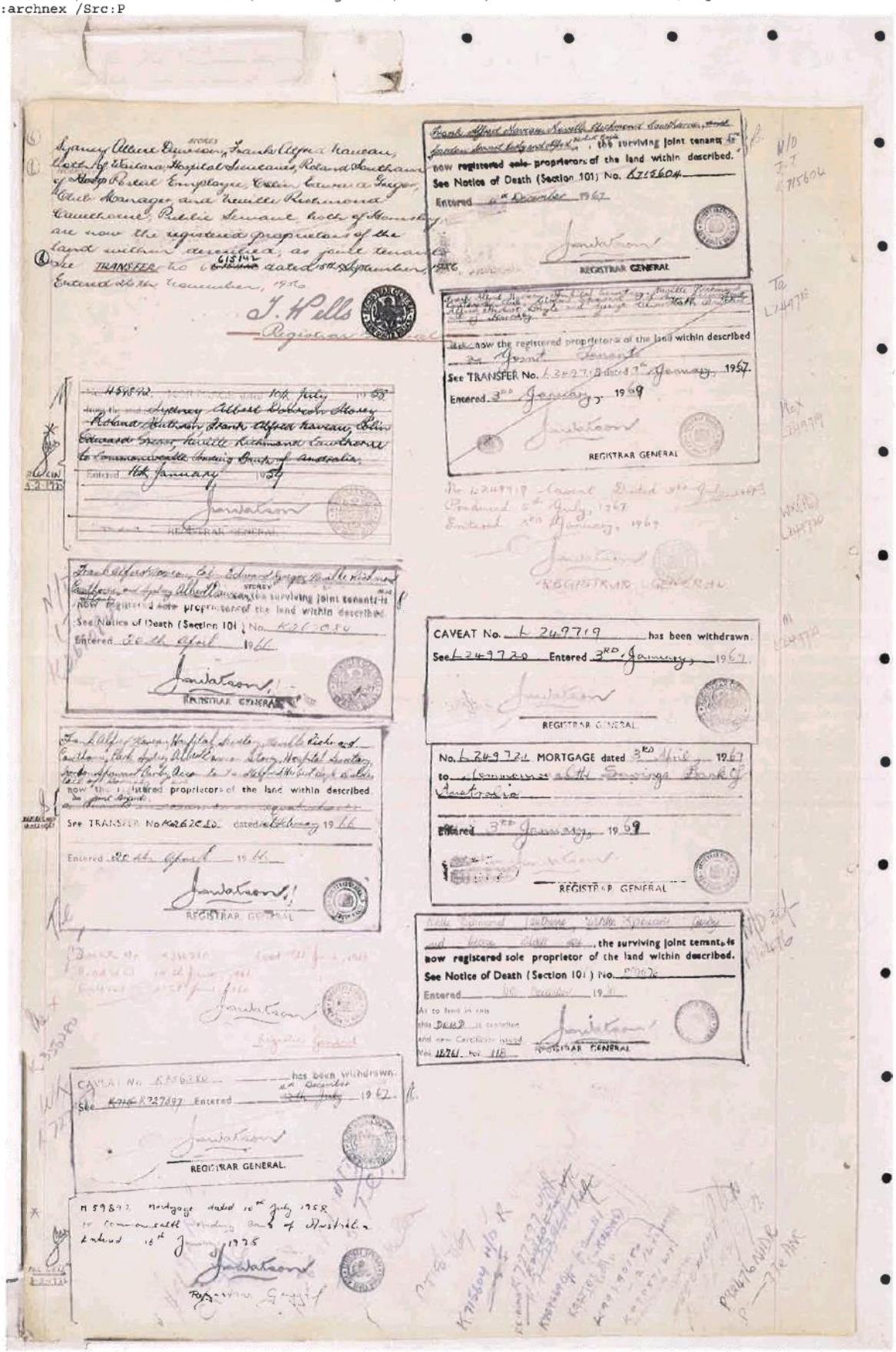


Sydney Albert Dawson, Frank Alfred Hawau, Matron-in-Chief Victoria Hospital Sunshine, Roland Southam of Metropolitan Postal Employee, Colin Edward Gregory Bank Manager and Neville Richmond Cawthorne Public Servant both of Hornsby are now the registered proprietors of the land within described as joint tenants under TRANSFER No. 615142 dated 8th September 1966 Entered 16th November, 1966

J. Wells Registrar General

Frank Alfred Hawau, Neville Richmond Cawthorne, and Gordon Edward Gregory and Alfred Dawson, the surviving joint tenants is now registered sole proprietors of the land within described. See Notice of Death (Section 101) No. K715604 Entered 1st December 1967

REGISTRAR GENERAL

No. H598912 10th July, 1958 Sydney Albert Roberts Morey Roland Southam, Frank Alfred Hawau, Colin Edward Gregory, Neville Richmond Cawthorne to Commonwealth Trading Bank of Australia. Entered 16th January 1959

REGISTRAR GENERAL

now the registered proprietors of the land within described See TRANSFER No. L249719 dated 3rd January 1967. Entered 3rd January 1969

REGISTRAR GENERAL

No. L249719 Caveat Dated 1st September Removed 2nd July, 1967 Entered 3rd January, 1969

REGISTRAR GENERAL

Frank Alfred Hawau, Colin Edward Gregory, Neville Richmond Cawthorne and Sydney Albert Dawson the surviving joint tenants is now registered sole proprietors of the land within described See Notice of Death (Section 101) No. K715604 Entered 20th April 1966

REGISTRAR GENERAL

CAVEAT No. L 249719 has been withdrawn See L 249720 Entered 3RD January, 1967

REGISTRAR GENERAL

The Alfred Hawau Hospital Sunshine and Richard Cawthorne, Clerk Hydro, Albert Hawau Hospital Sunshine Hydro Assistant Clerk Hydro to the Alfred Hawau Hospital Sunshine now the registered proprietors of the land within described See TRANSFER No. K626220 dated 6th February 1966 Entered 20th April 1966

REGISTRAR GENERAL

No. L249720 MORTGAGE dated 3RD April 1967 to Commonwealth Trading Bank of Australia Entered 3RD January, 1969

REGISTRAR GENERAL

Roland Southam Sydney Albert Dawson and Alfred Hawau, the surviving joint tenants is now registered sole proprietor of the land within described. See Notice of Death (Section 101) No. P [illegible] Entered 20th January 19[illegible] As to land in title Vol 12761 Fol 118 and new Certificate issued

REGISTRAR GENERAL

CAVEAT No. K626220 has been withdrawn See K715604 K727897 Entered 24th July 1967

REGISTRAR GENERAL.

H598912 Mortgage dated 10th July 1958 to Commonwealth Trading Bank of Australia Entered 16th January 1959

Registrar General

ATTACHMENT 1 - ITEM 10

Req:R020054 /Doc:CT 12761-110 CT /Rev:12-Jan-2011 /Sts:OK.SC /Pgs:ALL /Prt:13-Jul-2017 17:38 /Seq:1 of 2
Ref:archnex /Src:P

12761 HO

CERTIFICATE OF TITLE

NEW SOUTH WALES — REAL PROPERTY ACT, 1900

Appln. No.6438

Prior Title Vol.3929 Fol.129

Vol. 12761 Fol. 110

Edition issued 28-4-1975

CANCELLED

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

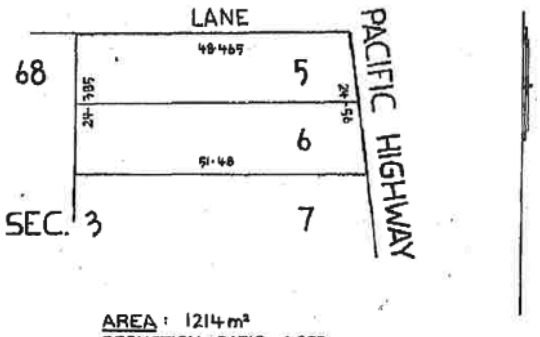
Registrar General.

12761 Fol. 110

(Page 1) Vol.

PLAN SHOWING LOCATION OF LAND

LENGTHS ARE IN METRES



P92476

P.R. 8

AREA : 1214 m²
REDUCTION RATIO 1·800

ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lots 5 and 6 of Section 3 in Deposited Plan 1880 in the Shire of Hornsby Parish of South Colah and County of Cumberland being part of Portion 400A granted to John Terry Hughes on 18-8-1842.

FIRST SCHEDULE

~~NEVILLE RICHMOND CAWTHORNE, Clerk, GORDON SPOWART CURRY, Accountant, GEORGE OLIVER, Builder, FRANK EDWARD GILL, Builder, all of Hornsby and DOUGLAS ALBERT HEINRICH, Taxation Officer, of Pennant Hills, as Joint Tenants.~~

REG. GEN. 26-5-1975

SECOND SCHEDULE

1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. ~~Mortgage No.H59892 to Commonwealth Savings Bank of Australia. Entered 16-1-1959.~~ DISCHARGED P879729
3. ~~Mortgage No.L249721 to Commonwealth Savings Bank of Australia. Entered 3-1-1969.~~ Discharged P337201

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.

ATTACHMENT 1 - ITEM 10

Req:R020054 /Doc:CT 12761-110 CT /Rev:12-Jan-2011 /Sts:OK.SC /Pgs:ALL /Prt:13-Jul-2017 17:36 /Seq:2 of 2
Ref:archnex /Src:P

Vol. 12761 Fol. 110

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar General
Nevills Richmond Cawthorne, Clerk, Gordon Spowart Curby, Accountant, George Oliver, Frank Edward Gill, Builders, all of Hornsby and Douglas Albert Heinrich of Pennant Hills, Taxation Officer, as joint tenants.	Transfer	P92477	------	27-5-1975	

NEW CERTIFICATES OF TITLE ISSUED ON DP 585721
NO DEALING TO BE REGISTERED WITHOUT REFERENCE TO SURVEY DRAFTING BRANCH

P92477 re
P337 20: 3
P92477 Transfer
DP585721
B 2814

SECOND SCHEDULE (continued)

NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION
88B INST	P879795		Interests created pursuant to Section 88B Conveyancing Act, 1919, by the registration of Deposited Plan 585721	24-9-1976		

This deed is cancelled as to the whole
New Certificates of Title have issued on 22-10-76
for lots in deposited Plan No 585721 as follows:
Lot 1-2 Vol 13163 Fol 162-163 respectively.

REGISTRAR GENERAL

(Page 2 of 2 pages)

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

ATTACHMENT 1 - ITEM 10

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - HISTORICAL SEARCH

SEARCH DATE
13/7/2017 5:28PM

FOLIO: 1/585721

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 13163 FOL 162

Recorded	Number	Type of Instrument	C.T. Issue
28/3/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
19/8/1988		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
8/12/1993		AMENDMENT: LOCAL GOVT AREA	
30/8/1999	6142853	DEPARTMENTAL DEALING	
7/3/2000	6603148	APPLICATION	EDITION 1
3/4/2000	6685580	REQUEST	EDITION 2
2/8/2005	AB648191	APPLICATION	EDITION 3
14/8/2014	AI767379	APPLICATION TO RECORD A NEW REGISTERED PROPRIETOR	EDITION 4

*** END OF SEARCH ***

archnex PRINTED ON 13/7/2017

GlobalX Information Services Pty Ltd (ABN 99 073 436 414) an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with section 96B(2) of the Real Property Act 1900.
* ANY ENTRIES PRECEDED BY AN ASTERISK DO NOT APPEAR ON THE CURRENT EDITION OF THE CERTIFICATE OF TITLE
WARNING: THE INFORMATION APPEARING UNDER **NOTATIONS** HAS NOT BEEN FORMALLY RECORDED IN THE REGISTER.

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Attachment 1(c)

ATTACHMENT 1 - ITEM 10

Hornsby RSL Club Planning Proposal

Design Statement

REV.2 | May 2016

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Context....3
Design Philosophy....4
Urban Design Considerations....4
Extent of West Side Precinct....4
Height....4
Set Backs....5
Floor Space Ratio....5
Streetscape....6
Summary....6

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Design Statement

Following a rigorous process of site & urban design analysis, explorative concept design and consultation with Council, Altis propose a fitting amendment to the Hornsby Local Environmental Plan approved in December 2014

Introduction

The planning proposal addresses the land owned by Hornsby RSL club highlighted as sites 1, 2 and 3 in the accompanying drawings prepared by Altis Architecture. Sites 1 and 2 fall within the Hornsby West Side precinct that has been adopted into the amended Hornsby Local and Environmental Plan 2014. Site 3 is directly to the south of this precinct.

The proposal embraces the intent, visions and principals of the amended Hornsby Local Environmental Plan approved in December 2014 and offers a mix of expanded club and complimentary uses and built forms which redefines the characteristics of the 3 sites, both in the architectural characteristics of the context and the activation and programme overlay for the site.

The attached Design Package provides information the concept development proposal as well as the studies and analysis that underpins this proposal.

Context

Site 1 currently contains a 4 level car park and has primary frontage onto William street on the North with a secondary frontage onto Ashley Lane to the south. The western boundary is shared with a residential building while the eastern boundary is shared with commercial premises. There is currently a right of way between the two sites which could be formalised to activate both the site 1 and the site to the East.

Site 2 currently houses Hornsby RSL club. The club consists of a 3 level building with primary frontage onto High street to the East and Ashley street to the south with secondary frontage onto Ashley street to the North. The western boundary is shared with a residential flat building.

Site 3 is currently a vacant site. The site has primary frontage onto Ashley Street to the north, Forbes Street to the east and Webb Avenue to the south. The western boundary is shared with low density residential houses.

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Design Philosophy

The design intent, as a place making proposal, is to create a "Place for People" with layers of both public and private uses. This is achieved through a Mixed Use Development Proposal, conceived to activate the site by providing a rich and varied mix of complimentary built forms and uses.

- New residential building on site 1 over the existing car park
- The proposal would like to consider a public access laneway to the East of site 1 where the existing right of way exists to provide lave activation between William street and Ashley Lane
- Additions to the existing Hornsby RSL club building on site 2 to provide additional amenities to the Hornsby Community which will expand on the clubs existing food and beverage, functioning and sub clubs offers.
- New hotel on site 2 to provide for both the Hornsby area as well as the clubs demand for accommodation based on their existing conferencing facilities.
- Retiree living on site 3 to help cater for the increased demand of retiree living in the greater Sydney area
- The development is also supported by increasing the existing car park on site 1 by 1 level, the proposed multi-storey car park on the western end of site 2 and the underground parking associated with the retiree living development on site 3.

The proposed concept for the development has been conceived to recognise the parameters by which design excellence can be achieved. This has been through the realisation of high standard of architectural and public realm design, materials and detailing, appropriate to the building type and location and implementation of sustainable design initiatives as well as contextual, urban design considerations.

Urban Design Considerations

Extent of West Side Precinct

The Westside precinct as adopted into the Hornsby LEP has its southern boundary along Ashley street which is to the North of site 3. The proposal seeks to include site 3 in this precinct as the site does not currently have residential dwellings and is of a suitable scale to have a more substantial development. Refer to the Hornsby RSL Masterplan document for the proposed addition to the west side precinct.

Height

The December 2014 amendment to the Hornsby LEP shows a clear hierarchy of building heights with 20 storey gateway sites with adjacent sites stepping down to 15 storeys. The sites adjacent to these 15 storeys buildings reduce in height to 10-12 storeys. The sites at the periphery of the precinct vary in height from 2 to 5 storeys on the northern side, generally 10-12 on the western side and 5 on

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the southern side. We have applied a similar principals to this planning proposal.

Site 1 is to the west of the 20 storey gateway site at the corner of Pacific Highway and William. The site to the north of this gateway site is 15 storeys, the same number of stories has been applied to site 1 to give balance to the height of the gateway site.

Site 2 was previously at the south-west of the Westside precinct. With the proposed inclusion of site 3 within the west side precinct, the southern boundary will move from Ashley Street to Webb Avenue. This being the case, the proposal is for the heights limit on site 2 be increased from 5 storeys on the south and west to 10 storeys and from 8 storeys on the north east to 12 storeys this is more in line with the 10-12 storey height limits that sit adjacent to 15 storey buildings in the west side precinct.

Site 3 was not originally considered as part of the Westside precinct, based on this planning proposal, the boundary with Webb Avenue would become the southern boundary of the West side precinct. The proposal is to have a height limit of 6 storeys across the site. This is generally in keeping with the heights of the existing Hornsby LEP which is between 5 and 8 storeys on the southern side of the Westside precinct. Refer to Hornsby RSL masterplan document.

Set Backs

The planning proposal intends on adopting the majority of the setbacks noted in the current LEP with the following exceptions:

Site 1, if the existing right of way is formalised into a lane we would suggest a 0m set back to activate the lane.

Site 2, to allow for vehicle access at the western end of the site to a new car park we would suggest a 0m setback for the first level to allow acoustic separation between the cars entering the car park and the adjacent residential building. The current 6m setback would then be adopted above the entry. On the south-western side of site 2 we would suggest having a 0-3m set-back to align with the existing built form of Hornsby RSL Club.

Site 3, A 3m set-back is being allowed on the north, east and south sides of the site to tie in with the 0-3m setbacks shown between the street boundaries and buildings in other sites in the west side precinct. On the eastern side a 6m set back is included to form buffer between the site and the adjacent residential properties.

Floor Space Ratio

The 3:1 ratio included in the LEP will be adopted.

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Streetscape

Site 1: The proposal envisages new retail being included in the ground level of the existing car park on site 1 to help activate the building on William street. A new lane between William Street and Ashley Lane also provides an opportunity activate both site 1 on the west and also the gateway site to the east. The laneway would also act as a natural pedestrian path to the RSL club which is currently reached through the informal lane that exists between site 1 and the gateway site.

Site 2: The club currently has 2 entries, one off High Street to the west and the second off Ashley Lane to the North. These sides are the primary entries and frontages to the club. A third entry to the site could be included to the west of the southern boundary along Ashley Street depending on what the use was for the club expansion in this area. E.g. a separate entry to a space that may have an external operator and may need access outside of club hours. This could be a gym or a medical centre for example.

Site 3 will be a residential building and will have one primary entry point. The remainder of the boundaries will not be street activated.

Summary

The proposal intends to add to the locality's strong 'sense of place' by providing a new benchmark for urban development consistent with the intent and vision of Hornsby LEP.

As well as providing new residential buildings, the proposed multi-layered and mixed use development, provides the Hornsby West Precinct with an enhanced space for the community.

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Attachment 1(d)

Hornsby RSL Club

Hotel Feasibility Study – Preliminary Feasibility Study

REVA | 5 May 2016

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1.2 Comparing competitiveness 8
1.3 Occupancy & Average Rates 10
1.4 Hotel Revenue Projections 12
1.5 Hotel Expense Projections 16
1.6 Net Operating Income Model 18
1.7 Conclusion 19

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Introduction

The following report is to provide a statistical, research and evidence based framework to support the viability of the proposed hotel development by the Hornsby RSL Club as an addition to the existing Hornsby RSL club complex.
According to the position paper, *Creating A Long Term Future For the Sydney Hotel Industry* by Tourism Accommodation Australia (TAA - NSW, 2012), the Sydney hotel market is the largest in the country and has performed well in recent years, occupancy rates in the Sydney hotel market have been particularly high (above 80%), which represent the highest occupancy rates achieved in the market for more than two decades.

Despite a strong performance, there has been very limited hotel room supply growth in Sydney as the development of new, stand-alone, greenfield hotel properties in Sydney is difficult and there are numerous barriers to development of hotels in Sydney which effect the viability of such projects. The more significant barriers include:

- **Increasingly High Land Costs**, given the characteristics required for a successful hotel site and the ever present competition with other land use types which exacerbates the situation. From the end product point of view, the development and capital cost presents a compelling factor driving renewed interest in the 3-star space is the substantially lower development and ongoing maintenance costs. The land cost component is typically much cheaper than 4 and 5-star locations, due to the ability to operate 3-star properties in secondary, suburban/metropolitan locations.

  However in this instance, the land has the attributes of a 4 or 5-star site as it is situated in a prominent and well serviced location within the Hornsby Town Centre catchment. Furthermore, the land is owned and supplied by the club and the associated capital investment cost will only be partially factored into the overall development cost.

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- **Access to Financing**, it is often more difficult to secure financing for hotel developments compared with other property development projects (such as residential or office). Unlike residential, financing is not possible through pre-sales or lease pre-commitments as is the case for commercial/retail projects. For the proposed Hotel at the Hornsby RSL Club complex, the club will be financing the project, through a staged development process on other adjoining sites, owned by the club, avoiding this added layer of complexity and typical barrier to the successful delivery of the project. Refer to the planning proposal document for the proposed developments on the clubs sites.

- **High and Increasing Construction Costs**, which is the result of strong demand for construction materials and skilled construction labourers across Sydney in general. Furthermore, Hotels (as Class 3 buildings) generally cost more to build (on a sq.m basis) as they require additional amenity and safety features than other competing land uses such as residential (being Class 2, buildings). The cost of construction is substantially lower, with smaller room sizes (typically 20-24 sq.m, compared to 30 sq.m plus in 4 & 5-star), less back of house area, less food and beverage and conferencing space and substantially less room fitout costs.

The existing club facilities have significant synergies with that of a hotel and it is crucial to identify and acknowledge these synergies as they will contribute to the support of the future hotel. The existing facilities and infrastructures (e.g. parking, administration, operational and servicing, food and beverage premises) have the capacity to accommodate and support the future hotel and the cost associated will be proportionally allocated to the club, the current venues and the proposed new hotel.

The pre-existing back of house area, food and beverage (F&B) offerings and conferencing space within the club complex provides the proposed

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future hotel with the ability to be of a higher standards with greater star rating without the need for a significant upfront expenditures.

The document is structured in two parts. Part one focuses on the feasibility analysis for the proposed hotel addition and provides statistical data in support of the viability of the projects and part two is to outline the hotel business plan which supplements the feasibility with a road map in combining strategy, operations and financial forecasts for the Client/Owners to support the viability of the project.

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ATTACHMENT 1 - ITEM 10

Feasibility Framework

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The study is intended to ascertain the viability of the proposed hotel addition to the Hornsby RSL Club complex. The methodology for this feasibility study is based on the comparison of statistical data available for this Sub-Region, North Sydney, and on similar offering in the respective catchment.

A case study giving supporting data from similar successful precedents (i.e. precedents of hotel additions to existing club complex) will also demonstrate how the proposed model can stack up, operate and perform successfully.

1.1 Supply/Demand Dynamics

The North Sydney Sub-Region comprises the local government areas of Lane Cove, Manly, North Sydney, Ryde, Hornsby and Willoughby.

Statistics pertaining to the supply, demand and performance of North Sydney's accommodation market have been sourced from Report by Jones Lang LaSalle (JLL), Visitor Accommodation Supply Study for NSW Trade and Investment November 2014. (See appendix A for full detail report) underpinned by the *Survey of Tourist Accommodation, The National and International visitor surveys* and *STR Global.*

In brief, analysis of the *purpose of visit* highlights that growth is being underpinned by the domestic business and leisure segments with growth in visitor nights in Hotels, Motels, Guesthouses and Serviced Apartments (HMGSA) averaging 8.1% and 4.9% per annum respectively over the eight year period.

The leisure segment dominates overall accounting for 43.0% of visitor nights in 2013 which is above the eight-year average of 41.5%.[1]

Hotels are the most common accommodation type in North Sydney (2,265 rooms or 53.3% of total room supply) with a fairly diverse spread across all grades. However for Hornsby, serviced accommodation provides for a significant portion of the local market room inventory.

[1] Page 71, JLL, Visitor Accommodation Supply Study for NSW Trade and Investment November, 2014

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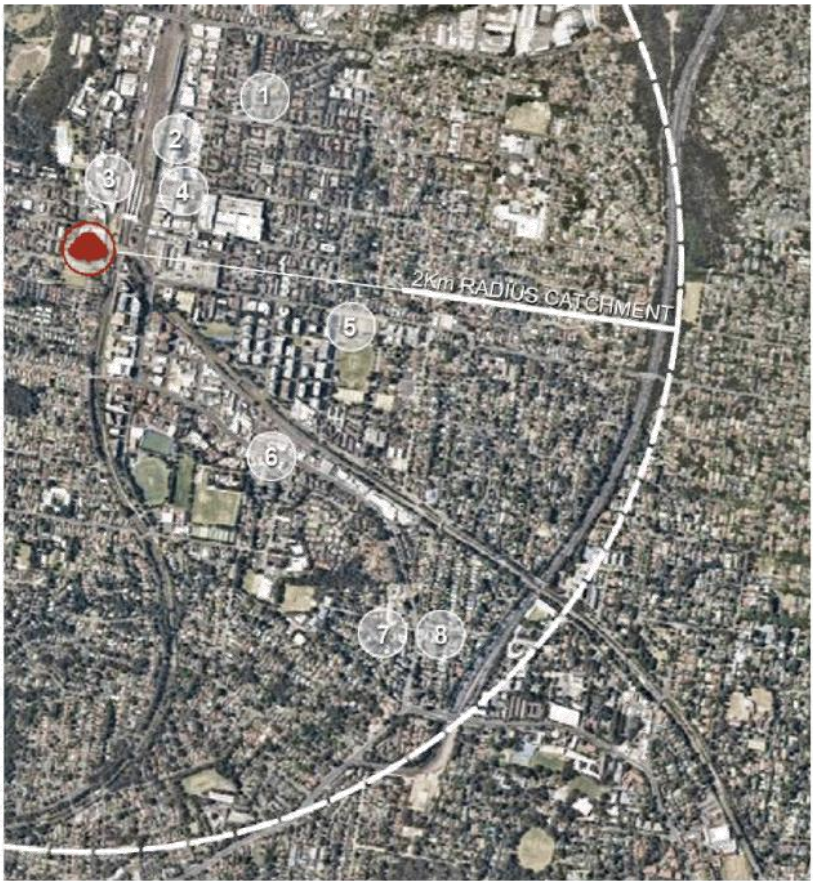
1.2 COMPARING COMPETITIVENESS

The immediate catchment area is illustrated in the diagram below. For the purpose of a comparative competitiveness, the review should quantify existing hotels, accommodation facilities, quality segments, rooms and total supply within the catchment and compare available criteria's such as star rating, capacity, rates, services, venues etc. across number of quantifiable attributes for accuracy.

This study relies on the available data for the Sub-Region as detailed local statistical data is not available for the identified accommodation options within the immediate catchment. However, a cursory review of the accommodation has provided the comparative information as noted in the Accommodation Comparison Table 01 on the following page.

- Hornsby RSL Club
- 1 Waldorf Hornsby Apartments
- 2 Avanti By Merton
- 3 Hornsby Railway Hotel
- 4 The Hornsby Inn
- 5 Waldorf Waitara Apartments
- 6 The Blue Gum Hotel
- 7 Waldorf Wahroonga Apartments
- 8 Golden Chain Ascot Motor Inn



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ACCOMMODATION COMPARISON TABLE 01

		★ RATING	CAPACITY	RATES ($) PER NIGHT	SERVICES / VENUES
	HORNSBY RSL CLUB HOTEL	★★★★ INTENDED	114 INTENDED	200	F&B, CONFERENCING, FUNCTION SPACES, PARKING,
1	WALDORF HORNSBY APARTMENTS	★★ FROM VISITOR REVIEW	VARIED	185-215 ESTIMATED	ON-SITE CARETAKER, INTERNET, OFF SITE PARKING
2	AVANTI BY MERRITON	NO INFORMATION AVAILABLE & AVAILABILITY FOR SERVICED APARTMENTS IS TO BE CONFIRMED			
3	HORNSBY RAILWAY HOTEL	PUB STYLE BUDGET	UNKNOWN	170 PER WEEK	FUNCTION SPACE
4	THE HORNSBY INN	★★★ FROM VISITOR REVIEW	10 ROOMS	109-145	PARKING
5	WALDORF WAITARA APARTMENTS	★★★★	18 APARTMENTS	185-220 MIN. STAY REQ.	OUTDOOR POOL
6	THE BLUE GUM HOTEL	NOT RATED	11 ROOMS	120-220	FUNCTION (UP TO 120), F&B
7	WALDORF WAHROONGA APARTMENTS	★★★	13 APARTMENTS	165	PARKING
8	GOLDEN CHAIN ASCOT MOTOR INN	★★★ FROM VISITOR REVIEW	37 MOTEL ROOMS	110-220	CONFERENCE IN THE 100 SEAT RESTAURANT, OUTDOOR POOL, INTERNET, PARKING (INCLUDING BOATS AND TRAILERS)
	ibis Hotel Thornleigh	★★★★	105	125-165	RESTAURANT, BAR, PARKING, LAUNDRY AND DRY CLEANING, 24HR FRONT DESK, WI-FI BAGGAGE SERVICE, BUSINESS CENTRE, FACILITIES FOR DISABLED GUESTS.

The general and cursory review of the available accommodation reveals that:

- There are very limited availability in the Upscale Segment (4-star and above) in the local market;
- Accommodation market and the available capacity is dominated by serviced accommodation options where guest services and facilities are limited or not offered;

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- Accommodation options take little advantage of synergies with complimentary uses such conferencing and function venues;
- There are limited availability of hotel rooms within the Hornsby's core centre.

These early indicators suggest that the market has the capacity, within the up-scale segment, for a hotel type offering within the close proximity of the civic and transport core of Hornsby.

1.3 Occupancy & Average Rates

The information provided here have been extrapolated from the available data for the North Sydney Sub-Region and based on the data from the Australian Bureau of Statistics (ABS) of 2013.

According to ABS, there were 46 establishments with 3,616 rooms at the end of June 2013 which represents 26.9% of Sydney Metropolitan's total accommodation supply. Over the ten years to 2012, North Sydney's accommodation market has recorded slight Revenue per Available Room (RevPAR) increasing on average by 2.5% per annum which represents a considerably lower rate than that which has been achieved across the broader metropolitan area. Growth has been underpinned by gains in both occupancy and Average Daily Rate (ADR)[2].

Over the five years to 2013, North Sydney has recorded RevPAR growth increasing on average by 2.8% per annum and with only two years of decline in 2009 and 2012. RevPAR was at the highest level ever recorded in 2013 at $131. Growth has moderated over the first six months of 2014, up 2.8% year-on-year.

Occupancy levels have recorded growth over the five year period, increasing at an average rate of 1.5% per annum. Occupancy levels were at their highest level ever achieved in 2013 at 76.8% and have recorded a slight uptick during the first six months of 2014 to average 75.2% (+0.9%). ADR growth over the five year period has been modest, increasing on average by 1.3% per annum. Room rates were also at the highest level ever recorded in 2013 at $171. Growth has

[2] Australian Bureau of Statistics 2013

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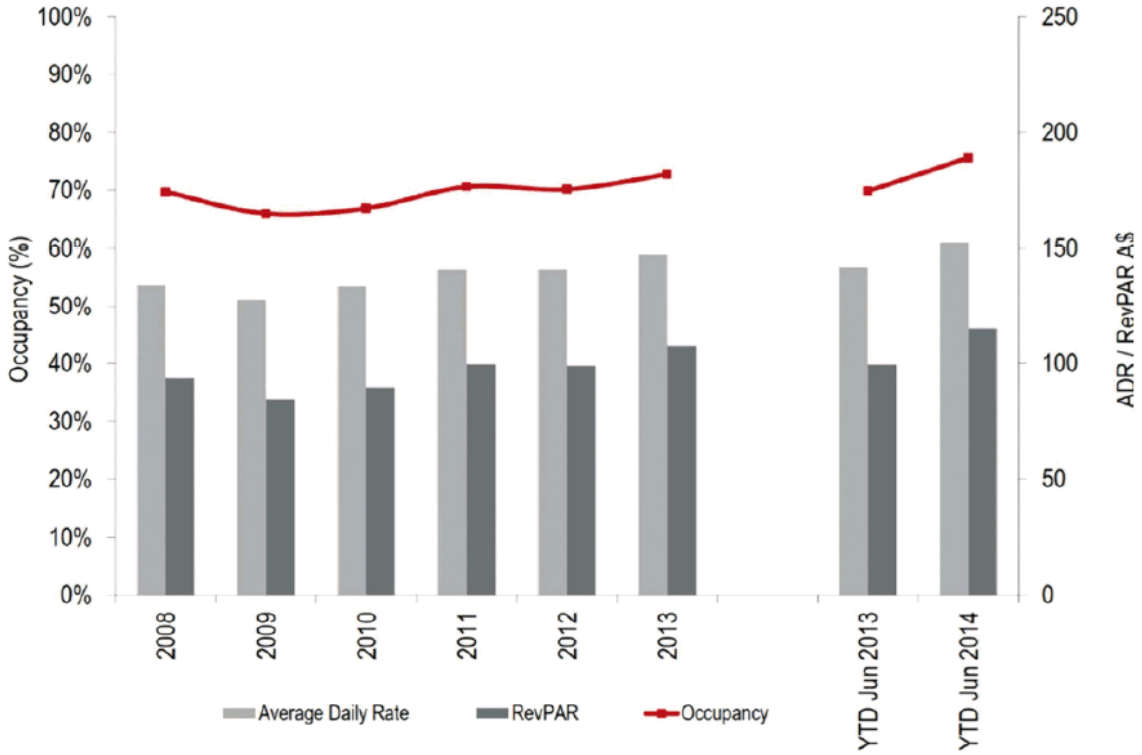
continued during the first six months of 2013, increasing 1.8% year-on-year to $172[3]. Available data on performance to June 2014 has been illustrated in Table-02 on the following page.

TABLE 02
NORTH SYDNEY | RECENT PERFORMANCE 2008 TO YTD JUNE 2014 [4]



[3] NSW Accommodation Supply Study – Part One November 2014

[4] Sourced from JLL, Visitor Accommodation Supply Study for NSW Trade and Investment

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1.4 HOTEL REVENUE PROJECTIONS

The additional revenue the club will generate by building a hotel will be both direct and indirect.

The direct revenue will be generated from the total amount of revenue generated from renting out hotel rooms in a single year. This is explained further below under:

- Total Hotel Nights.

The indirect revenue will be generated from additional profits in existing club venues. These can be broken up as follows:

- Increased Conferencing Profits
- Increased Food and Beverage Profits

Direct Revenue

Total Hotel Nights

The total hotel nights is based on the proposed hotel rooms multiplied by the number of nights the hotel will be operational per year.

Hotel Room 114 x Hotel Nights 365 = Total Hotel Room Nights 41,610

Occupancy Rate

We are basing the occupancy rate on the existing occupancy rate of the North Sydney region which is 75% as outlined in above. To allow for some sensitivity in the market we are also going to apply a rate of 70% and 80% to allow for various scenarios

Average Daily Rate.

Based on the current market an average daily rate of $180 per room will be used.

Hotel Revenue

The hotel revenue is based on the total number of hotel nights multiplies by the occupancy rate, multiplied by the average daily rate.

The following is an example of the hotel revenue based on an occupancy rate of 75%.

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Hotel Room Nights 41,610 x Occupancy rate 0.75 x Average Daily Rate $180 = Hotel Revenue $5,617,350.00 per annum.

For the three scenarios mentioned above, the hotel will generate revenue as per the table below.

	80.00% occupancy	75.00% occupancy	70.00% occupancy
Hotel revenue (average of $180 per room)	**$5,991,840**	**$5,617,350**	**$5,242,860**

Indirect Revenue

Increased Conferencing Profits

Hornsby RSL currently has a showroom and three recently renovated function rooms. The rooms have various capacities as per the table below.

Room/ Configuration	Theatre	Classroom	Banquet	Cocktail	Days Booked	Occupancy
Showroom	1000	250	640	800	223/365	61.10%
Acacia Room	70	30	70	80	214/365	58.63%
Waratah Room	50	20	30	60	190/365	52.05%
Boronia Room	70	30	70	80	229/365	62.74%

The showroom and functions currently run at an occupancy rate of 58.63%. Based on past enquiries, this could be increased if the club had a hotel as some larger conferences have decided to use other venues in the past due to the lack of accommodation. The conferencing facility currently runs at a profit of $343,038.00. It is estimated that functions and conferencing would increase by 20% based on a similar 20% increase in functions bookings experienced by Rooty Hill RSL when they built their hotel. The increase is also based on the number of inquiries the club have had to hold functions/ conferences at the club and have also requested accommodation. The following is a sample of conference type functions the club had (or have had enquiries about) that have requested accommodation.

- Retirement Village Expo run over 2 days the week before Easter, exhibitors from all over the country, some of them had to stay as far away as Castle Hill.

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- RSL Association Conference, want us to complete a tender for their conference over 3 days with 500+ delegates from all over the country, but we offer no accommodation, so that will be a big problem.
- Department of Education
- Department of Defence – Investment
- Clubs International Women's Day, state wide event
- Bruttour International, 3 day conference in May
- Heia NSW division Professional Teachers Council conference
- Electrical Trade Union
- Wrigleys
- Family & Community Services
- SAN Hospital
- Sydney Church of Christ (1,000 delegates from all over the world

An increase of 20% would result in a direct additional profit of **$68,607.60** based on the inclusion of a hotel.

Increased Food and Beverage Profits

The club currently has a number of food and beverage outlets including:

- Level 1 lounge
- The Courtyard
- Palms Café
- Frank Gill Lounge
- Sports Bar

As well as the above mentioned venues, the club also has development application for a new restaurant on level 2 which will be completed by the time the hotel would be constructed.

We are basing the increase in food and beverage sales on 50% of hotel guests having breakfast at the club and 30% of guests having an evening meal. The following table shows the number of meals associated with the hotel for the various occupancy rates. We have assumed there are 2 people per room.

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	80% Occupancy	75% Occupancy	70% Occupancy
Hotel Room Nights	33,288	31,207	29,127
Guests	66,576	62,414	58,254
Breakfast Meals	33,288	31,207	29,127
Breakfast selling price	$16	$16	$16
Gross Profit Margin*	$9.60	$9.60	$9.60
Total breakfast profit	$319,564.80	$299,587.20	$279,616.20
Evening Meals	19,973	18,724	17,476
Evening meal selling price	$32	$32	$32
Gross Profit Margin*	$19.20	$19.20	$19.20
Total evening meal profit	$383,481.60	$359,500.80	$335,539.20
Total additional Food & Beverage profit	**$703,046.40**	**$659,088.00**	**$615,155.40**

*The gross profit margin is based on Hornsby RSL's current profit per meal

Total indirect profit

	80% Occupancy	75% Occupancy	70% Occupancy
Conferencing	**$68,607.60**	**$68,607.60**	**$68,607.60**
Food and Beverage	**$703,046.40**	**$659,088.00**	**$615,155.40**
Total	**$771,654.00**	**$727,695.60**	**$683,763.00**

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1.5 HOTEL EXPENSE PROJECTIONS

The hotel expenses can be broken down into the following categories.

- General admin including staff costs
- Electricity, water, maintenance and miscellaneous utilities
- Franchise/management fees.
- Sales and Marketing
- Construction Cost and Depreciation

General Admin including staff costs

This will include staff costs excluding hotel manager which is covered as part of the franchise fees outlined below.

	80% Occupancy	75% Occupancy	70% Occupancy
Wages (Reception)	$544,000.00	$544,000.00	$544,000.00
Wages (Cleaning/ Room Service)	$497,687.00	$497,687.00	$497,687.00
Superannuation	$108,755.00	$108,755.00	$108,755.00
Insurance	$60,000.00	$60,000.00	$60,000.00
Workers Comp	$90,000.00	$90,000.00	$90,000.00
Total	**$1,300,442.00**	**$1,300,442.00**	**$1,300,442.00**

Utilities

The following table has been compiled based on the current utility rates for the club.

	80% Occupancy	75% Occupancy	70% Occupancy
Electricity	$230,000.00	$230,000.00	$230,000.00
Linen/Replacements ($7 per room x occupancy rate)	$230,016.00	$218,453.00	$203,889.00
Repairs & Maintenance General	$130,000.00	$130,000.00	$130,000.00

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Repairs & Maintenance Air Conditioning	$45,000.00	$45,000.00	$45,000.00
Repairs & Maintenance Electrical	$35,000.00	$35,000.00	$35,000.00
Depreciation	$1,000,000.00	$1,000,000.00	$1,000,000.00
Total	**$1,670,016.00**	**$1,658,453.00**	**$1,643,889.00**

Franchise/Management Fees

The Franchise/Management Fees differ based on the model chosen by the club. For the purposes of the feasibility study a franchise model will be used.

Based on a Franchise Agreement with a Hotel Operator the following fees would be payable.

Fees Type	80% Occupancy	75% Occupancy	70% Occupancy
Base Management Fee (3.5% of room revenue)	$209,714.00	$196,607.00	$183,500.00
Secondment of Manager. (0.25% of room revenue plus employment costs of $120,000.00)	$134,980.00	$134,043.00	$133,107.00
Reservation Fees. Average of 6% of room revenue	$359,510.00	$337,041.00	$314,572.00
Technical Services Fee ($1000 per room)	$114,000.00	$114,000.00	$114,000.00
Total Fees	**$818,204.00**	**$781,691.00**	**$745,179.00**

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Sales and marketing

Marketing budget of 2% of room revenue will be applied. This will give a total marketing cost of $127,626.19 per year

	80% Occupancy	75% Occupancy	70% Occupancy
Marketing budget of 2% of room revenue will be applied	**$149,796.00**	**$140,434.00**	**$131,072.00**

Total Annual Hotel Expense Projections

	80% Occupancy	75% Occupancy	70% Occupancy
General Admin including staff costs	$1,300,442.00	$1,300,442.00	$1,300,442.00
Utilities	$1,670,016.00	$1,658,453.00	$1,643,889.00
Franchise/Management Fees	$818,204.00	$781,691.00	$745,179.00
Sales and marketing	$149,796.00	$140,434.00	$131,072.00
Total	**$3,938,438.00**	**$3,881,000.00**	**$3,820,562.00**

1.6 NET OPERATING INCOME MODEL

The net operating income model is based on the annual hotel revenue offset against the annual hotel expense.

Direct Hotel Profit

	80.00% occupancy	75.00% occupancy	70.00% occupancy
Hotel Revenue	**$5,991,840.00**	**$5,617,350.00**	**$5,242,860.00**
Hotel Expenses	**$3,938,438.00**	**$3,881,000.00**	**$3,820,562.00**
Total Profit	**$2,053,402.00**	**$1,736,350.00**	**$1,422,298.00**

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Direct and Indirect Hotel Profit

	80.00% occupancy	75.00% occupancy	70.00% occupancy
Hotel Profit	**$2,053,402.00**	**$1,736,350.00**	**$1,422,298.00**
Indirect Profit	**$771,654.00**	**$727,695.60**	**$683,763.00**
Net Profit	**$2,825,056.00**	**$2,464,045.60**	**$2,106,061.00**

Construction Cost and Depreciation

The projected build cost for the hotel rooms, foyer and back of house dedicated to hotel is $20,000,000.00 based on a cost plan prepared by Aquenta Consulting. An additional $5,000,000.00 will be spent on furniture, fixtures and equipment. It is anticipated that the club will self-finance approximately $12,500,000.00 of the build cost with the remaining $12,500,000.00 being financed through a loan. Basing an average interest rate of 7%, interest repayments would be $875,000 with an additional $416,666.00 of principal repayments. This gives a total repayment of $1,291,666.00 per year.

Profit after loan repayments

	80.00% occupancy	75.00% occupancy	70.00% occupancy
Hotel net profit	**$2,825,056.00**	**$2,464,045.60**	**$2,106,061.00**
Repayments	**$1,291,666.00**	**$1,291,666.00**	**$1,291,666.00**
Profit after repayments	**$1,533,390.00**	**$1,172,379.60**	**$814,395.00**

1.7 CONCLUSION

Based on the above information, it is feasible to run a successful at Hornsby RSL.

Attachment 2

Hornsby Town Centre Masterplan 2022

2(a) Hornsby Town Centre Review Recommendations 2022
2(b) Economic Development and Employment Report
2(c) Hornsby Town Centre Transport Plan

<< to be added after 13 July meeting – see Directors Report PC15/22 to view>>

3.5 Residential Flat Buildings (6 or more Storeys)

This section provides controls for erecting, and undertaking alterations and additions to, a residential flat building in the R4 High Density Residential Zone, within the area designated as S to AA (except W1) (6 storeys to 22 storeys) on the HLEP Height of Building map.

This section also includes additional controls for 6 storey Seniors Housing only on land identified as Area 1 on the HLEP Height of Building Map in the R3-Medium Density Residential Zone

3.5.1 Desired Future Character

Desired Outcome

a. Development that contributes to the desired future character of the area.

Prescriptive Measures

a. Development applications should demonstrate compatibility with the following statements of desired character:

Desired Future Character Statement
(excluding Pound Road, Hornsby Precinct)

The locality is characterised by residential flat buildings of 6 or more storeys in height in landscaped settings with underground car parking.

Development footprints maintain landscape corridors around and through development sites. The established tree canopy is complemented by new trees and shrubs throughout all gardens. Facade widths are limited, avoiding the appearance of a continuous wall of development. Buildings are integrated into a campus like setting with large areas of consolidated public and communal open space.

Balconies provide outdoor living areas which wrap around the corners of the buildings, providing usable open space as well as articulation in built form.

Developments embody active living principles including bicycle parking and storage, prioritised pedestrian and cyclist entrances to buildings, and connectivity to the public domain.

Figure 3.5(a): Example of Desired Character - 8 storey residential flat building (excluding Pound Road, Hornsby precinct).(I)

Desired Future Character Statement
(Pound Road, Hornsby Precinct)

The locality is characterised by residential flat buildings of up to 9 storeys in height, with commercial floorspace on the ground floor that provides an active frontage to the public domain.

Development footprints incorporate a podium of 3 storeys that is consistent with the existing built form in the precinct. Ground floors incorporate a pedestrian colonnade along the Pacific Highway. The levels above the podium are setback providing a human scale to the precinct, preserving key vistas and managing residential amenity. Vehicular access is provided via the accessway at the rear western boundary of the precinct.

Buildings are integrated into a campus like setting with large areas of consolidated public and communal open space. Communal open space is predominantly located between the 2 residential towers. Development is setback from the Pacific Highway and other public areas to ensure continuity of the building alignment and to allow for landscape corridors with trees that will mature to a height above the podium

Note: To achieve active living principles development should have regard to NSW Health's Healthy Urban Development Checklist and the National Heart Foundation's Blueprint for an Active Australia.

Balconies provide outdoor living areas, providing usable open space as well as articulation in built form. Developments embody active living principles including bicycle parking and storage, prioritised pedestrian and cyclist entrances to buildings, and connectivity to the public domain.

Desired Future Character Statement
(*Area 1 on the Height of building Map – Senior's housing on land at Ashley Street and Webb Avenue, Hornsby*)

a. Development that is compatible with nearby medium density residential development.

b. Well-articulated building forms that are setback to incorporate landscaping, open space and separation between buildings and adjoining development.

Prescriptive Measures

a. A transition in building height is to be provided from 6 storeys (20.5m) at the Ashley Street boundary to 2-3 storeys (10.5m) at the Webb Avenue, Forbes Street and western boundaries.

b. The primary frontage and only vehicle entry of any building is to be to Ashley Street

c. All resident and visitor parking is to be at basement level. Emergency vehicle parking and drop off is to be provided to the Ashley Street frontage only.

Figure 3.5(b): Example of Desired Character - 9 storey residential flat building (Pound Road, Hornsby precinct).(I)

3.5.4 Height

Desired Outcome

a. A built form in accordance with the Height of Building Map in the HLEP and comprising residential flat buildings.

Prescriptive Measures

Storeys

a. Sites with the following maximum building heights under Clause 4.3 of the HLEP should comply with the maximum number of storeys in Table 3.5.4(a).

Table 3.5.4(a): Translation of Height to Storeys

HLEP Area	Maximum Building Height (m)	Maximum Storeys (excluding basement carparking
Area 1	20.5m Seniors Housing only	6 storeys Seniors Housing only
S	23.5m	7 storeys
T1	26.5m	8 storeys
T2	29.5m	9 storeys
U	32.5m	10 storeys
V1	35.5m	11 storeys
V2	38.5m	12 storeys
W2	41.5m	13 storeys
X	48m	15 storeys
AA	72m	22 storeys

b. Basement car parking that protrudes more than 1 metre above existing ground level is counted as a storey.

c. A transition in building height should be provided at sensitive interface areas adjacent to heritage items, conservation areas, ~~and~~ residential areas outside the precinct and sites adjacent to Area 1 on the Height of Building Map.

d. To protect the amenity of future residents the finished floor level of ground floor apartments should be at or above the natural ground level.

e. Top most storeys, including those with mezzanine levels, should be visually recessive with a setback from the storeys below and lightweight in design.

Podiums

f. Within the Pound Road Precinct, a broad podium should be provided adjacent to the public domain with a height of 3 storeys and consistent with the existing built form in the precinct

g. Within the Oxford Street, Epping Precinct, a broad podium should be provided with a height of 2-3 storeys and consistent with the existing built form in the precinct.

Roof Design

h. Flat or very gentle pitched roofs without parapets to minimise the height of exterior walls, incorporating eaves immediately above and beneath the penthouse storeys to cast shadows across the top-storey walls.

i. Roof fixtures and lift overruns or service plants should be incorporated into the design of the roof to minimise visual intrusiveness and support an integrated building design.

Notes:
Building height (or height of building) means the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Storey means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:
(a) a space that contains only a lift shaft, stairway or meter room, or
(b) a mezzanine, or
(c) an attic.

Basement means the space of a building where the floor level of that space is predominantly below ground level (existing) and where the floor level of the storey immediately above is less than 1 metre above ground level (existing).

A transition in building height should be provided at sensitive interface areas adjacent to heritage items and Heritage Conservation Areas. Refer to Part 9 Heritage of this DCP for additional heritage controls.

Height controls (ex Pound Road and Oxford Street, Epping Precinct) are based on a typical residential floor to floor height of 3 metres, with a 1.5 metre allowance for roof articulation and a 1 metre basement projection.

Height controls (Pound Road and Oxford Street, Epping Precinct) are based on a ground floor height of 4 metres, a typical residential floor to floor height of 3 metres, with a 1.5 metre allowance for roof articulation and no basement projection

Figure 3.5(c): Building Height Transitions – Area 1 on the Height of Building Map.

3.5.5 Setbacks

Desired Outcome

a. Well articulated building forms that are setback to incorporate landscaping, open space and separation between buildings.

b. Well articulated building forms with a "pedestrian friendly" scale and provides for landscaping, open space and separation between buildings.

c. Setbacks that preserve and protect existing trees around the permiter of sites and provide effective deep soil areas that are able to create a garden setting, including substantial tree canopy to all sides of the building.

Prescriptive Measures

All Sites *(excluding Pound Road, Hornsby Precinct, Oxford Street, Epping Precinct)*

a. The minimum setbacks of all buildings and structures (excluding Pound Road, Hornsby Precinct and Oxford Street, Epping Precinct should comply with Table 3.5.5(a).

Table 3.5.5(a): Minimum Setbacks

Setback	Minimum Building Setback
Front Boundary	10m, which can be reduced to 8m for a maximum of 1/3 of the building width
Side Boundary	9 m, which can be reduced to 7m for a maximum of 1/3 of the building width
Rear Boundary	10m, which can be reduced to 8m for a maximum of 1/3 of the building width
Top Storey Setback	3m additional setback for exterior walls of the top-most two storeys, measured from the walls of the lowest storey.
Top Storey where mezzanine proposed	6m addition setback for exterior walls of the top storey, measured from the walls of the lowest storey.
Basement Parking Setback	7m from front and rear boundaries and 6m from side boundaries to allow for deep soil landscaping
Additional Setback Controls for Area 1 on the Height of Building Map	
Ashley Street and Forbes Street boundaries	3m additional setback for exterior walls of the fifth and sixth storeys, measured from the walls of the lowest storey
Webb Avenue and western site boundaries	6m additional setback for exterior walls of the fifth and sixth storeys, measured from the walls of the lowest storey

Corner Sites
(excluding Pound Road, Hornsby Precinct and Oxford Street, Epping Precinct)

b. For buildings with a corner frontage:

- Front boundary setbacks apply to all street frontages,
  and
- Side boundary setbacks to apply to all other boundaries.

Setback Encroachments (*excluding Pound Road, Hornsby Precinct and Oxford Street, Epping Precinct)*

c. Structures such as paths, letter boxes, electricity kiosks, fire hydrants, garbage storage and the like are permitted in the front setback where:

- The structures are thoughtfully sited and designed to minimise the impact on the streetscape and integrate into the landscape setting,
- The structures are screened where possible, and
- Sufficient areas for deep soil landscaping remain.

d. The following minor structures are able to encroach into the prescribed setbacks:

- Driveways or basement ramps up to 6 metres wide with deep soil verges at least 2 metres wide adjacent to the side boundary.

Notes:
Building width is measured between the principal external enclosing walls, excluding any permissible encroachments.

Greater setbacks may apply to the upper storeys in accordance with the separation controls in Part 2F Building Separation in the Apartment Design Guide.

A transition in setbacks should be provided at sensitive interface areas adjacent to heritage items. Variations to the setback controls may be considered where the variation assists the protection of heritage qualities. Refer to Part 9 Heritage of this DCP for additional heritage controls

4.5 Hornsby Town Centre

North Precinct

The north precinct will provide an extension of the existing commercial centre and accommodate a wide range of living, employment and recreational activities.

Building bulk and scale will step up from the adjacent residential area (to the east of Hunter Street) to the development along George Street. The ground floor of buildings fronting Hunter Street should incorporate non-residential uses that activate the street frontage. The lower levels of buildings fronting George Street should incorporate active uses such as cafes, outdoor dining and other retail activities. Buildings will incorporate awnings to provide a pedestrian scale and to provide shelter. High density residential development located above the commercial podium should contribute to the function of the Centre and maintain after hours vitality.

Development will facilitate the provision of wide tree lined footpaths, a uniform building edge, awnings and local convenience outlets to create a distinct character and vibrant living and working environment.

Figure 4.5(d): North Precinct Boundary.(C)

West Side Precinct

The West Side precinct is the traditional heart of Hornsby. The precinct will be a mixed use, street based centre that provides a range of housing, retail and commercial offices, food outlets, entertainment and employment opportunities to support the larger centre and service the working and residential populations in the area.

New buildings should reinforce the traditional shopping centre character of the precinct though well scaled podium forms, a consistent street wall height, active frontages and continuous awnings to primary streets that together contribute to the pedestrian experience. Lower levels of new buildings should respond to the existing fine grain character of the Conservation Area, using modulation to reduce the overall massing of a development. Tower elements above the street wall height should be elegant with slim and slender proportions and setback from the podium to allow view and light corridors.

Improvements in the public domain including reconnecting Cenotaph Park to the precinct through a new public plaza that will be a gateway to Hornsby by creating a formal entry from the Rail Station through to the Pacific Highway, pedestrianising parts of Dural Lane, development of new lanes for vehicular access, footpath paving and widening, installation of bollards, provision of seating, installation of street furniture and traffic calming measures.

Development along the Peats Ferry Road and Coronation Street should strengthen the 'main street' shopping and dining character of the precinct and should preserve high value heritage buildings, contributory streetscape elements and facades that enhance the streetscape and contribute to the overall sense of place of the precinct.

The Hornsby RSL Club site presents an opportunity for high-quality, mixed-use dining, recreation, hotel and residential development. New building should respect the adjacent heritage listed War Memorial Hall, include an active destination frontage to High Street and minimise visual, sound and light, and traffic impacts at the interface with surrounding residential areas. Development and commercial uses should complement and support main street shopping and dining at Peat's Ferry Road and be designed to maximise visual and pedestrian connections to commercial areas to the north, and to Cenotaph Park and Hornsby Railway Station.

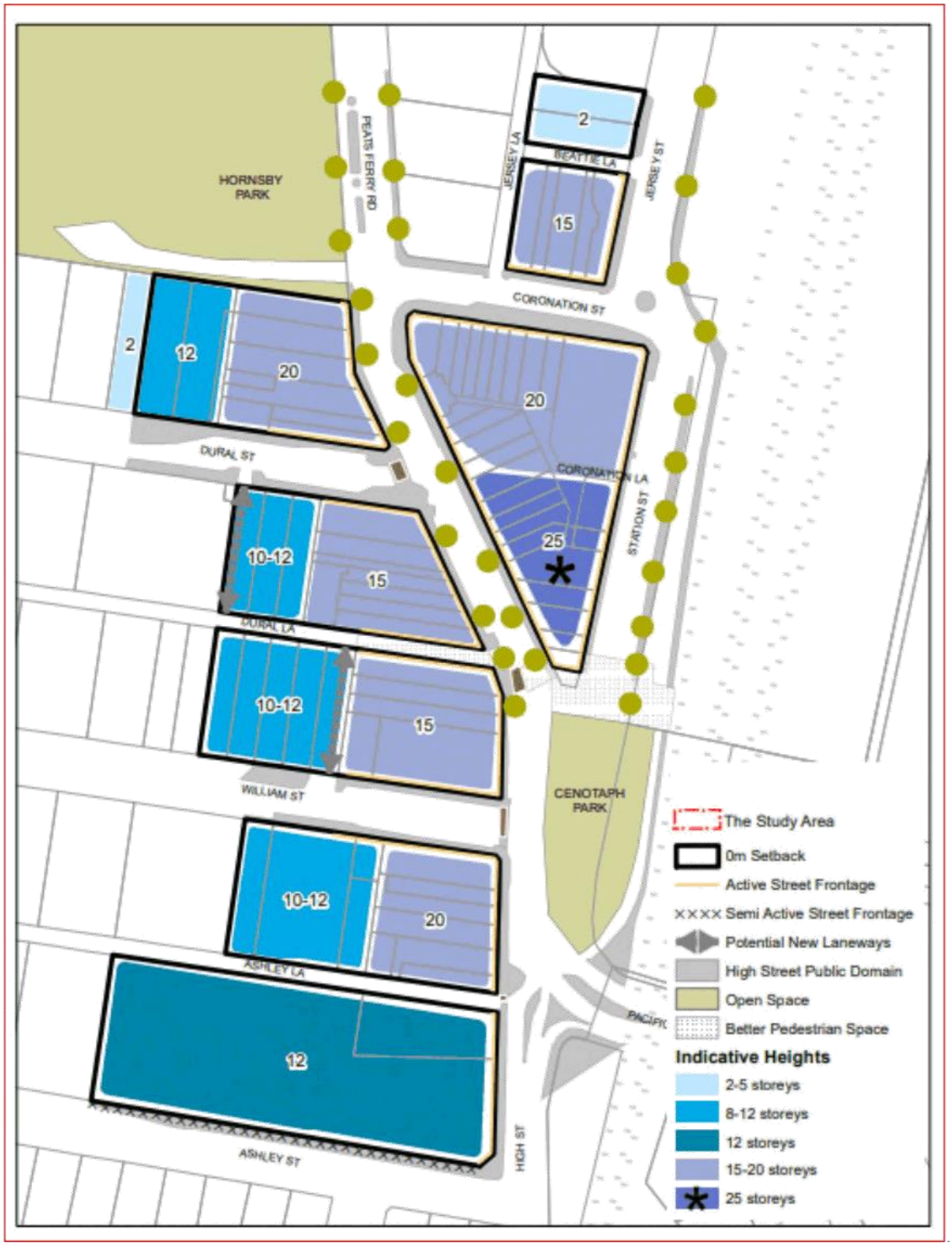

Figure 4.5(f): West Side Precinct - Structure Plan.

4.5.4 Scale within Hornsby LGA

Desired Outcome

a. Development with a height, scale and intensity compatible with the role and function of the centre under the commercial centres hierarchy.

Prescriptive Measures

Floor Space Ratio

a. The maximum floor space ratio for business lands shall be in accordance with the HLEP Floor Space Ratio Map as follows

Table 4.5.3(a): Summary of HLEP FSR Provisions

HLEP Area	Maximum FSR (total)	Maximum FSR (Residential use)
T	2:1	
V	3:1 (+FSR variations for Area 8)	Area 2 - 2:1
Z	5:1	Area 1 - 2:1 Area 3 - 1:1

b. As detailed in Table 4.5.3(a) above, the proportion of any building in Areas 1, 2, and 3 (as identified on the HLEP Floor Space Ratio Map) able to be used for residential accommodation is limited pursuant to the provisions of Clause 4.4(2A) of the HLEP.

c. Within the West Side Precinct, Council may consent to development that results in a variation to the floor space ratio shown on the Floor Space Ratio Map. The requirements regarding the floor space variation are provided in Clause 4.4 (2D) of the HLEP.

Notes:

Refer to Section 1C.2.12 of the DCP for detailed provisions on Isolated Sites.

As detailed in Clause 4.5 of the HLEP, the Floor Space Ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area. See the HLEP for the definition of Gross Floor Area.

Floorplates - West Precinct

d. Residential floorplates above the podium should have a maximum GFA of 700 sqm. Balconies and terraces may project from this maximum.

e. Commercial floorplates above the podium should have a maximum GFA of 1,200sqm.

Note: The maximum floorplate requirements for the West Precinct (d. and e.) do not apply to No. 2 and No. 4 High Street, Hornsby

Floorplates - North Precinct

f. Residential floorplates should have a maximum dimension of 18 metres. Balconies and terraces may project beyond this maximum.

g. Commercial floorplates should have a maximum dimension of 35 metres, measured perpendicular to the primary retail frontage and between opposing exterior walls at any point.

Height

h. Sites with the following maximum building height under Clause 4.3 of the HLEP should comply with the maximum number of storeys in Table 4.5.3(b) (excluding basement carparking).

Table 4.5.3(b): Translation of Height to Storeys

HLEP Area	Maximum building height (m)	Maximum Storeys - Commercial building	Maximum Storeys Mixed Use building
I	8.5m	2 storeys	2 storeys
O1	16m	4 storeys	4 storeys
S	23.5m	6 storeys	7 storeys
T1	26.5m		8 storeys
U	32.5m	8 storeys	10 storeys
V1	35.5m	9 storeys	11 storeys
V2	38.5m		12 storeys
W1	40m	10 storeys	13 storeys
X	48m	12 storeys	15 storeys
AA1	62.5		20 storeys
AA2	77.5		25 storeys

i. Basement car parking that protrudes more than 1 metre above existing ground level is counted as a storey.

j. Buildings within the West Precinct are to incorporate a commercial podium with a height of 2 to 5 storeys (8.5-16.5 metres), in accordance with Figure 4.5(i). k. Mixed use buildings within the North Precinct are to incorporate a commercial podium with a height of 3 storeys (12 metres), in accordance with Figure 4.5(j). l. l. Buildings within the East Precinct are to incorporate a commercial podium with a height of 2 to 3 storeys (8-12metres), in accordance with Figure 4.5(l). m. m. A transition in building height should be provided at sensitive interface areas adjacent to heritage items and adjacent residential areas outside the precinct boundaries. Notes: Building height (or height of building) means the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like. Storey means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include: (a) a space that contains only a lift shaft, stairway or meter room, or (b) a mezzanine, or((c) an attic. A mixed use building described above comprises a building with a commercial podium and residential floors above.	

Figure 4.5(i): West Side Precinct - Building Height Plan.

West Precinct

l. The setbacks of all buildings and structures to the boundaries of the site are prescribed in Table 4.5(c) for the West Precinct:

Table 4.5.4(c): Ground Floor Minimum Setbacks - West Precinct

Location	Building Setback
Peats Ferry Road	0m
Coronation Street	0m
Station Street	0m
Jersey Street	0m
Jersey Lane	0m
Beattie Land	0m
Dural Street (active frontages)	0m
(other frontagse)	3m
William Street (active frontages)	0
(other frontages)	3
High Street	0
Ashley Lane (active frontages)	0
(other frontages)	3
Ashley Street (active frontages)	0
(semi active frontages to RSL Club and carpark)	0m
(other frontages)	3m
~~(RSL carpark frontages)~~	~~3m~~
Hornsby Park Edge Interface	
(active frontages)	0m
(other frontages)	3m
Interface with Residential Zoning	6m

Upper Floor Minimum Setbacks (Figure 4.5(m))	
Location	Upper Floor Setback
Peats Ferry Road	6m
Coronation Street	6m
Station Street	3m
Jersey Street	3m
Dural Street	3m
Dural Lane	3m
William Street	3m
High Street	6m
Ashley Lane	0m
Ashley Street	3m
Hornsby Park Edge Interface	3m
Western boundary of No. 4 High Street	9m

m. Despite the above table, car parking stations may be built to the front boundary where a facade is provided that presents a built form consistent with the character of commercial/retail buildings within the precinct.

n. Ground Floor Minimum setbacks are illustrated in Figure 4.5(n).

o. The upper levels above the podium should be setback in accordance with Figure 4.5(o).

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Figure 4.5(n): West Side Precinct - Ground Floor Minimum Setbacks.

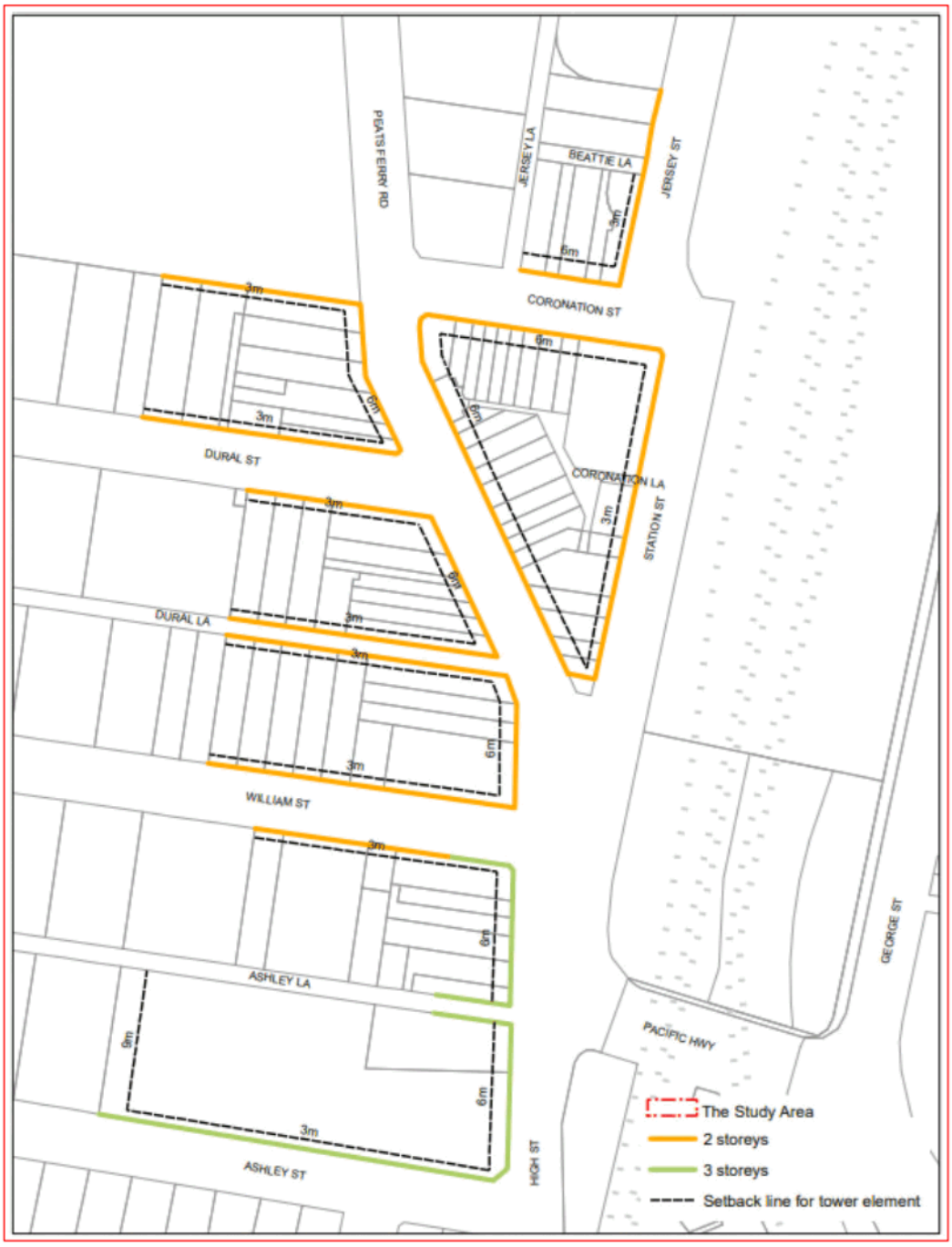

Figure 4.5(o): West Side Precinct - Podium Heights and Upper Floor Setbacks (C)

7.2 Community Housing

The following section provides guidelines for the development of land for seniors housing, boarding houses, group homes and hostels throughout Hornsby Shire.

7.2.1 Seniors Housing

Desired Outcomes

a. Development with a bulk, scale and intensity that is compatible with the character of the area.

Prescriptive Measures

a. Development for Seniors Housing should comply with the planning controls in State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (as amended).

b. Development for Seniors Housing on land identified as Area 1 in the R3 Zone on the HLEP Height of Building Map should also comply with the applicable controls for residential flat buildings, and specific controls for that land, as identified in Part 3.5 – Residential Flat Buildings (6 or more Storeys) of the HDCP.

7.2.2 Boarding Houses

Desired Outcomes

a. Development with a bulk, scale and intensity that is compatible with the character of the area.

Prescriptive Measures

a. Development for Boarding Houses should comply with the planning controls detailed in State Environmental Planning Policy (Affordable Rental Housing) 2009 (as amended).

7.2.3 Group Homes

Desired Outcomes

a. Development with a bulk, scale and intensity that is compatible with the character of the area.

Prescriptive Measures

a. Development for Group Homes should comply with the planning controls detailed in State Environmental Planning Policy (Affordable Rental Housing) 2009 (as amended).

Note:

The complying development provisions within Schedule 2 of the SEPP will be used as a guideline in assessing development applications for group homes

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