



YOUR VISION.
YOUR FUTURE.

Hornsby Town Centre Masterplan Report

November 2023

future.hornsby.nsw.gov.au



Connections to 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.

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

Brickfields Consulting – Social and Community Planning

GLN - Infrastructure Funding and Implementation

Hector Abraham Architects – Heritage Planning

JLL – Economic Planning

Tract – Landscape Architecture

Urban Apostles – Social and Community Planning

WSP – Project Management, Transport Planning and Modelling and Sustainability.

Council's 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.

Key Pillars of the Masterplan



Key Principles of the Masterplan

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 provided through 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 considers the safety, wellbeing and inclusion of all of its community from concept, to delivery and operation.

Urban Design and Built Form

- A centre that promotes and exhibits design excellence
- Development that results in human scale and fine grain outcomes
- 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.

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.

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.





Masterplan Summary

A masterplan is a long-term plan that provides a vision and framework for how an area can grow and develop. These plans provide certainty for community members and developers about what change is expected in an area and can respond to matters including, but not limited to, land use and development, transport and parking, building and urban design, heritage, character, employment and open spaces.

This Masterplan will guide the future growth and development in the Hornsby Town Centre to provide over 4,900 new dwellings in slim-line, residential towers. Buildings will display excellence in design and sustainability with varying heights up to 36 storeys focused on the station and Hornsby Mall and stepping down to surrounding development.

Residential development will provide high-quality housing choice and key worker housing above podiums that deliver employment opportunities and activate the public domain. A new multipurpose facility and library will service our community with access from the Mall.

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

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

The Masterplan identifies solutions to traffic congestion by promoting improvements to the road network, rationalisation of public transport connections between bus and rail and promoting walking and cycle paths. The future growth of the Town Centre will be supported by the following projects, as shown on the plan on the right.

Key elements of the Masterplan to support the anticipated growth in residents and key workers are summarised below:

A - Florence Street Upgrade

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

B - Pedestrian Link over Rail Corridor

An additional pedestrian connection over the rail line will provide opportunities to connect the Central Heart Precinct to the Western Heritage Precinct on the opposite side of the train line. This may be supported by an additional station access to the train station.

C - Vehicle Slow Zone adjacent to new Pedestrian Zone

A Vehicle Slow Zone will improve the amenity of the public domain along Station Street. This will facilitate movement and place initiatives by minimising the interaction of vehicles, bicycles and pedestrians to support a multi-modal centre.

D - Road Widening

Road widening along George Street may mitigate the impacts of traffic and provide opportunities for increased tree canopy, WSUD interventions and street parking. Road widening will be done in parallel with intersection upgrades at the intersection of George Street and Linda Street, Burdett Street and Peats Ferry Road.

E - Hunter Street Signalisation

The intersection of Linda Street and Hunter Street will benefit from the conversion of the one-lane roundabout to traffic signals. This will assist increases in traffic capacity within the Town Centre.

F - New Two-Way Laneway

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

G - Multi-purpose community facility

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

H - Hornsby Square

Hornsby Square will become the central civic heart that 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.

I - Cenotaph Plaza

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

J - Burdett Street Park

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

K - Jersey Street Park

Together with improved connectivity and amenity surrounding the train station, the Jersey Street Park and public domain improvements will integrate bus waiting activities within a flexible gathering and play park space. The play space offers broad appeal for a diverse range of active and passive users, providing a destination element and a change of energy levels.

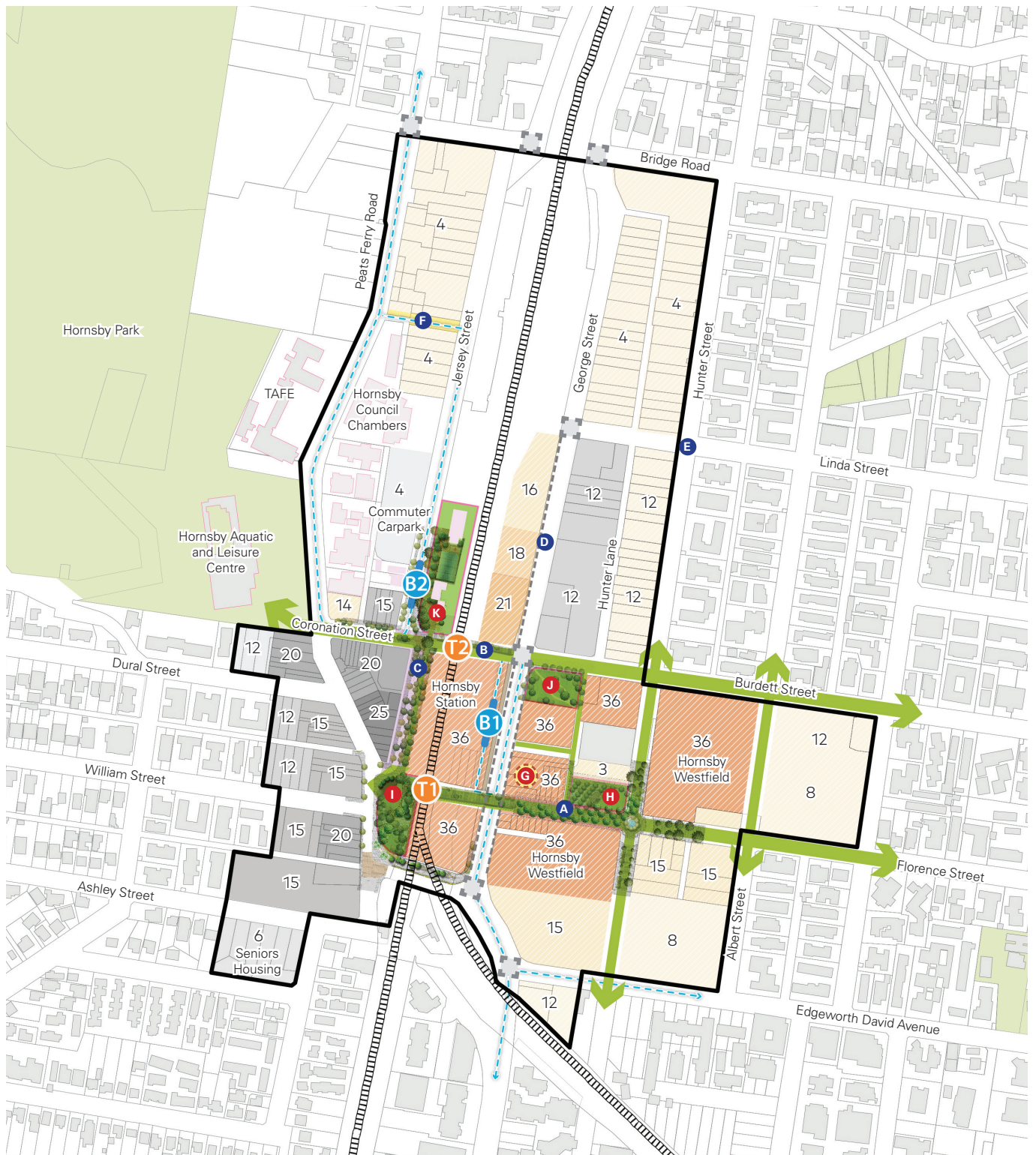


Figure 1: Hornsby Town Centre Master Plan Summary



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

Planning for Hornsby's Future

State Government Obligations

North District Plan

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

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

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

It is the responsibility of Council to prepare a Housing Strategy in consultation with the community to demonstrate how Council will meet these targets. The North District Plan also includes the following priorities 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:

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

Local Planning Response

Hornsby Local Strategic Planning Statement 2020 (LSPS)

The Hornsby LSPS details the local response to the priorities and actions in the North District Plan. The LSPS addresses the themes of liveability, sustainability, productivity and collaboration and reflects the key priorities identified by the community.

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

Hornsby Local Housing Strategy 2020

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

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

The current pipeline for the Hornsby LGA to meet its housing targets set by the NSW Government are as follows:

Timeframe	Target	Pipeline
Short term (2016-2021)	4,350	4,459
Medium term (2021-2026)	3,800 – 4,200	3,776
Long term (2026-2036)	TBC by State Govt	6,500-7,500

Hornsby Employment Land Study 2021

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

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

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

Our Evidence Base

Supporting Technical Documents

A multi-disciplinary team has undertaken comprehensive analyses to formulate the Masterplan 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 Masterplan vision and outcomes. The following technical studies have assisted in developing the Masterplan and can be read in conjunction with this report.

Transport Plan (WSP)

The Transport Plan identifies required traffic improvements, intersection upgrades, and sets out a framework for well-located bus, train, cycling, pedestrian modes and linkages and parking.

The recommendations have been incorporated in the Traffic, Pedestrian and Cycling, Public Transport and Parking Strategies section of the Masterplan.

Net Zero Carbon Precinct Strategy for Building Design (WSP)

The Net Zero Carbon Precinct Strategy for Building Design considers solutions to reduce energy consumption in new developments, options for clean energy and opportunities for off site renewable energy initiatives.

Landscape and Public Domain (Tract)

The Landscape and Public Domain Report outlines strategies and improvements 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.

A Public Domain Plan and Guideline will now be prepared to support the Masterplan.

Economic Development and Employment Land Uses (JLL)

The Economic Development and Employment Land Uses Report provides an analysis of the economic and employment land use potential within the town centre.

Stakeholder Engagement Plan and Outcomes

This report provides a summary of the co-design workshop held in 2019. The co-design formed part of the engagement process with over 45 stakeholder representatives, including State Government and TfNSW.

Consultation Feedback Report (Council)

This report summarises feedback received by Council in response to the exhibition of the Draft Masterplan. A total of 496 submissions were received with approximately half of the submissions being supportive or neutral. The remaining half were against the Masterplan or aspects of it.



Figure 2: Landowner Engagement Drop-in



Figure 3: Community Engagement Pop-up



Figure 4: Council and Stakeholder Co-Design Workshop



Figure 5: 2022 Draft Masterplan Exhibition



Precincts

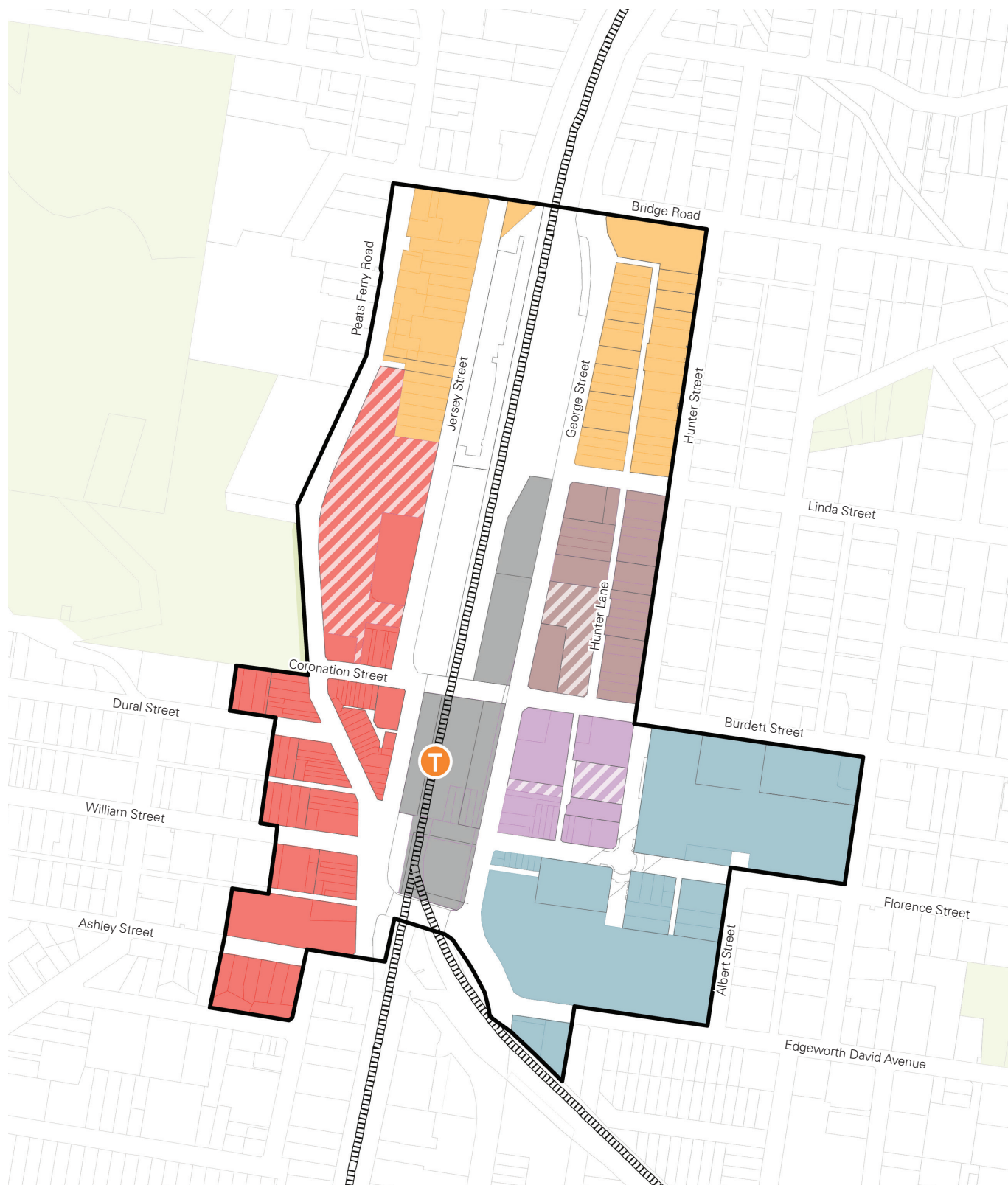









Figure 6: Precincts structure plan



- | | |
|---|--|
|  Central Heart Precinct |  Northern Employment Precinct |
|  Retail Core Precinct |  Transport Corridor Precinct |
|  Western Heritage Precinct |  Constrained growth sites |
|  Central North Precinct | |

Central Heart Precinct

Vision

The skyline is defined by 36 storey buildings incorporating slender residential towers above commercial and retail podiums. Ground floor active frontages integrate with new public open spaces and Hornsby Mall.

A new Hornsby Square provides a generous expansion to Hornsby Mall offering important open space for residents, visitors and workers.

The north and south edges of the Precinct provide east-west connections via the existing footbridge and a new pedestrian overpass between Burdett and Coronation Street, with access to the northern train station concourse. A park space will serve as a landing point for the overpass.

New buildings are designed to maximise solar access to a new Hornsby Square and existing residential developments within the Town Centre.

The redevelopment includes a new multi-purpose facility and library fronting Florence Street Mall servicing the Hornsby Shire community and activating the adjoining public space.

Florence Street is fully pedestrianised and integrated into Hornsby Mall. Vehicular access to existing and new developments is via a northern laneway connecting Hunter Lane to George Street.



Figure 7: Artist's Impression of Hornsby Square



Figure 8: Artist's impression of the multi-purpose community facility

Existing Development			Current Planning Controls			Proposed Planning Controls		
Dwellings	Population	Jobs	Dwellings	Population	Jobs	Dwellings	Population	Jobs
70	179	598	70	179	1,893	956	2,445	616

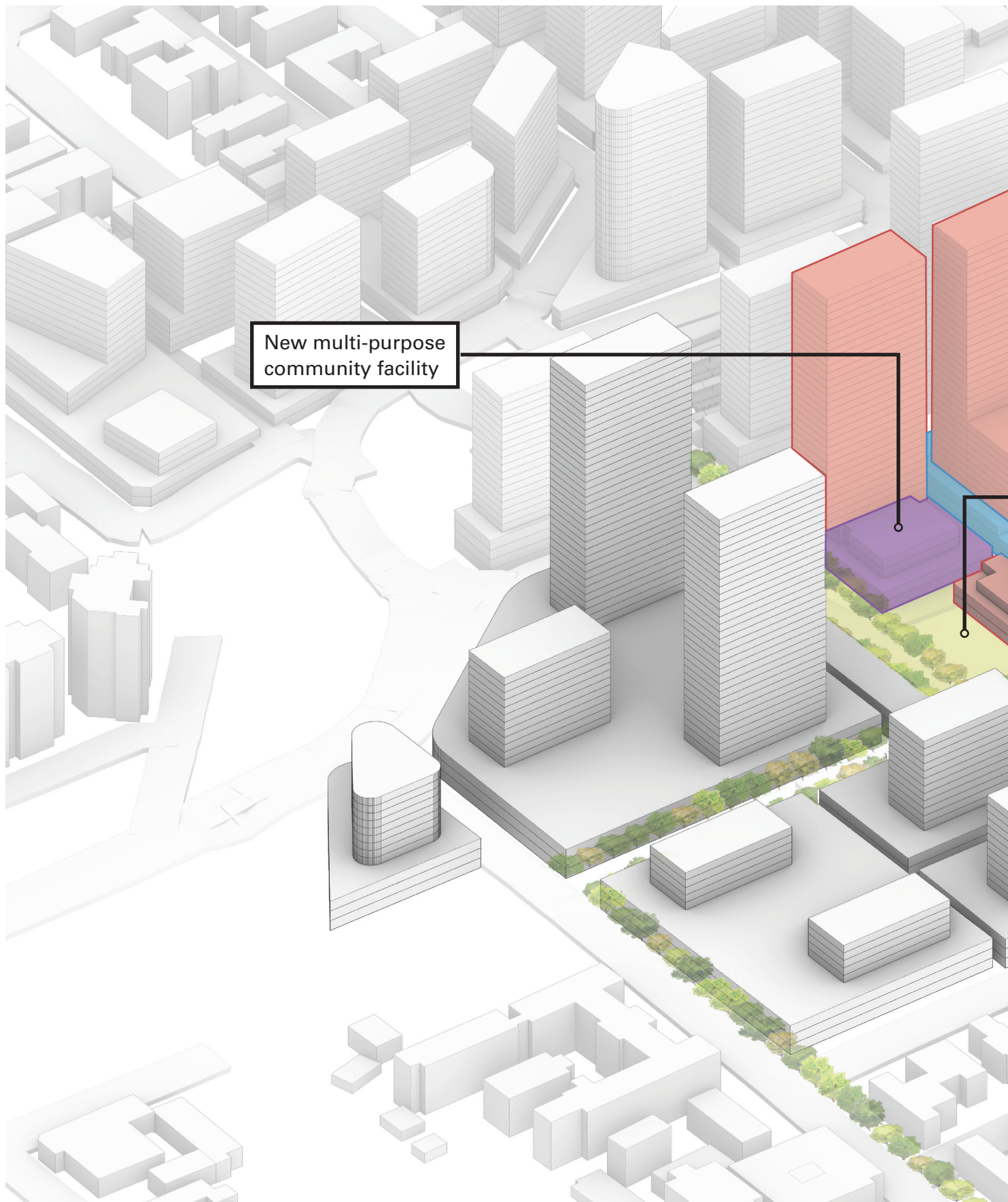


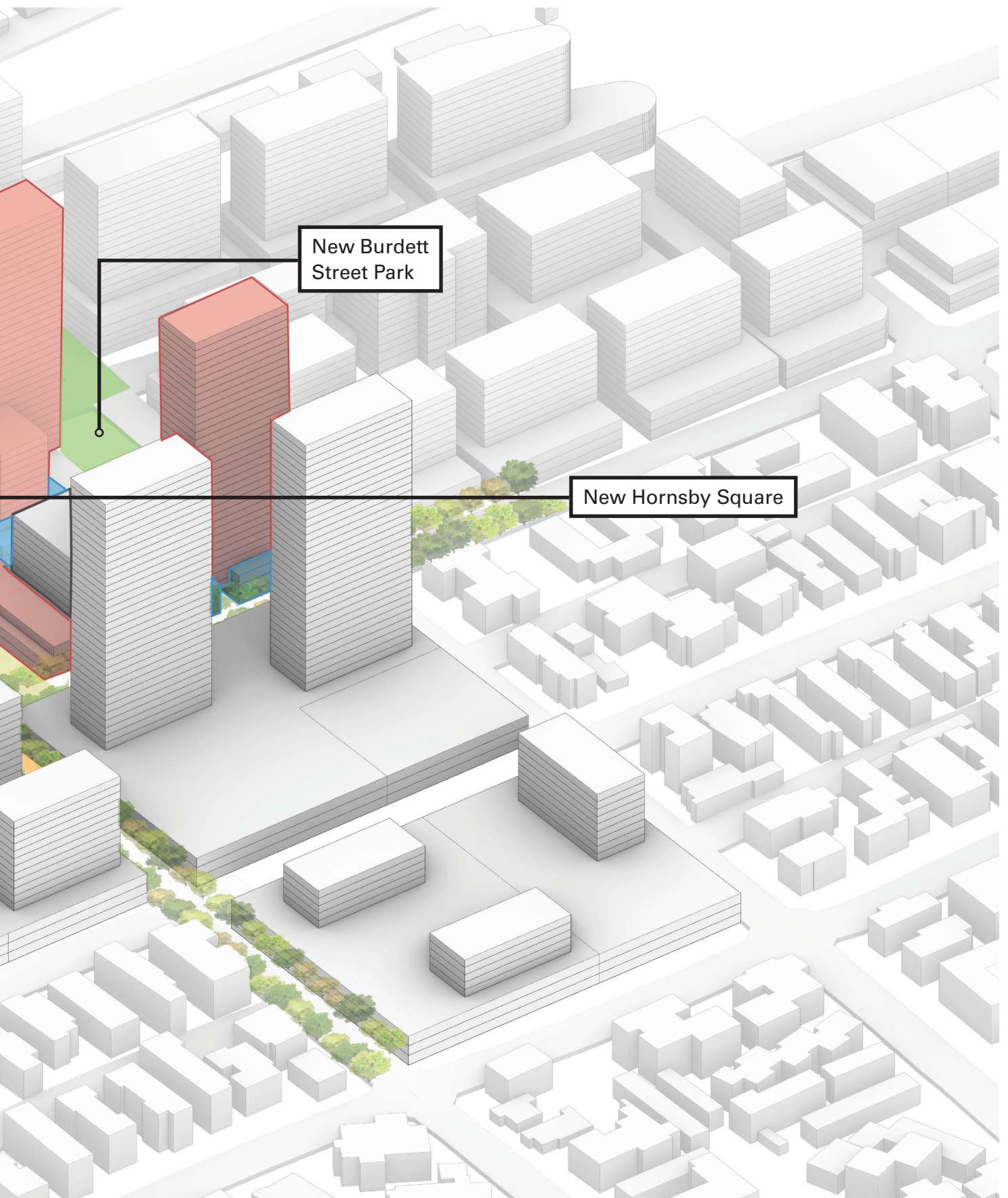
Figure 9: Central Heart Precinct Structure Plan



- | | |
|---------------------|---------------------|
| Precinct boundaries | Mixed use |
| Rail station | Community/Mixed Use |
| Bus interchange | Open space |
| Station access | Pedestrian zone |

Central Heart Precinct





Retail Core Precinct

Vision

Residential towers are situated on top of, or incorporated within, the existing Westfield retail development. The towers are designed for 36 storeys clustered close to the mall, complementing the built form of the Central Heart Precinct. Towers reduce in height as they transition towards adjacent residential areas.

Further integration of Westfield Hornsby into the greater Town Centre creates open air pedestrian through links to provide north-south access and connectivity.

Active frontages at ground level contribute to an increased day and night time economy for new workers, residents and visitors.



Figure 10: Barrack Place, Broadsheet



Figure 12: Spice Alley, Sydney



Figure 11: Bryant Park, Bryant Park Corporation

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

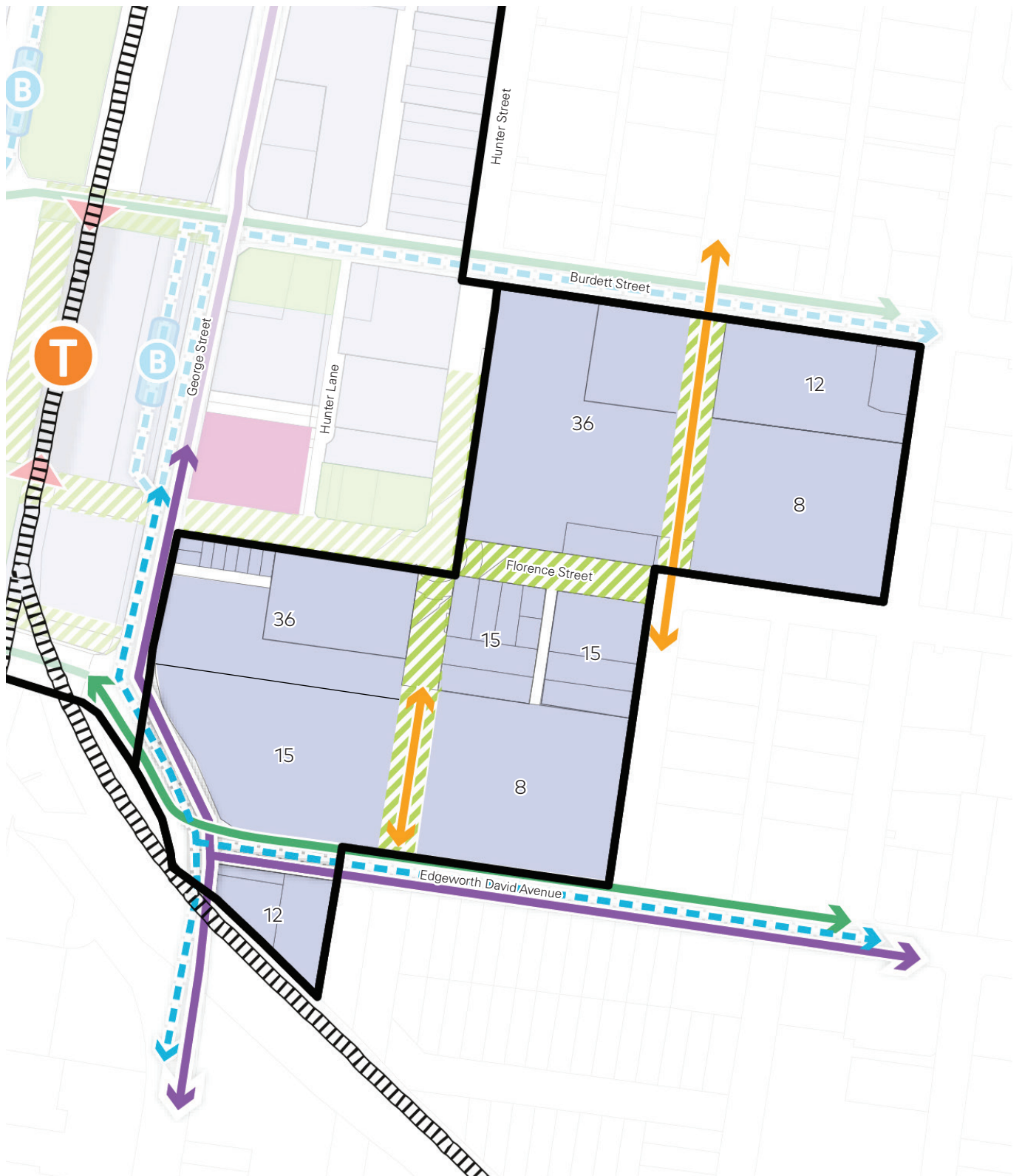
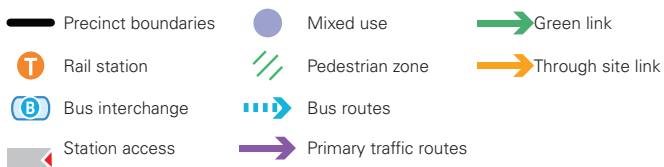
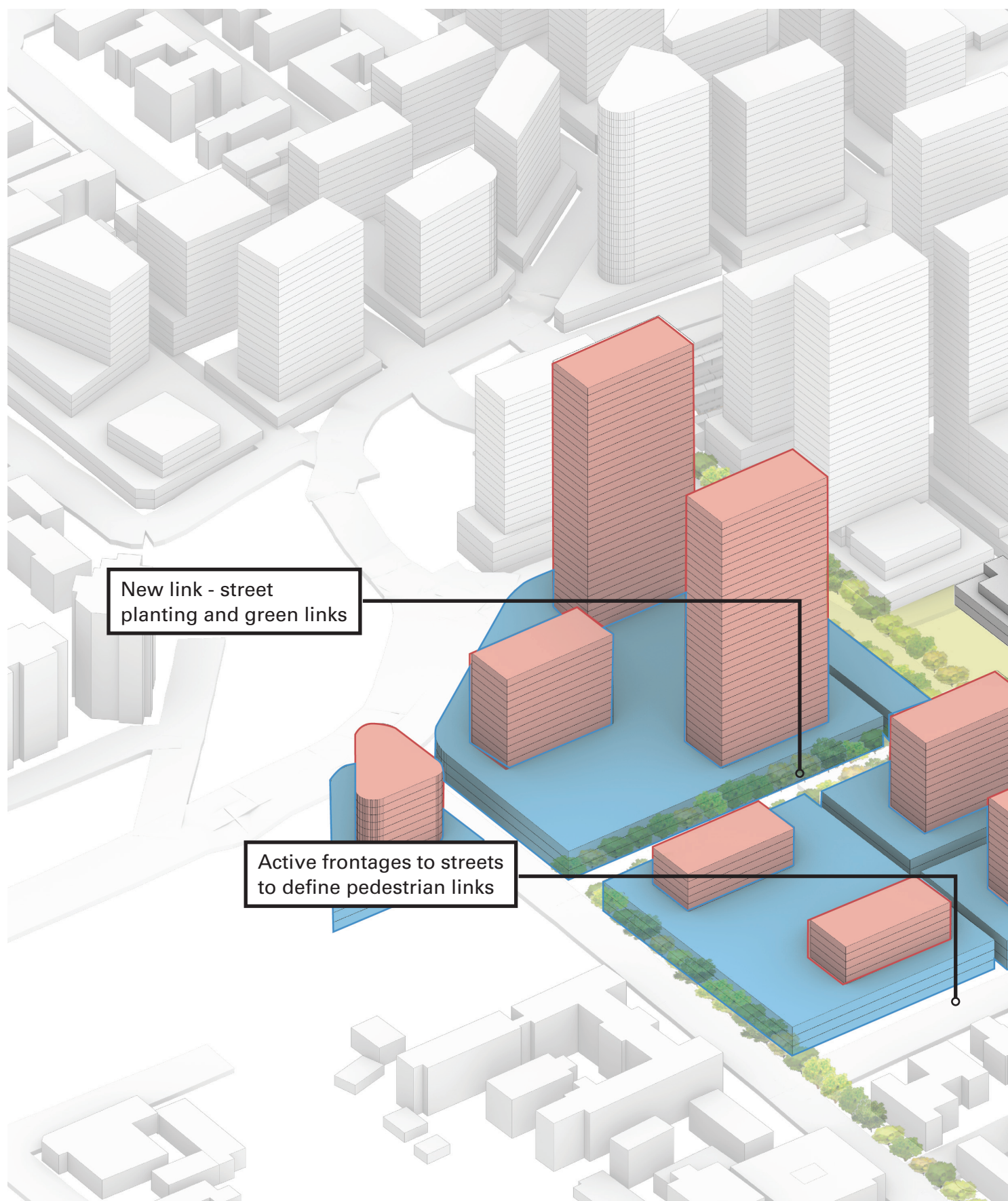
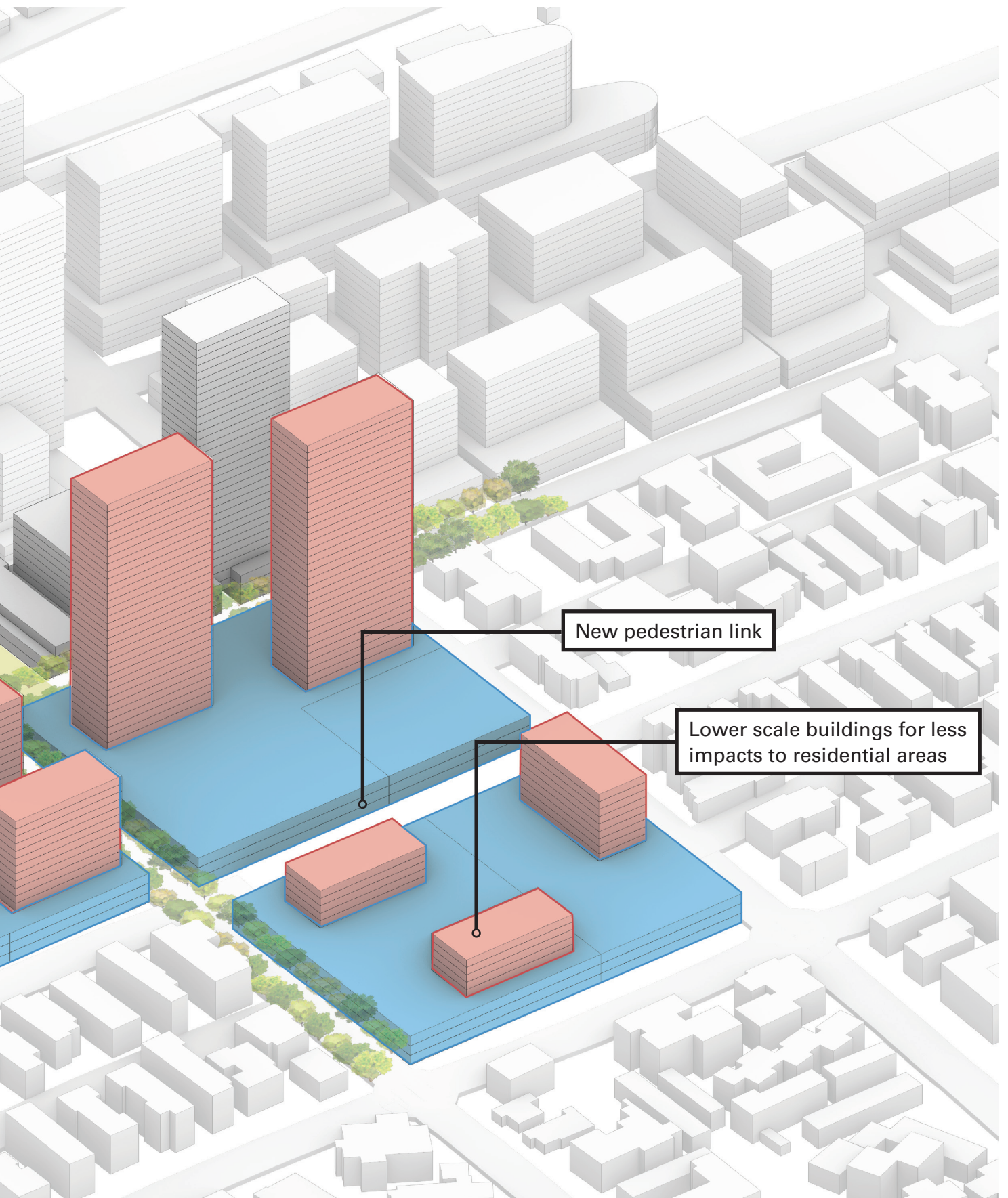


Figure 13: Retail Core Precinct structure plan



Retail Core Precinct





Central North Precinct

Vision

A series of 12 storey buildings incorporating residential towers above commercial and retail podiums. Redevelopment between Hunter Lane and Hunter Street will incorporate multileveled public parking.

New buildings along Hunter Street are set back above the podium and maintain solar access to existing residential developments within and around the Precinct.

The George Street, Burdett Street, Linda Street and Hunter Street interfaces will be activated. Hunter Lane will provide for a mixed service and active role with high quality public domain activated by retail frontages where possible.

The following plans and sections represent just one of many permutations as to how the built form for the Central North precinct may be delivered in line with the principles and requirements of the masterplan

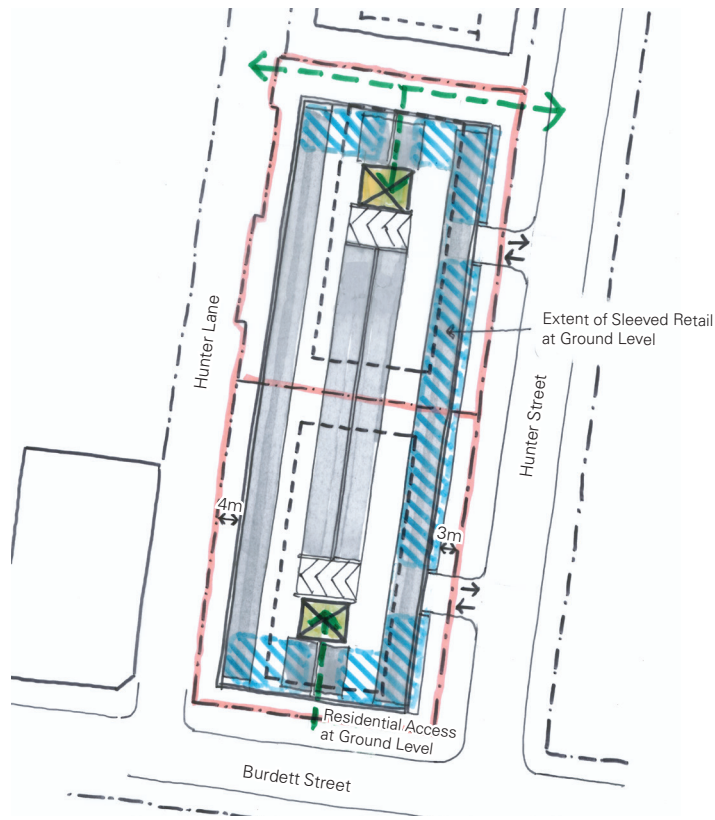


Figure 14: Indicative Podium Public Parking Plan within Central North Precinct

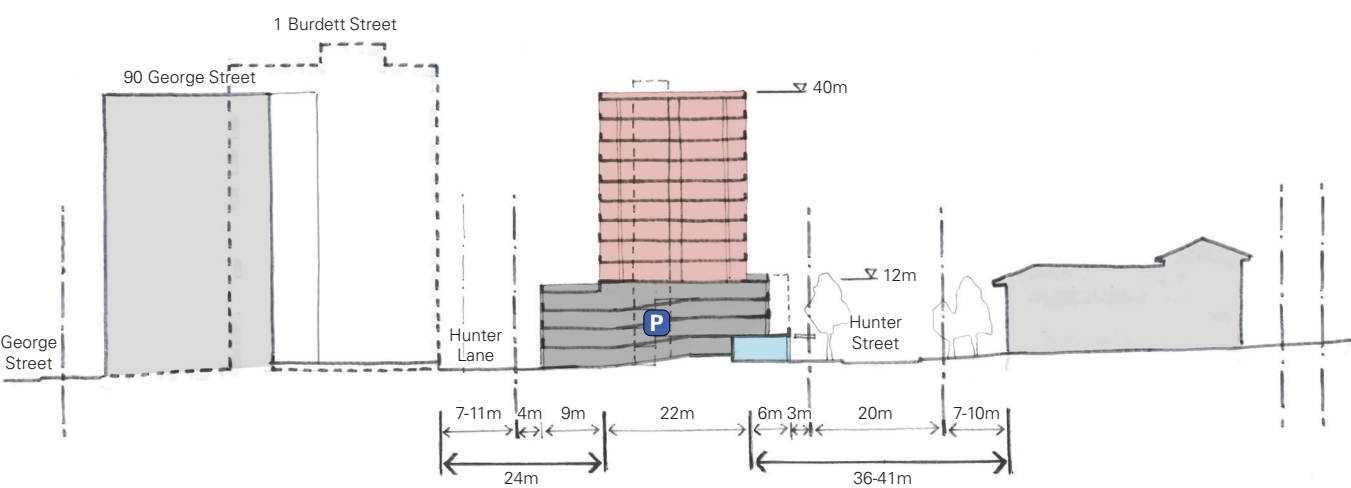
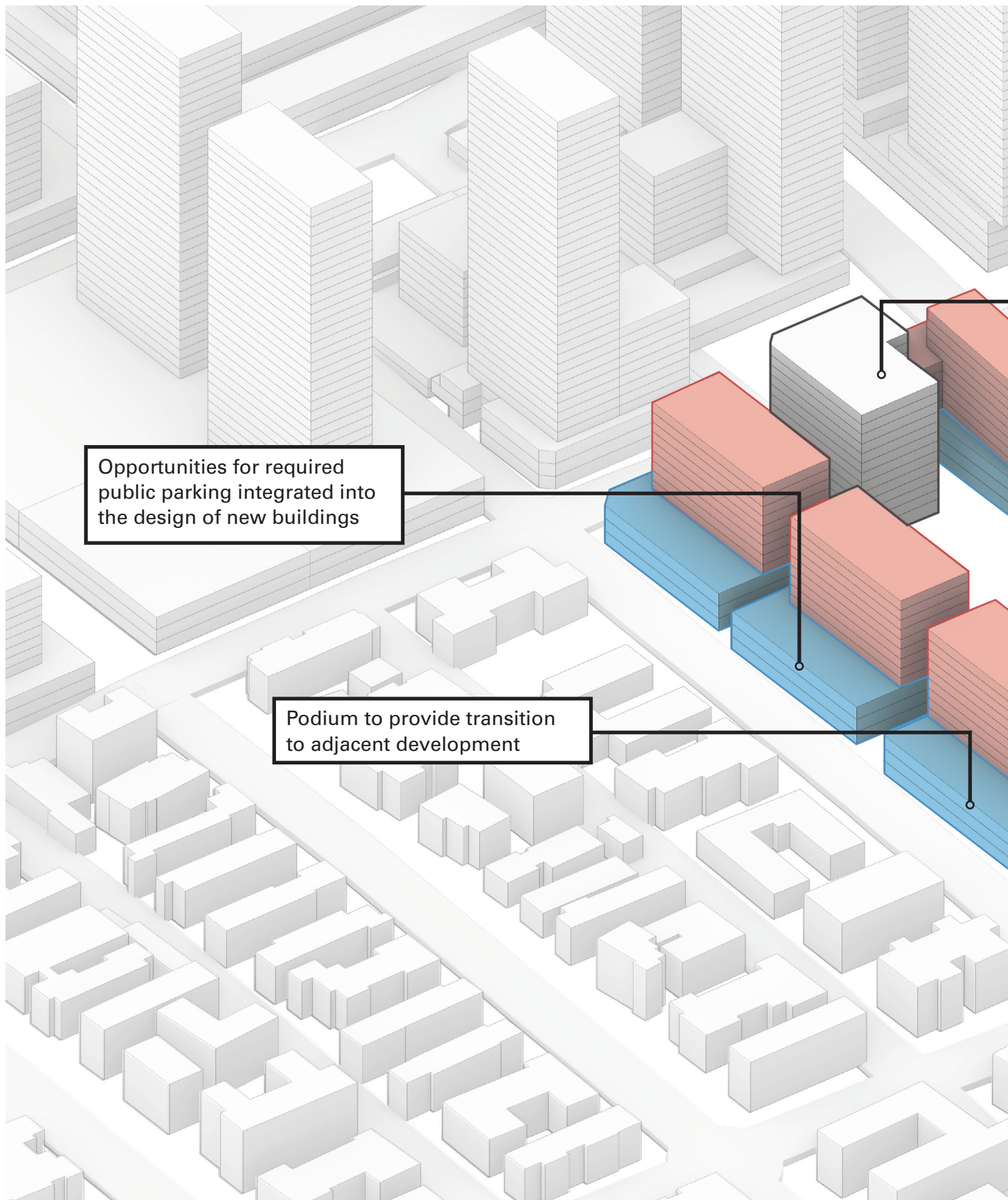


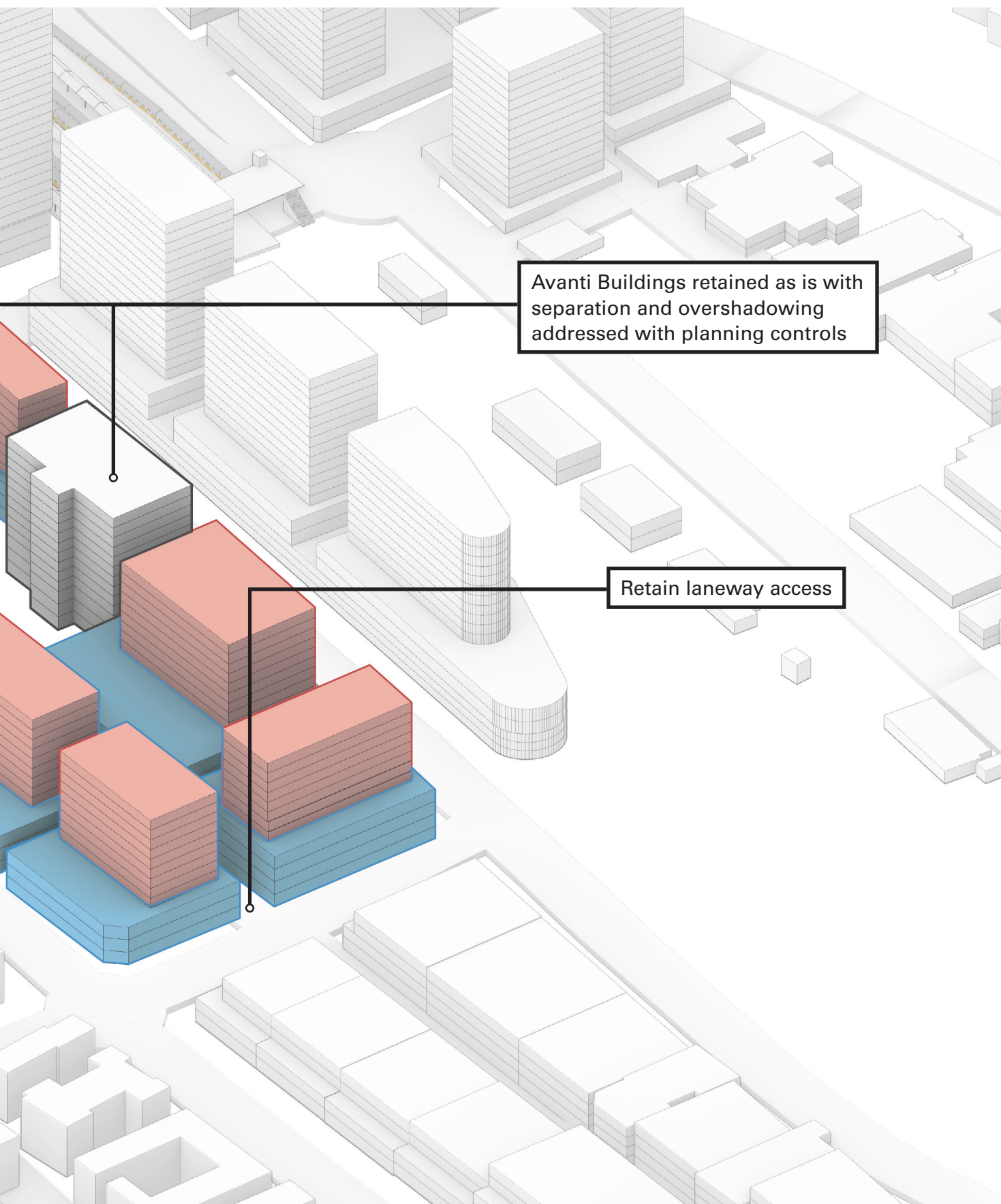
Figure 15: Indicative Section of Central North Precinct

Existing Development			Current Planning Controls			Proposed Planning Controls		
Dwellings	Population	Jobs	Dwellings	Population	Jobs	Dwellings	Population	Jobs
107	273	573	359	919	879	569	1,456	598



Central North Precinct





Western Heritage Precinct

Vision

Integration of new residential towers into the traditional shopping centre with well scaled podium forms and active frontages contribute to the pedestrian experience. Tower elements are elegant with slim proportions, setback from the podium to respect heritage and allow view and light corridors.

Historic facades, character and original fabric are celebrated and retained in redevelopment. Active streetscapes offer food, beverage and entertainment leveraging visitors to Hornsby Park and civic and education anchors.

A new interchange for north and west bus services is located on Jersey Street. In turn, Station Street provides a high quality pedestrian experience, connection to an expanded Cenotaph Plaza and a gateway to Hornsby Train Station. East-west connections at each end of Station Street enable access to Hornsby Mall and Central Heart Precinct.

Heights and floor space ratio controls within the Hornsby LEP and DCP are retained and implemented.



Figure 17: Visualisation of Jersey Street Park



Figure 18: Visualisation of Cenotaph Plaza

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

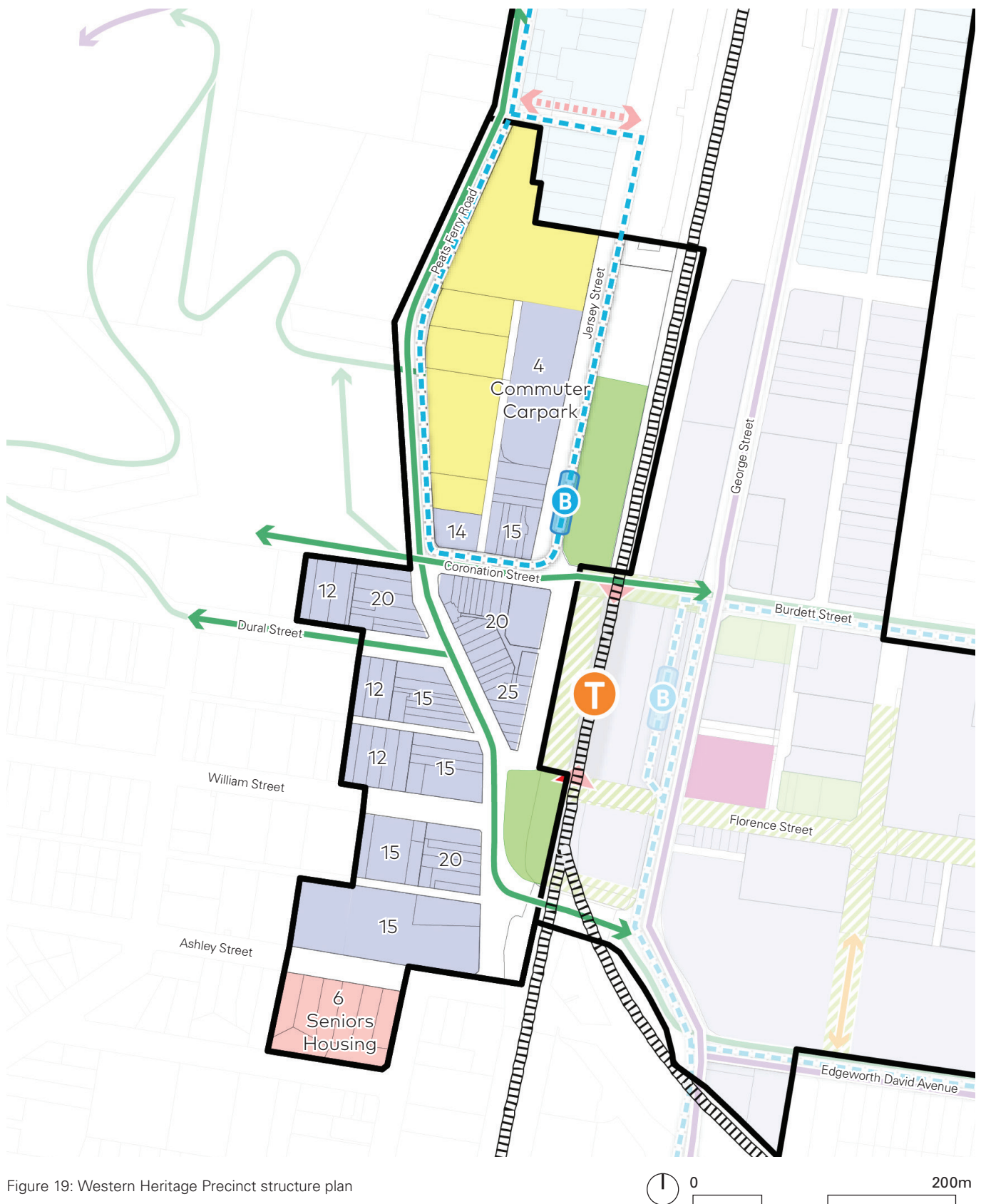
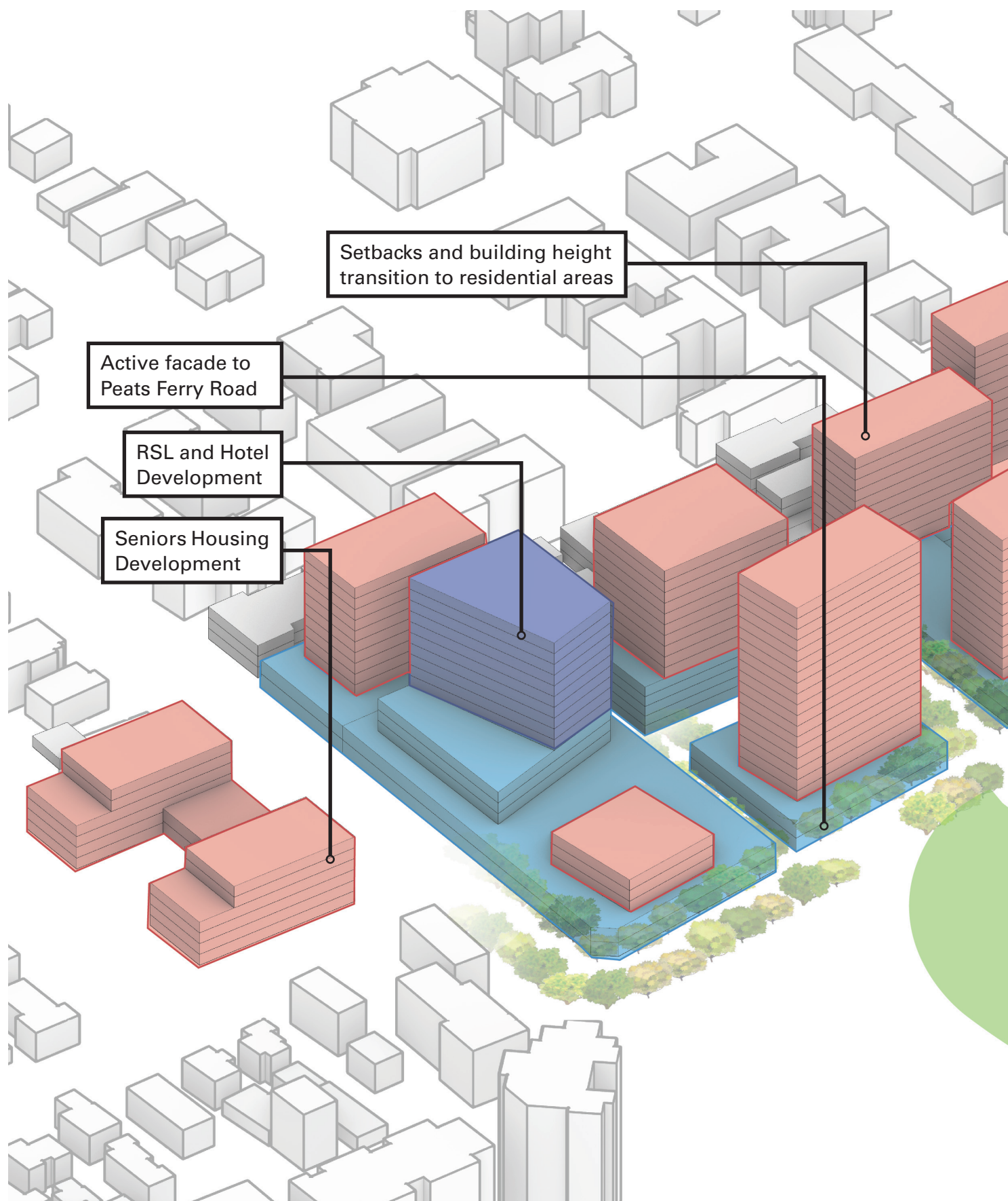


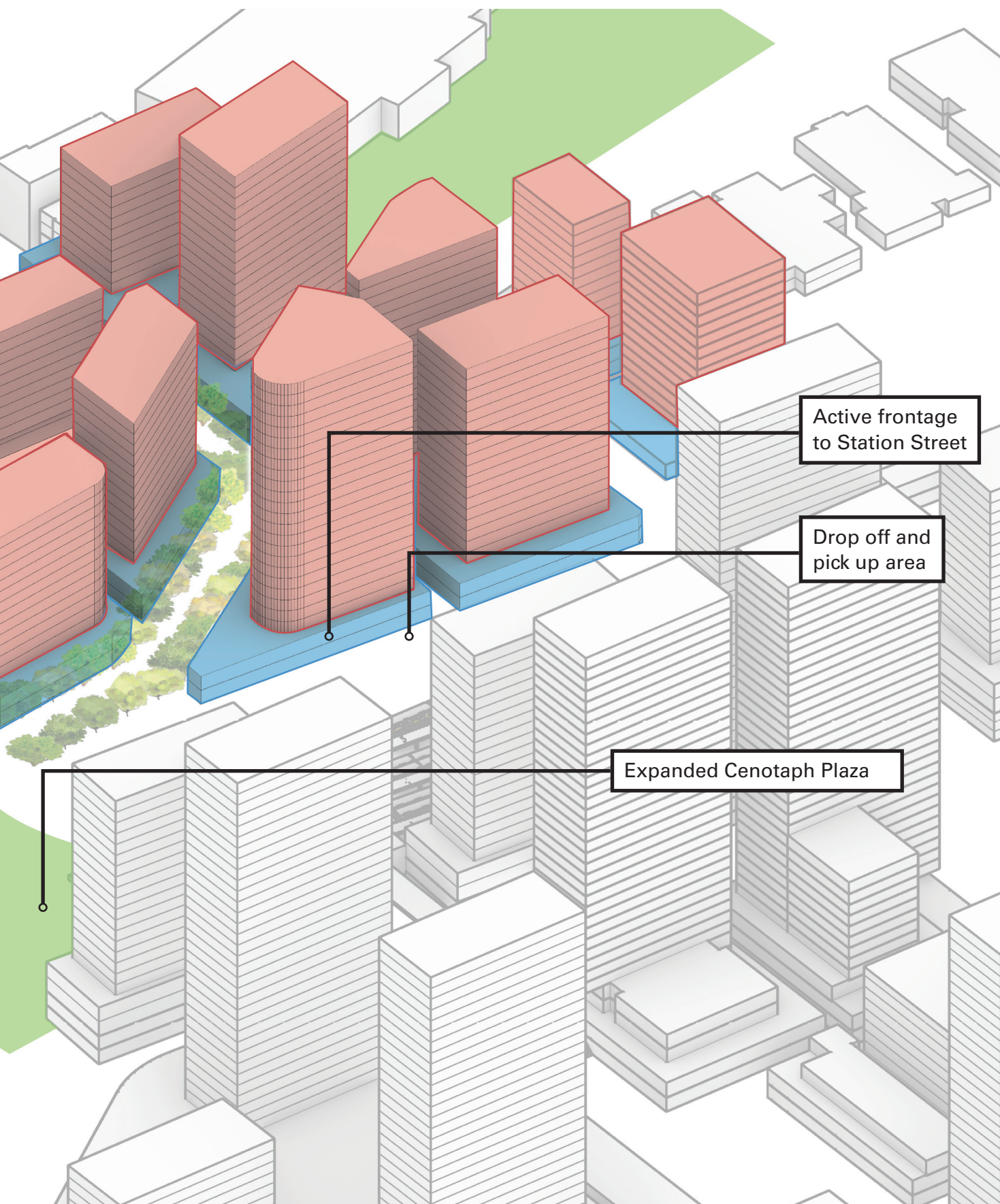
Figure 19: Western Heritage Precinct structure plan



- | | | |
|---------------------|---------------------|------------|
| Precinct boundaries | Mixed use | Bus routes |
| Rail station | Residential | Green link |
| Bus interchange | Education and civic | |
| Station access | Open space | |

Western Heritage Precinct (south)



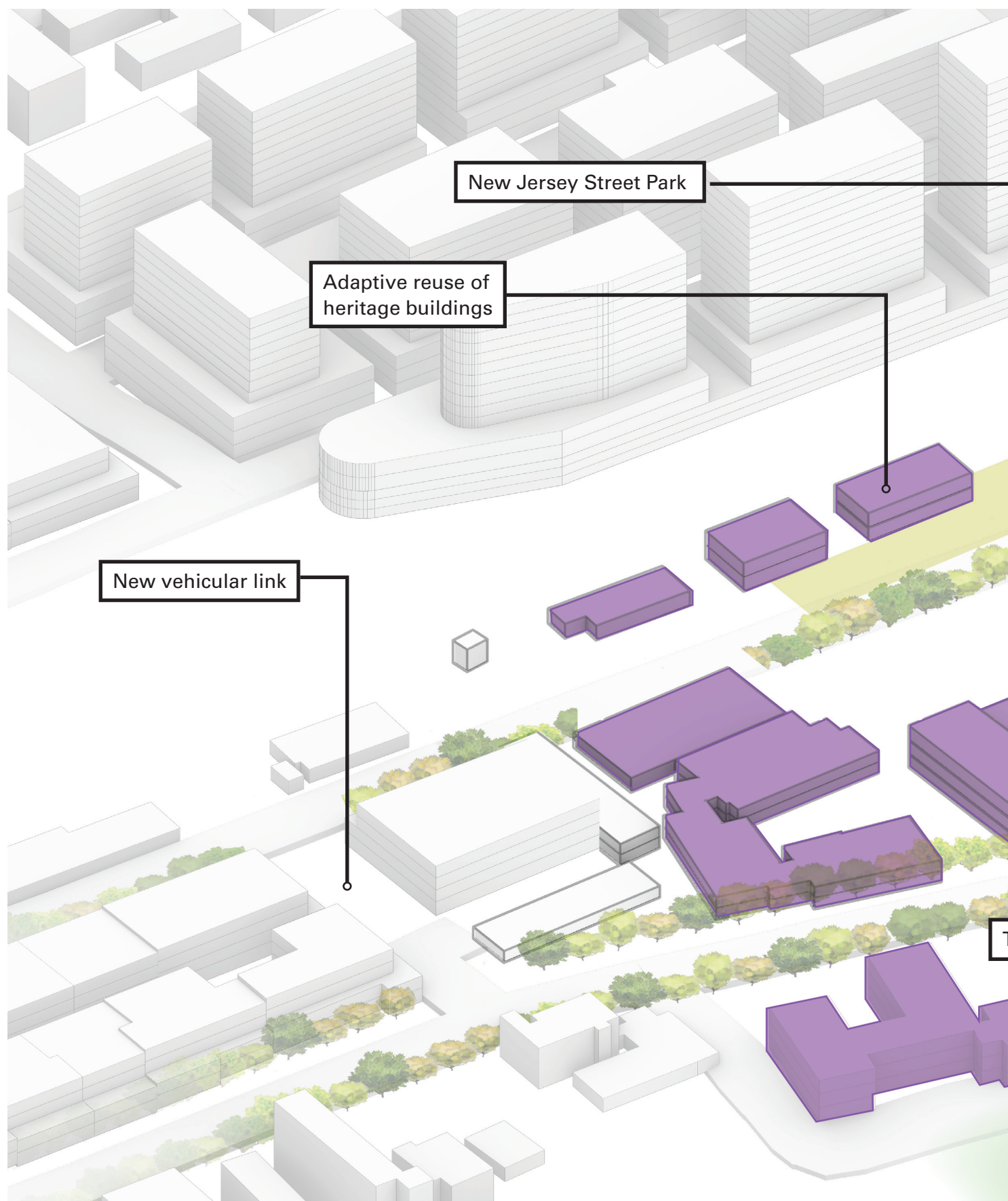


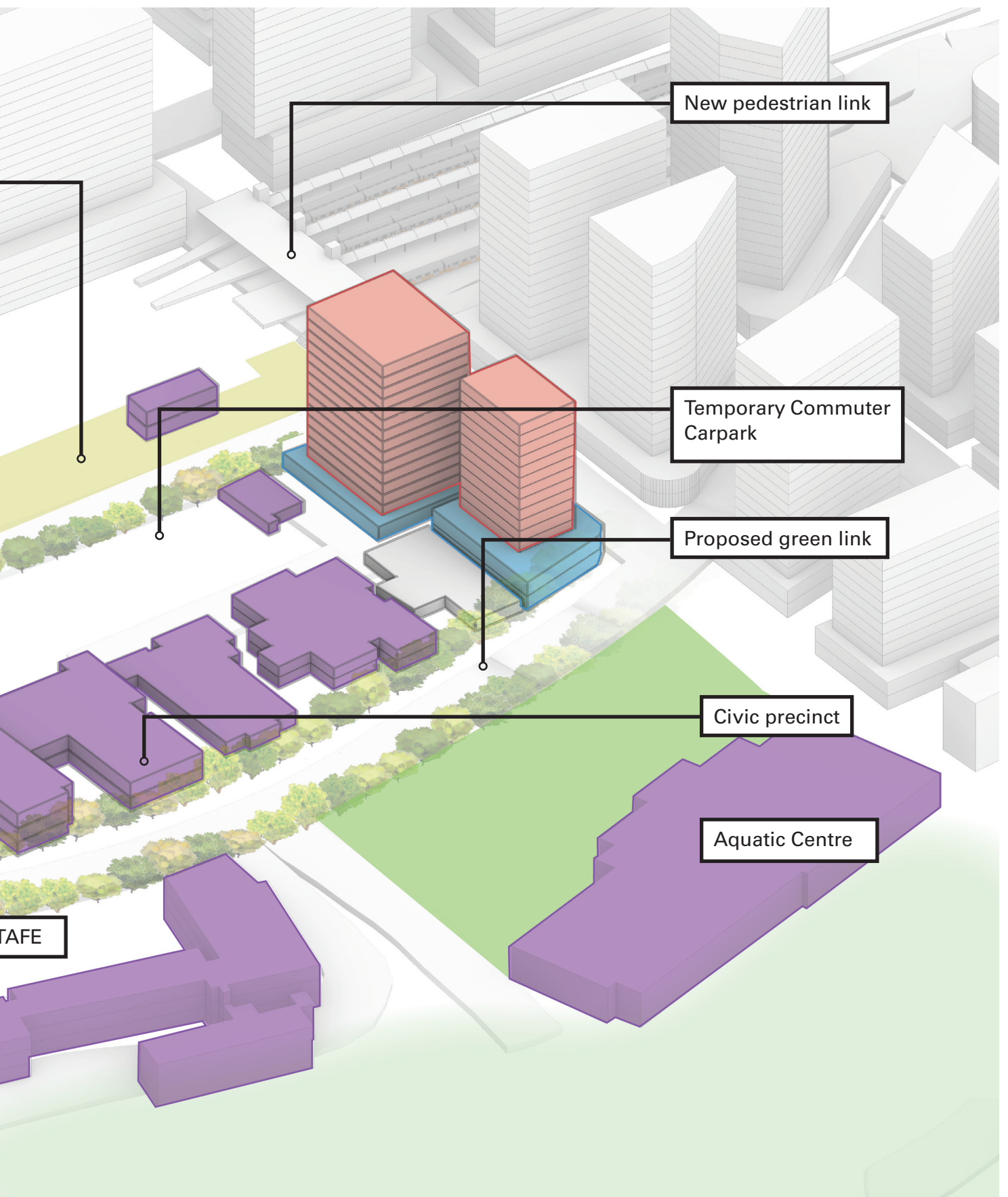
Active frontage
to Station Street

Drop off and
pick up area

Expanded Cenotaph Plaza

Western Heritage Precinct (north)





Northern Employment Precinct

Vision

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

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

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



Figure 20: Lifestyle Working Brookvale, Stable – an example of multi-storey light industrial, manufacturing and commercial spaces



Figure 21: Sky Zone, Glassdoor – example of small-scale indoor sports facilities within the Northern Employment Zone

Existing Development			Current Planning Controls			Proposed Planning Controls		
Dwellings	Population	Jobs	Dwellings	Population	Jobs	Dwellings	Population	Jobs
-	-	739	-	-	1,232	-	-	2,218

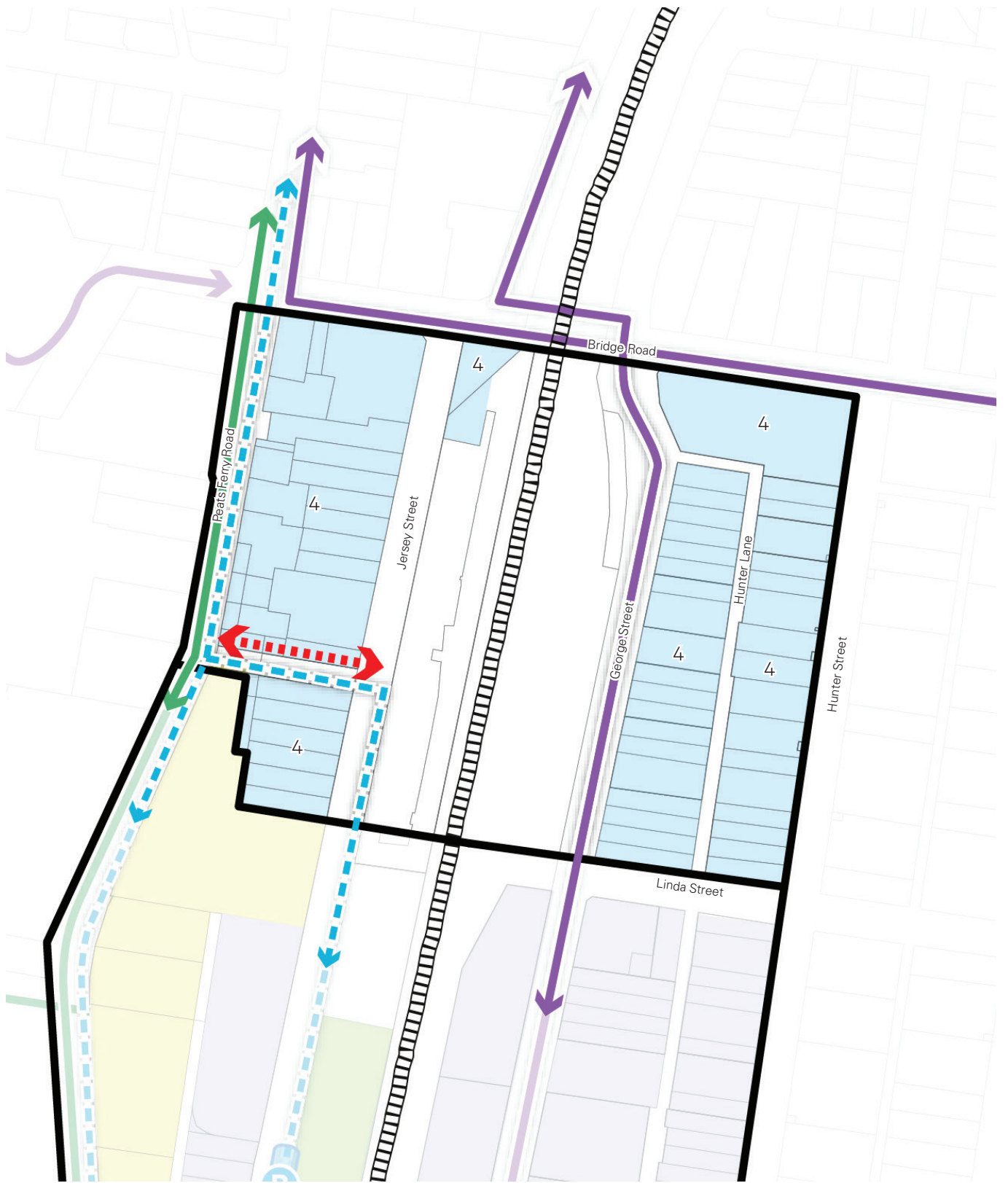


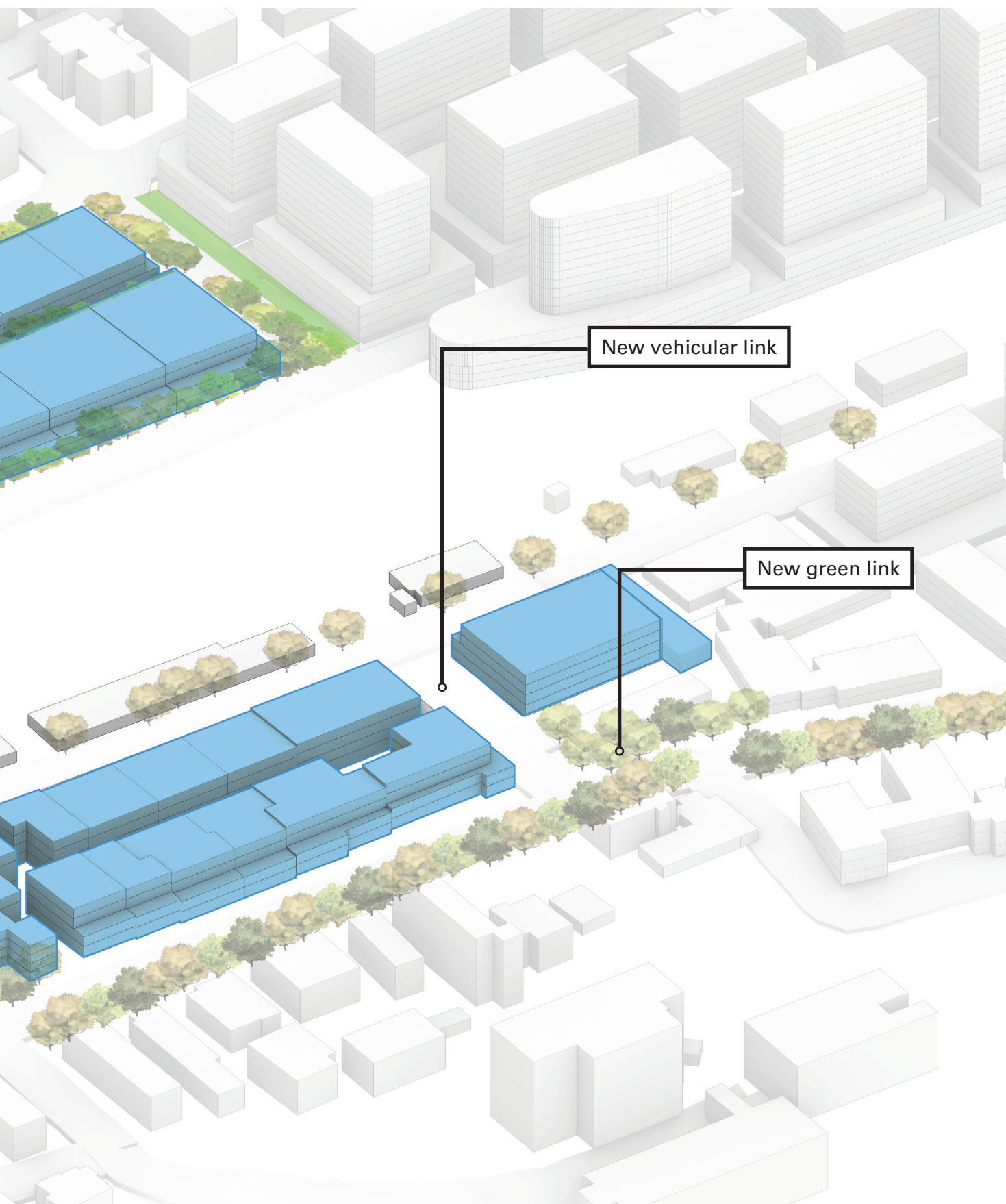
Figure 22: Northern Employment Precinct structure plan



- Precinct boundaries
- Employment
- New vehicular link
- T Rail station
- Bus routes
- B Bus interchange
- Primary traffic routes
- Station access
- Green link

Northern Employment Precinct





Transport Corridor Precinct

Vision

A combination of residential towers transitioning from 36 to 16 storeys within the rail corridor. The development incorporates commuter carparking, an interchange for south and east bus services and a pedestrian overpass.

Transport for NSW is a major stakeholder in the Town Centre, being a land and asset owner. Considerable engagement and input has been sought from TfNSW regarding the proposal to reconfigure the bus interchange, provision of a northern pedestrian railway overpass with concourse access and the appropriate location for commuter parking.

Discussions have included the potential for Over Station Development or Rail Corridor Development. The following principles have been identified to ensure that any redevelopment of transport land is undertaken in accordance with Council's vision for the Town Centre:

- **Planning Context** – Support government planning strategies and objectives including those outlined in the North District Plan, LSPS and HTC Review to facilitate development outcomes over the rail line at a scale that promotes Hornsby as a regional centre.
- **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 and integrating with new Burdett Street link.
- **Enhance Community Experience and Urban Amenity** – Develop an integrated design which supports a diversity of employment, residential, and community purposes, including housing diversity and affordability.

- **Achieve Best Practice Designs** – Embody innovation, sustainability, and high quality architecture outcomes that reflects adjacent development and minimise overshadowing and visual impacts on public open spaces and streets.
- **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 centre.
- **Maximise Active Transport** – Achieve design excellence in the final integrated station development that drives high usage of public transport.
- **Future-proof** – Ensure future flexibility to accommodate future growth and operational requirements, including proposed rail and freight requirements.

State Government Opportunity

Given the State Government (TfNSW) is a significant land and asset owner and service provider within the Hornsby Town Centre we are seeking the following as part of the State Government contribution to the future of the Town Centre:

- Delivery of 1,000 new residential dwellings plus commercial
- Provision of Affordable Housing/Key Worker Housing component
- Delivery of northern pedestrian overpass and new station access
- Delivery of relocated bus interchange
- Planning and implementation of improved train and bus services
- Contribution to public plaza and community facilities.

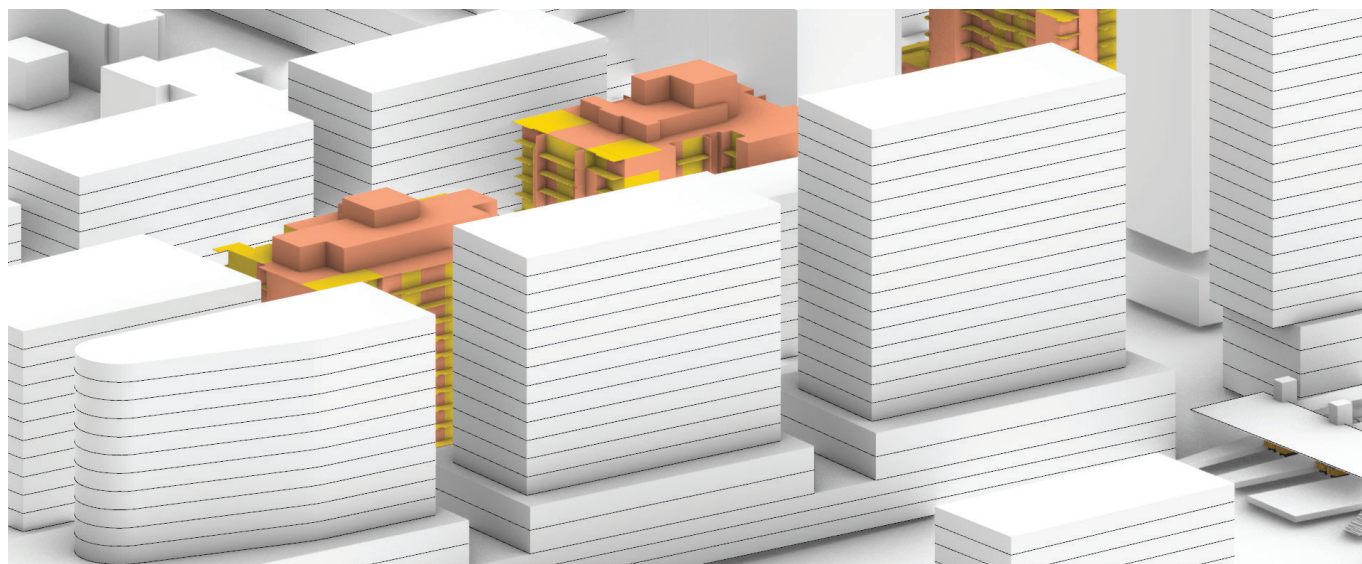


Figure 23: Indicative stepped down development in the Transport Corridor Precinct

Existing Development			Current Planning Controls			Proposed Planning Controls		
Dwellings	Population	Jobs	Dwellings	Population	Jobs	Dwellings	Population	Jobs
-	-	118	554	1,284	2,205	972	2,244	1,736

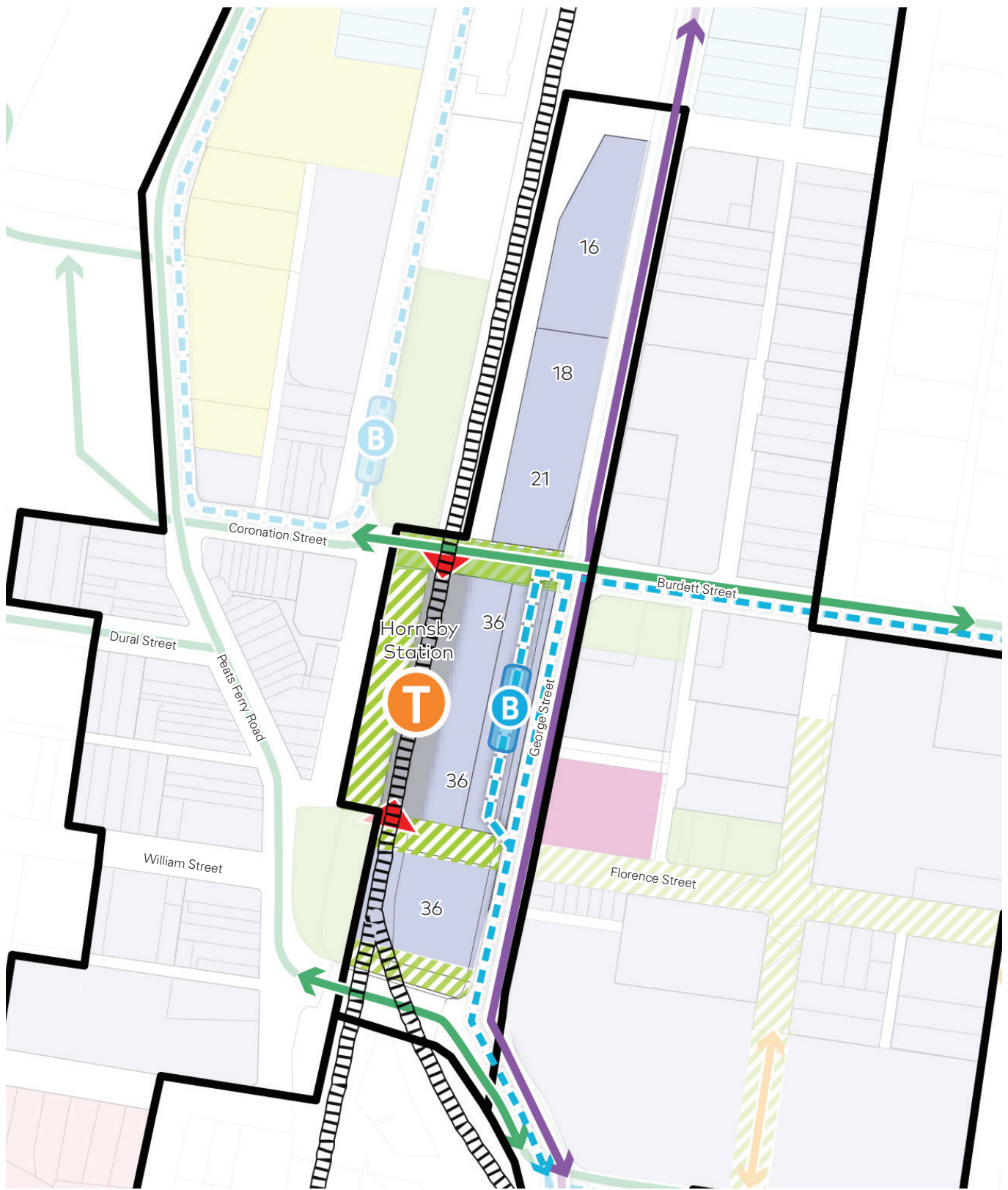
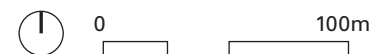


Figure 24: Transport Corridor Precinct structure plan



- Precinct boundaries
- Mixed use
- Green link
- T Rail station
- Pedestrian zone
- B Bus interchange
- Bus routes
- Station access
- Primary traffic routes

Burdett Street Link Concept Section

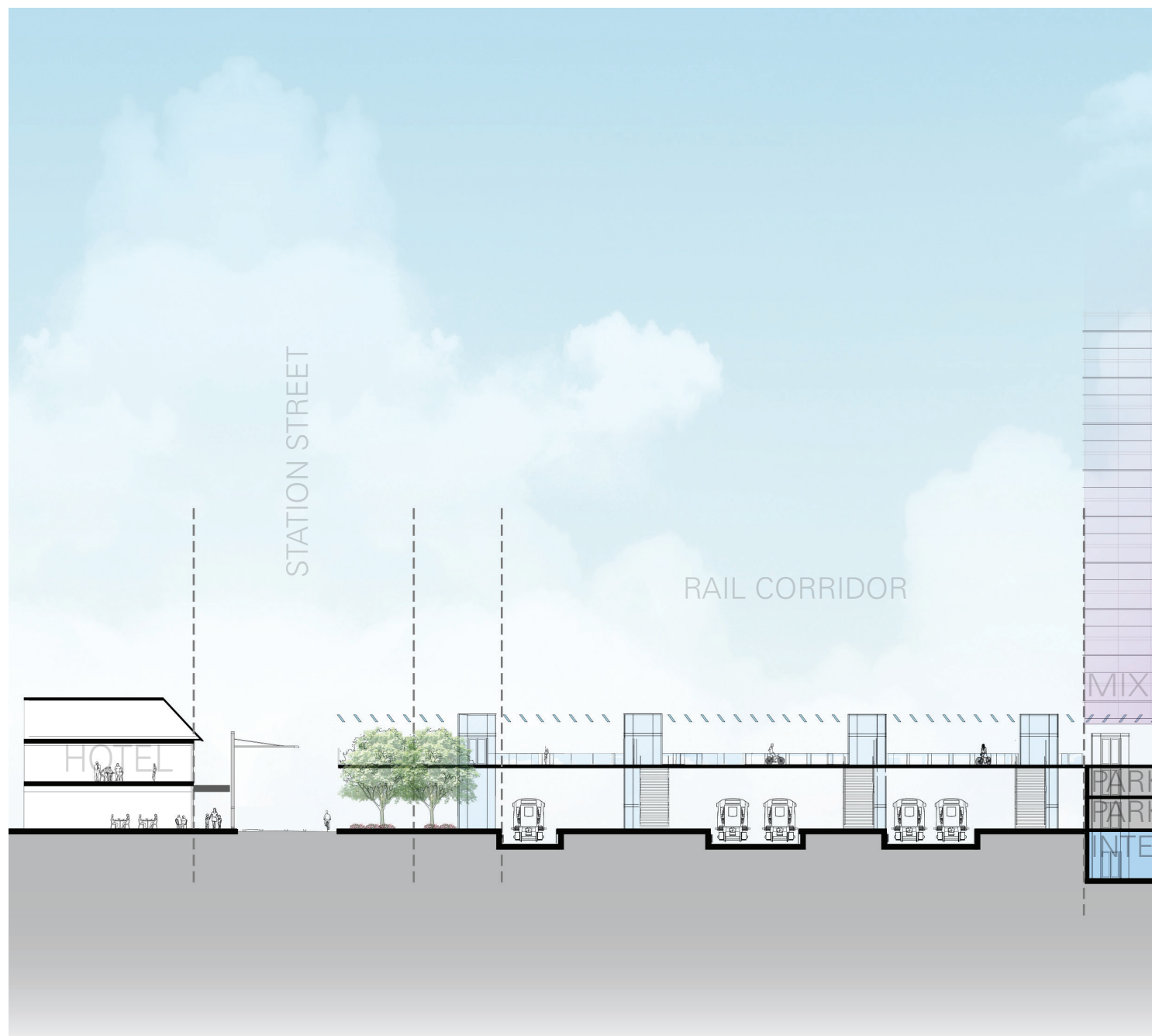
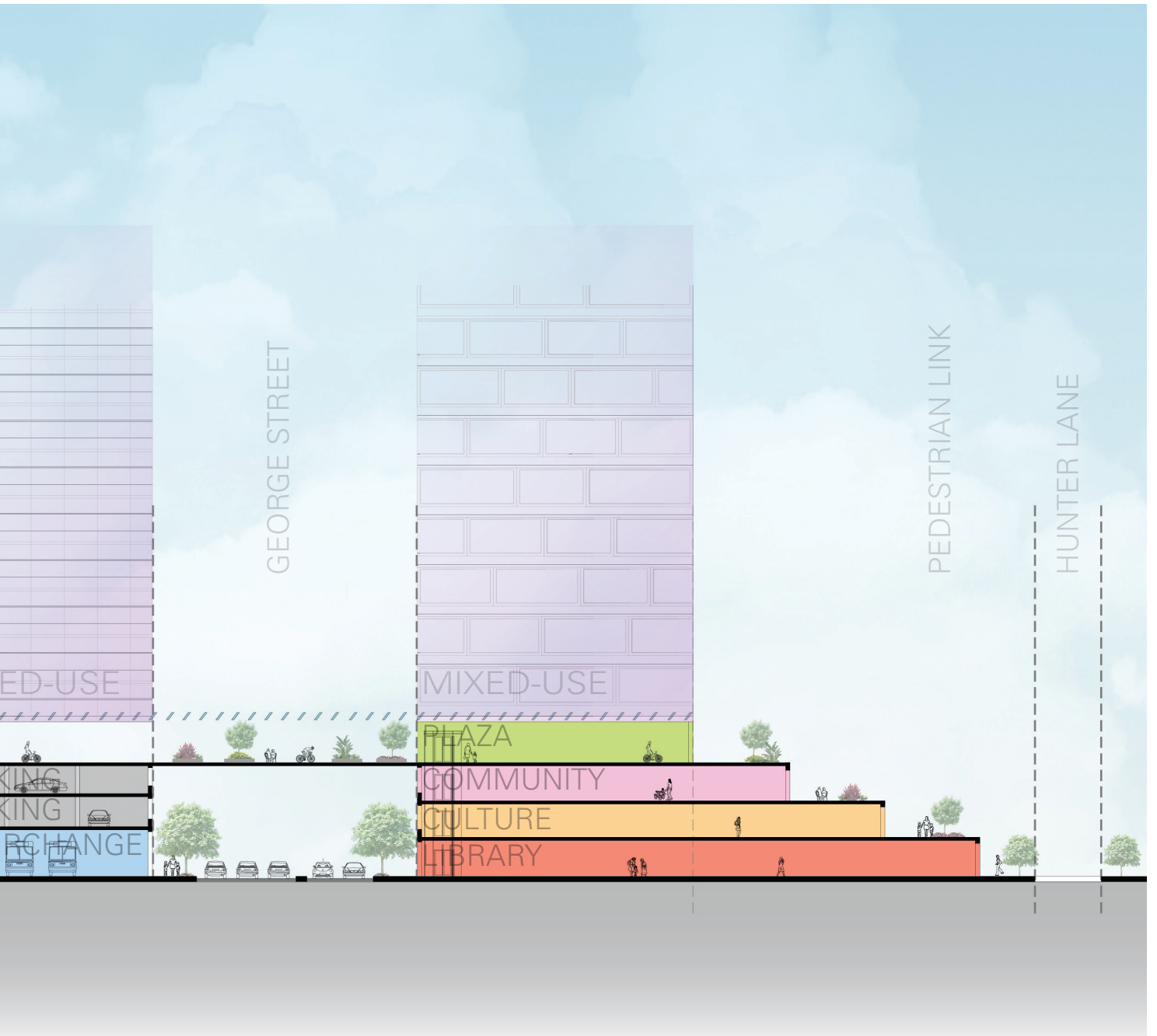


Figure 25: Burdett Street to Coronation Street Connection with new, additional station platform access to the north





Masterplan Strategies

Masterplan Strategies

Nine masterplan strategies have been developed in response to community consultation, stakeholder feedback and technical inputs, building off the direction of Council’s vision and principles.

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

The strategies delivers certainty that a high level of amenity, sustainability, accessibility, housing choice and design excellence will be achieved in conjunction with increased development. Some level of flexibility is allowed for innovation and diverse design outcomes in the future.

The strategies are intended to be read in conjunction with the supporting technical documents and planning framework that underpins this work.

The nine strategies are as follows:

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

The strategies have been aligned to Council’s Vision and Principles as shown in the diagram below.



Sustainability

The principles of sustainability transcends all strategies and is covered further within the 'Planning' section of this document.

Public Transport Strategy

A comprehensive, multi-modal public transport hub will afford seamless interchange between modes and access to the attractions and destinations within the Centre.

We are in discussions with Transport for NSW to achieve realignment of the bus interchange, a new pedestrian overpass and access to the Hornsby Station northern rail platforms.

The creation of a new northern rail concourse would enhance accessibility by reducing walking distances from north of Burdett Street and Coronation Street and improve connection between the eastern and western sides of the Centre. This connection between Burdett Street and Coronation Street for pedestrians and cyclists would also provide a link to the future Hornsby Quarry Parklands.

The relocation of the bus interchange from Station Street to a new terminus on Jersey Street south would help streamline the northern bus services, while southern and eastern routes would converge at a newly planned interchange between Hornsby Station and George Street. Taxi and passenger drop-off and pick-up facilities (kiss and ride) will continue to be available on Station Street for the convenience of travellers.

This initiative would also assist reduce traffic congestion on the western side of the Town Centre, facilitating opportunities for an expanded Cenotaph Park and public domain improvements in Station Street.

To enhance the overall public transport experience and ensure that the planned increases in residents, workers and visitors can be appropriately supported, TfNSW will continue to plan for and implement improved rail and bus services.

Sustainable transport will be encouraged by increasing secure cycle parking options near station entrances and promoting eco-friendly commuting alternatives such as bicycle and e-scooter use for residents and visitors alike.



Figure 26: Byron Bay Bus Interchange *DesignInc with TfNSW*

Considerable engagement and input has been sought from TfNSW regarding the above proposals. Given the State Government (TfNSW) is a significant land and asset owner and service provider within the Hornsby Town Centre we are seeking the following as part of the State Government contribution to the future of the Town Centre:

- Delivery of approximately 1,000 new residential dwellings plus commercial
- Provision of Affordable Housing/Key Worker Housing component
- Delivery of northern pedestrian overpass and new station access
- Delivery of relocated bus interchange
- Planning and implementation of improved train and bus services
- Contribution to public plaza and community facilities.

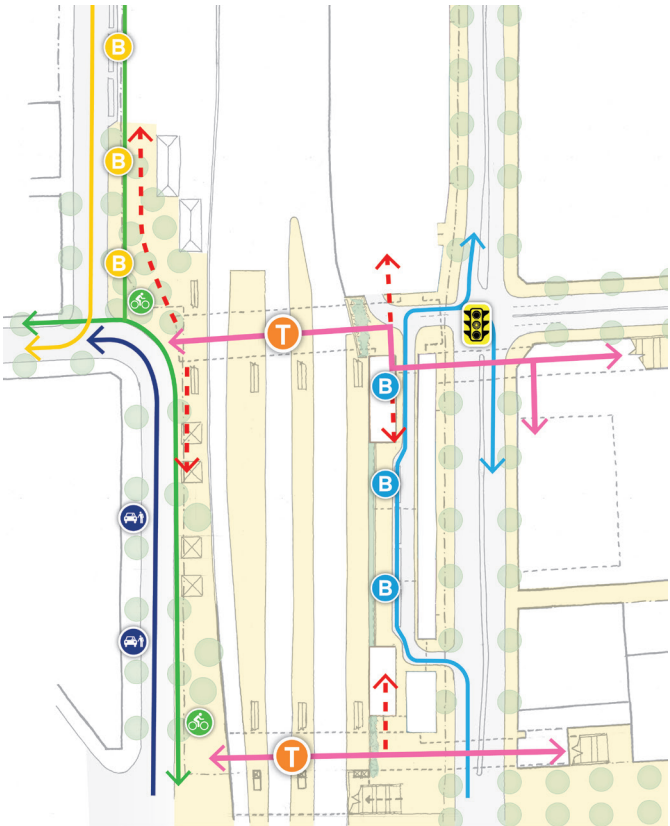


Figure 27: Reconfiguration of Hornsby public transport interchange

- | | |
|---|---|
| T Rail station | B Bicycle storage |
| B South east bus stop | T Modified traffic signal |
| B North west bus stop | → Major pedestrian link |
| K Kiss and ride | → Pedestrian link |
| → South and east bus routes | → Taxi transport route |
| → North and west bus routes | → Bicycle route |

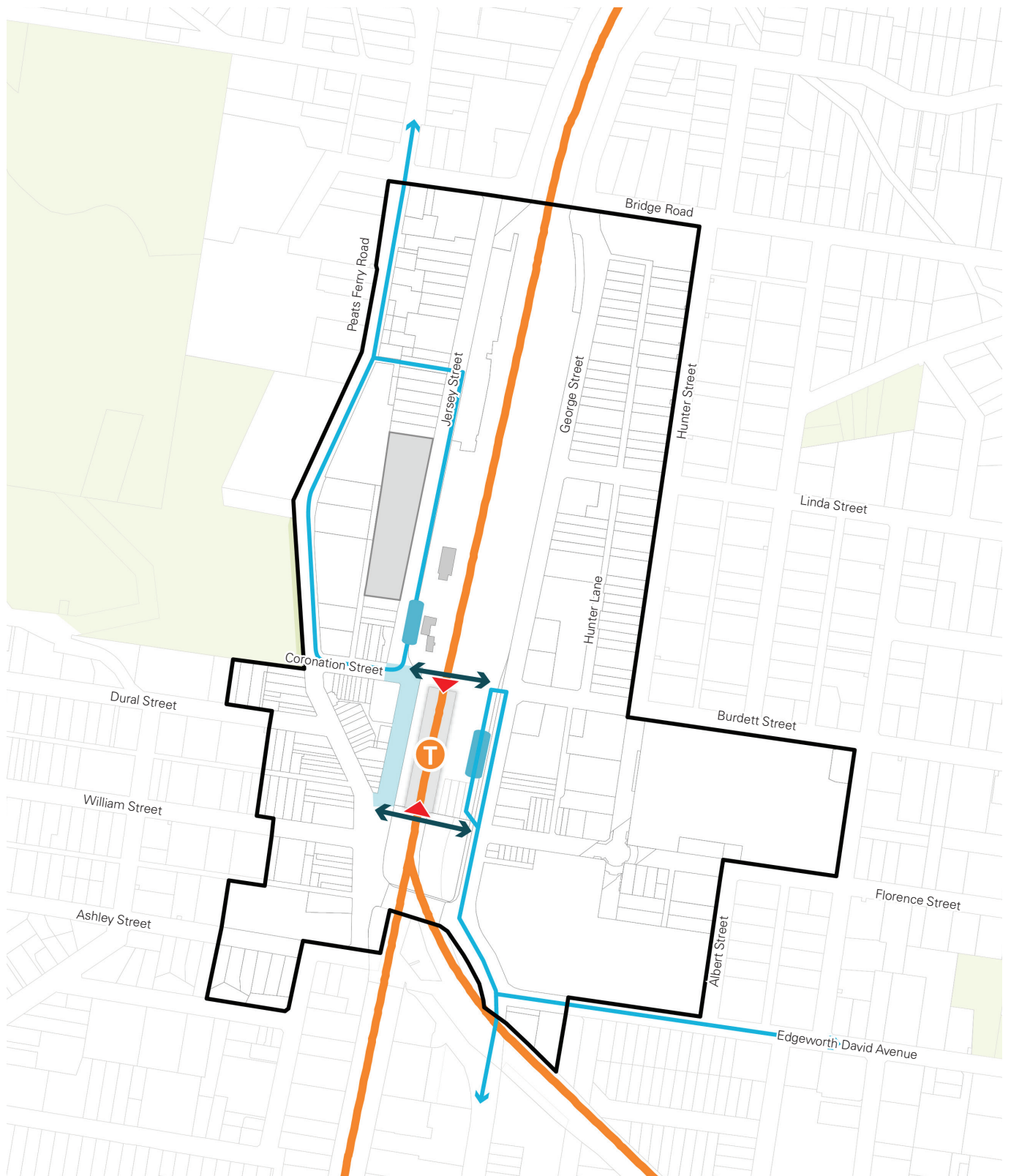


Figure 28: Public transport strategy



- Train line
- Vehicle slow zones
- Bus interchange
- Bus routes
- Major pedestrian links
- ▶ Train station entries
- Commuter Car Park (temporary)

Public Domain Strategy

An integrated vegetated network of connecting streets, bushland and open spaces will improve public amenity and reflect the city in the bushland character that underpins the vision for the Hornsby Town Centre.

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 *Hornsby Park Masterplan* (2021) prepared by Council outlines that Hornsby Park will become a major recreational destination for the Hornsby Shire Council.

The Masterplan will establish a network of green links 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. Green links may include the implementation of street tree planting as well as open space areas. The connection of green links into a green grid will provide further opportunities to tie in the Hornsby Town Centre into Hornsby Park.

Existing formalised public domain areas, including the areas adjacent to Westfield and Hornsby train station will be enhanced through the implementation of public domain amenity improvements such as paving upgrades, lighting, signage, and seating. This will reinforce these area's character as being pedestrian friendly.

In alignment with proposed street tree and park improvements, Water Sensitive Urban Design will be integrated into the new designs. This includes the implementation of raingardens and water plazas within streetscapes and public open spaces areas to assist with collection and bio-filtration of stormwater.

The existing topography gives the Town Centre unique vantage points which can be enhanced in the masterplan outcomes. Many of the streets have long vistas which should be maintained and enhanced through street planting and the location of built form. 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 29: Pitt Street Mall – Sydney Morning Herald – high pedestrian traffic mall with shading and seating



Figure 30: Darling Quarter, Australia – Spaces for All Ages and Abilities

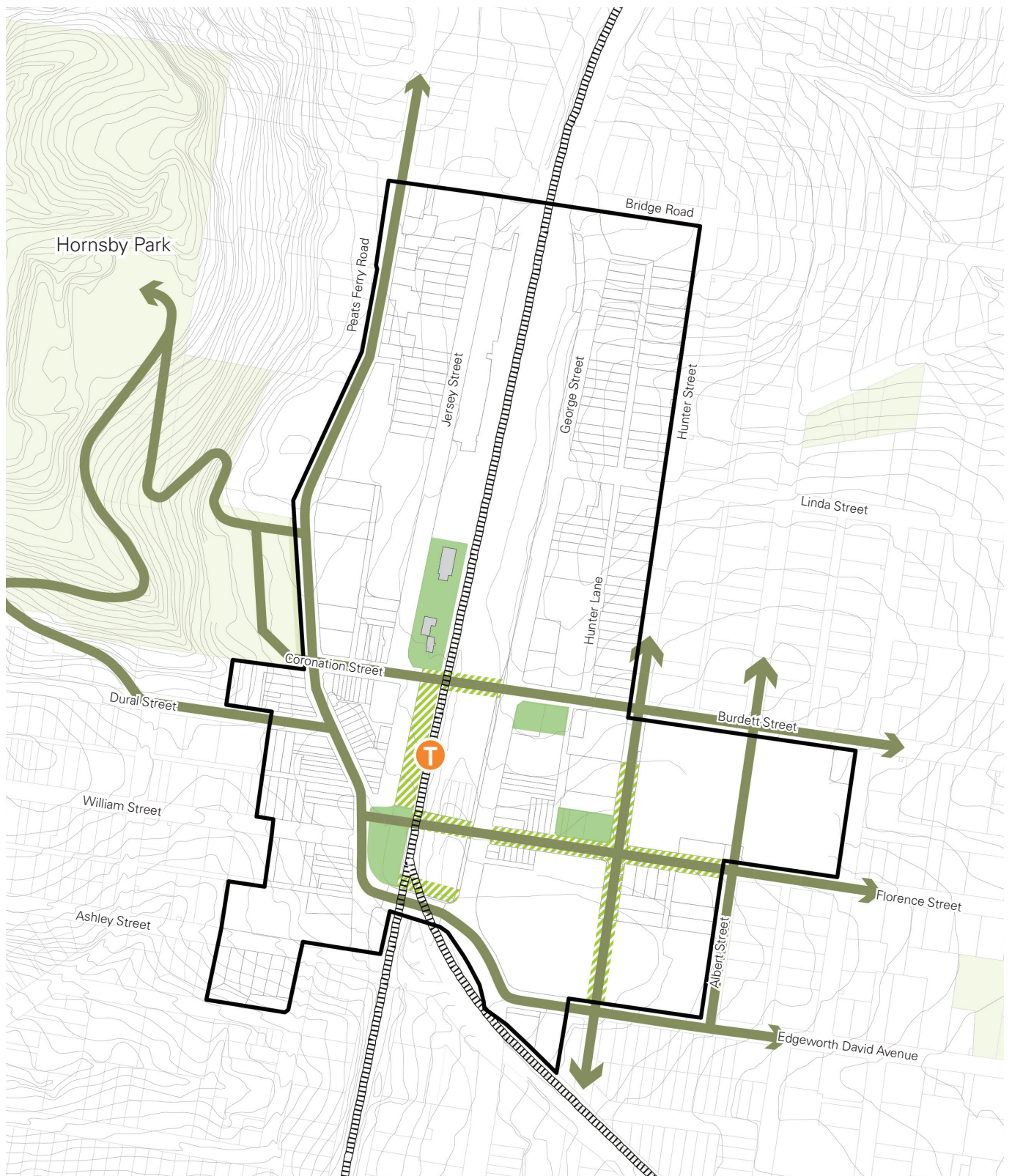


Figure 31: Public Domain strategy



- Existing open space
- Enhanced open space
- Green links
- Public domain

Open Space Strategy

Public open space is infrastructure that is essential for communities and creating great places to live. Providing adequate open space for communities is critical for the creation of attractive, healthy, and green cities like Hornsby. The retention and enhancement of open spaces within Hornsby provides opportunities to celebrate Hornsby's unique bushland character.

Building on the proposed Public Domain Strategy, a series of new and enhanced public spaces are proposed within Hornsby Town Centre. This includes Cenotaph Plaza, 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. They will provide a civic function that provide places for people to rest, socialise and gather that meet the needs of Hornsby's current and future community. The spaces are located in areas of higher density to ensure that they are accessible to local residents and businesses.

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 from 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 32: Central Park Public Domain, Turf Design Studio – example of well used open space in high density residential settings



Figure 33: Midland Railway Square, Place Laboratory – incorporation of adaptively reused heritage buildings within a new public open space

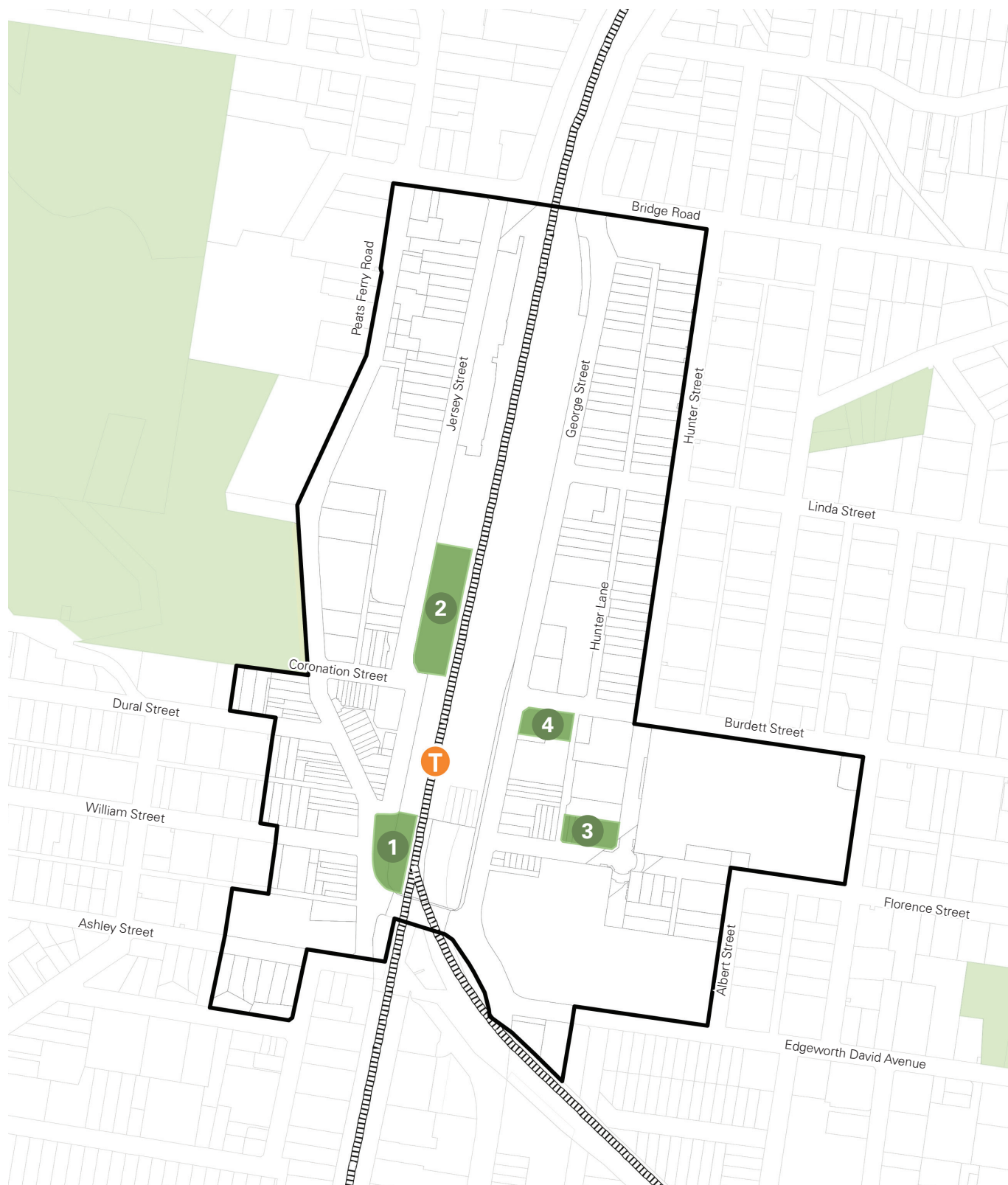


Figure 34: Open Space strategy



- Existing open space
- Enhanced open space
- 1 Cenotaph Plaza
- 2 Jersey Street Park
- 3 Hornsby Square
- 4 Burdett Street Park

Cenotaph Plaza

By rationalising the bus movements and interchange locations within the Town Centre, an opportunity is created to expand and reconfigure the existing Cenotaph Plaza at the corner of Station Street and Peats Ferry Road.

Cenotaph Plaza would 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.

Cenotaph Plaza represents an opportunity to return a substantial open space area back to Town Centre. Considering its proximity to the train station, the spaces is likely to be used significantly, including during organised events and for local pedestrian movement.

A decked covered area will have multiple uses for entertainment both formal and informal. The covered area is located as a backdrop for the performance space as well as being a distinct visual element.

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 TfNSW.



Figure 35: Visualisation of Cenotaph Plaza



Figure 36: Visualisation of Cenotaph Plaza



Figure 37: Cenotaph Plaza section A-A

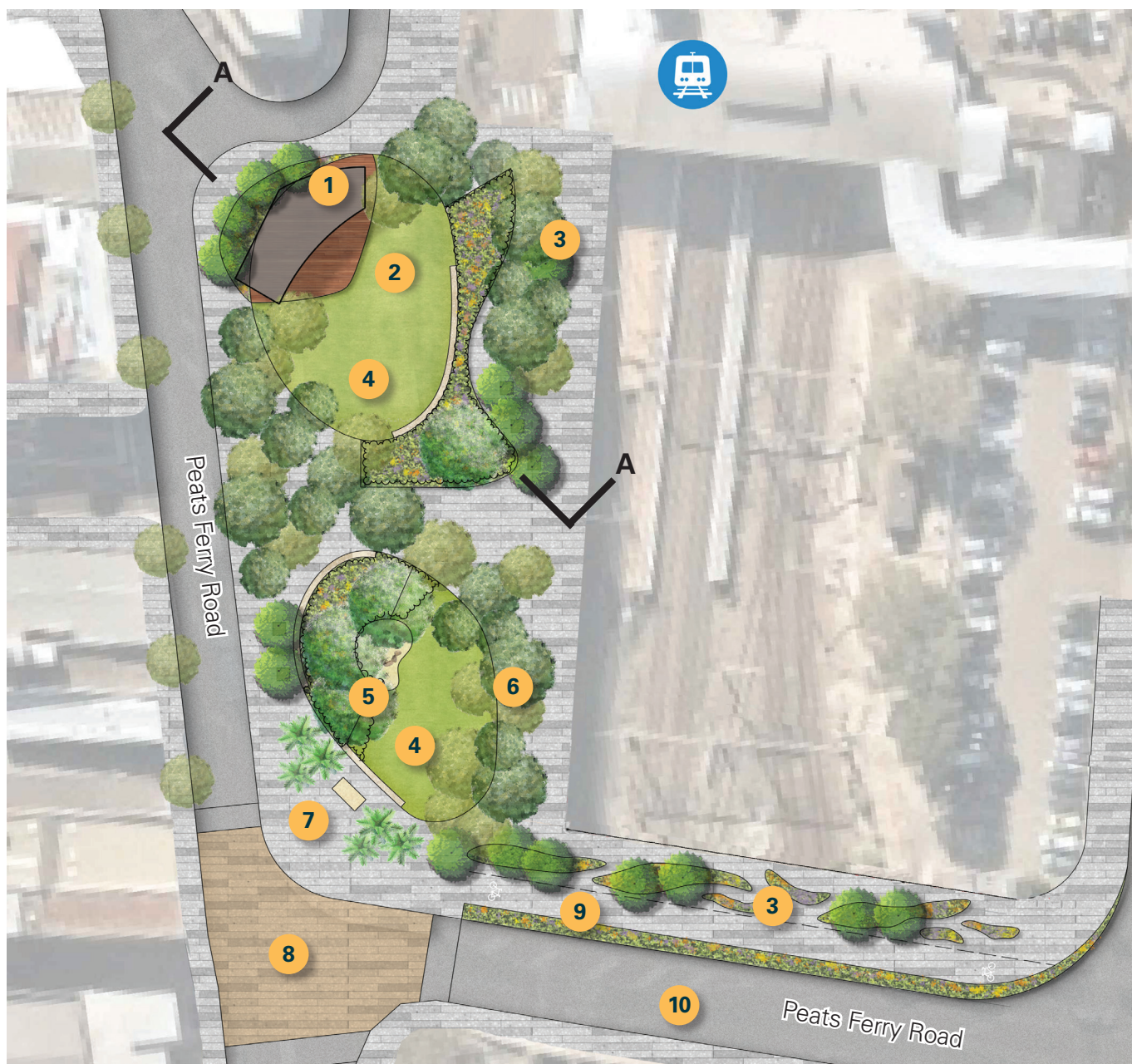


Figure 38: Proposed configuration of expanded Cenotaph Plaza



- | | | |
|-----------------------|------------------------|------------------------------|
| 1 Sculptural shelter | 5 Yarning circle | 9 Cycle route |
| 2 Performance terrace | 6 Urban grove of trees | 10 Peats Ferry Road narrowed |
| 3 WSUD promenade | 7 Cenotaph | |
| 4 Community lawns | 8 Raised threshold | |

Jersey Street Park and Station Street

A contemporary and active Station Precinct will integrate a new station entry, east-west over rail crossing and remodelled transport interchange.

The Jersey Street Park will integrate a bus station for north and west bus routes as part of a flexible gathering and play park space.

With the relocation of the bus interchange, Station Street will perform a key role, offering taxi bays alongside kiss and ride access within a pedestrian focused streetscape. Station Street connects the two proposed rail concourse entry points and provides an important link to Cenotaph Plaza beyond.

Opportunities for further redevelopment of this area could include an adaptable public domain area for events or markets, including kiosk or retail options.

Council's vision is for Jersey Street Park to become a bright and vibrant place with a focus on youth programs, sports and play in a heritage civic setting. The play space would offer broad appeal for a diverse range of active and passive users, providing a destination element and a change of energy levels.

The successful delivery of this space and supporting development will require further collaboration, consultation and agreement with TfNSW.



Figure 39: Visualisation of Jersey Street Park



Figure 40: Visualisation of Jersey Street Park



Figure 41: Jersey Street Park section B-B



Figure 42: Proposed configuration of Jersey Street Plaza



- | | | |
|-------------------------|------------------------|----------------------|
| 1 Green fence element | 4 Play/gathering space | 7 Raised threshold |
| 2 Shaded multi-sport | 5 Bike hub | 8 Taxi/kiss and ride |
| 3 Bus interchange plaza | 6 Bridge/station entry | 9 WSUD market strip |

Hornsby Square

Hornsby Square will become the central civic heart of the Hornsby Town Centre. It will play 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 a connection within the broader network of neighbourhood open spaces for the whole Town Centre.

The square 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.

Burdett Street Park

Burdett Street Park is a more 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 43: Darling Square, ASPECT Studios – a library addressing new public open space



Figure 44: Plaza Mazzini, Metalco – low cost, high value public domain interventions such as a stage that can double as seating



Figure 45: Hornsby Square section C-C



Figure 46: Proposed configuration of Hornsby Square, Burdett Street Park and supporting linkages



- | | | |
|----------------------|-------------------------|-------------------------------------|
| 1 Urban forest trees | 5 Feature edge/platform | 9 Burdett Street Park |
| 2 The lawns | 6 Water fountain | 10 Multi-purpose community facility |
| 3 Pavilion | 7 Florence Mall | 11 Burdett Street link |
| 4 Shady groves | 8 Florence Street link | |

Hornsby Square

MULTIPURPOSE
COMMUNITY
FACILITY

HORNSBY
STATION

PAVILION

HORNSBY MALL





EVENT LAWNS

HORNSBY SQUARE

Social Strategy

A priority of Council is to provide a multipurpose facility including a new library as one of the community benefits of the proposed changes within the Hornsby Town Centre.

Council's vision is for a 7,000m² facility located adjoining Florence Street Mall, between George Street and Hunter Lane. It is envisioned that there will be residential development above the facility as well as food and beverage opportunities to assist in funding the proposed development.

Council's principles for the delivery of the multipurpose community facility includes:

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

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

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



Figure 47: Second Home Hollywood, *DesignWanted*

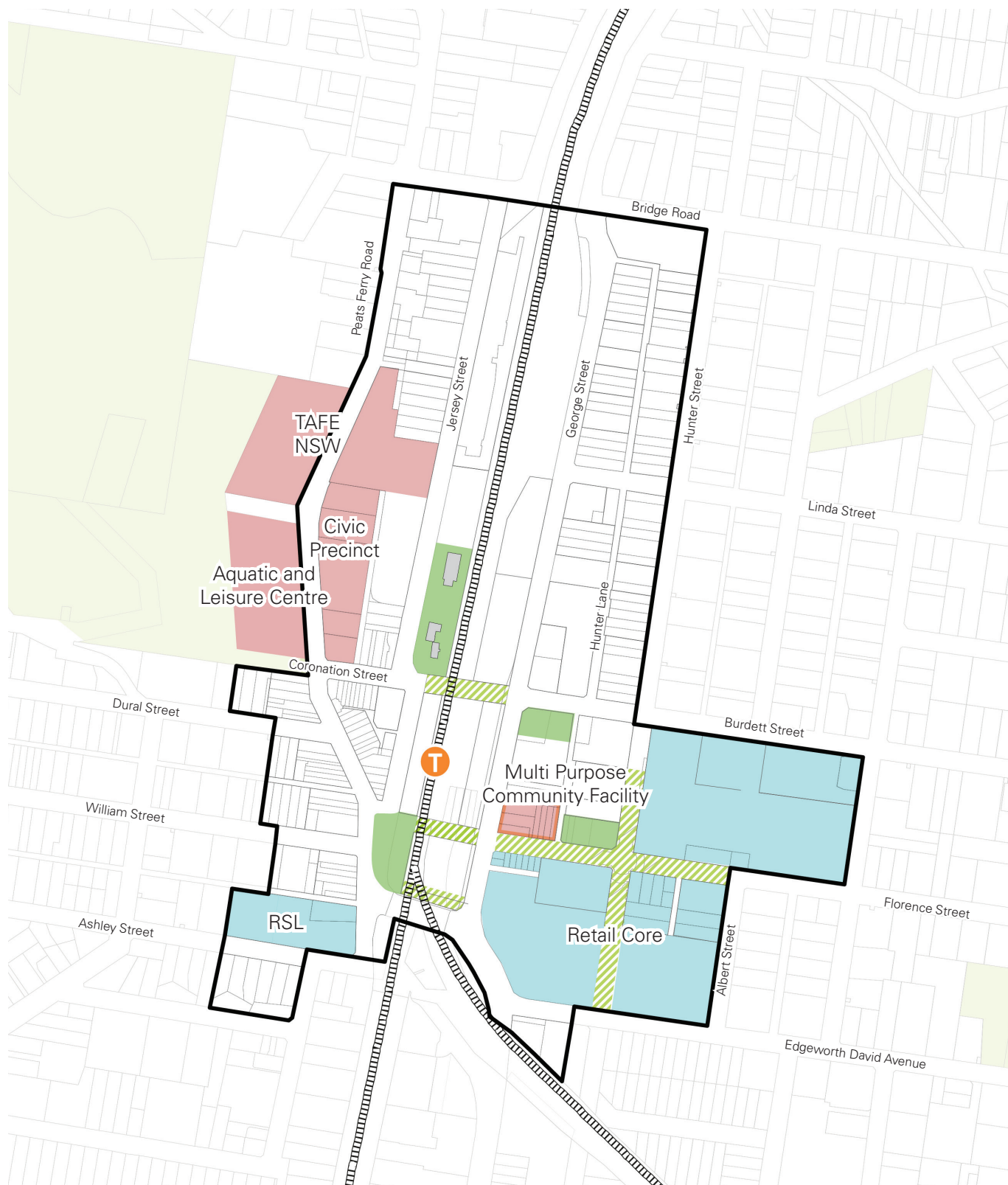


Figure 48: Social strategy



- Existing open space
- Retail & Cultural
- ▨ Public domain
- Civic & Community
- Enhanced open space

Central Heart Precinct

An architectural rendering of the Central Heart Precinct. The image shows a tall, modern residential building with white balconies and brown railings, and a glass-walled commercial building with a wooden slat facade. A wide, paved plaza with a geometric tile pattern is in the foreground, with people walking and a small green play area. A large staircase leads up to the left. Lush green trees are on the left and right sides of the scene.

**HORNSBY
STATION**

**MULTIPURPOSE
COMMUNITY
FACILITY**

**HORNSBY
MALL**

An architectural rendering of a modern urban plaza. On the left, a tall, curved residential building with balconies and greenery rises. The plaza is filled with mature trees and people. In the foreground, a woman and a child walk across a paved area. In the middle ground, a man plays a guitar on a raised platform. The background shows a glass-fronted commercial building with outdoor seating.

EVENT LAWNS

**HORNSBY
SQUARE**

Pedestrian & Cycling Strategy

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

The Masterplan will deliver an additional 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.

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 49: Monash University Caulfield Campus Green, TCL – water sensitive urban design in the landscape



Figure 51: Buffalo Niagara Campus Streetscape, Scape – shared paths in the Town Centre

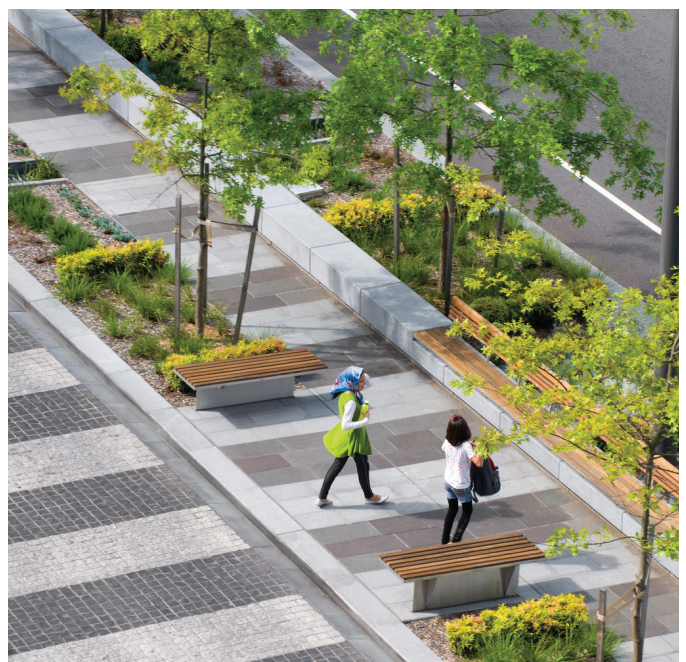


Figure 50: Lonsdale St, BKK Architects – shaded spaces adjoining pedestrian mall

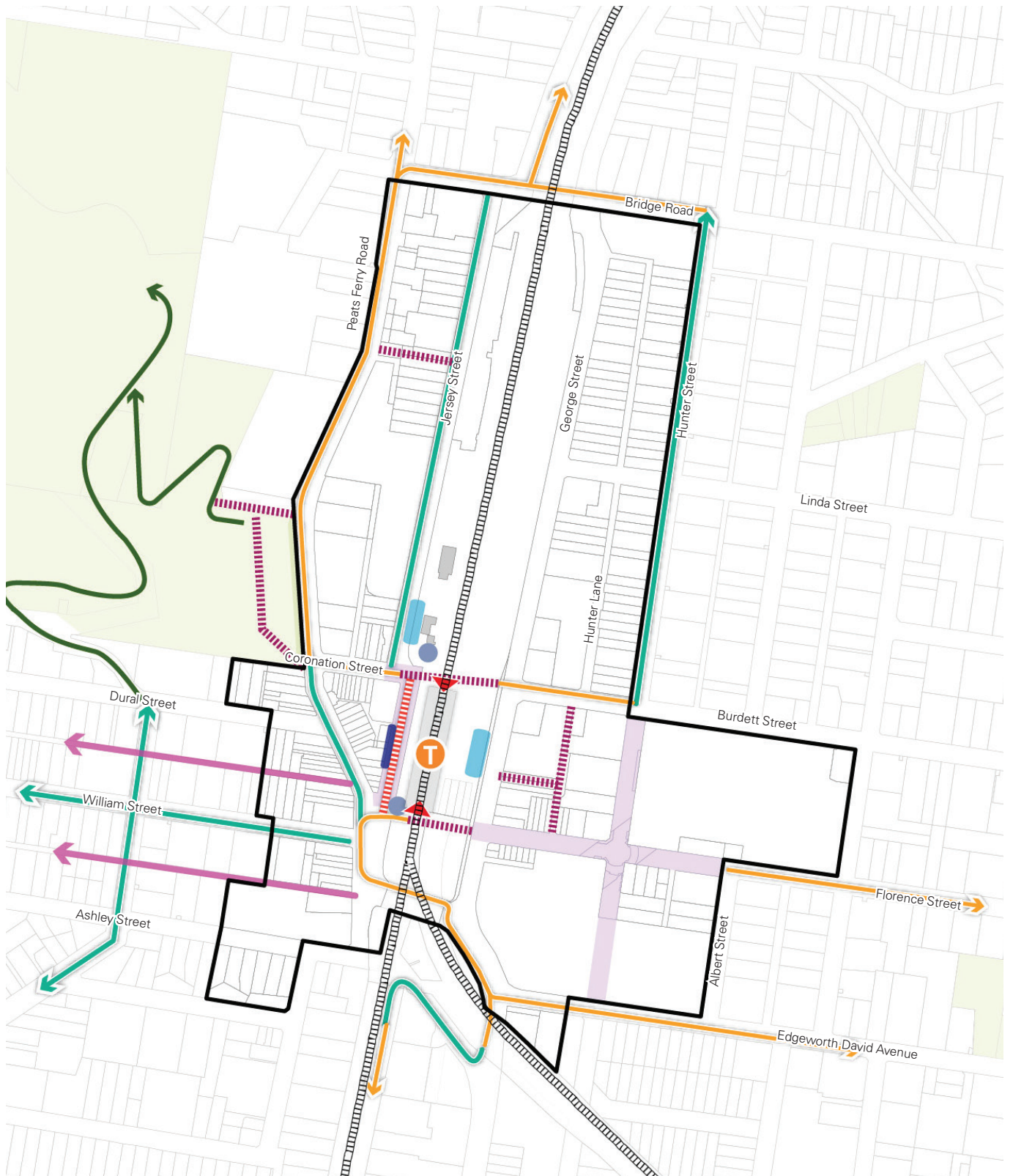


Figure 52: Pedestrian and cycle strategy



- Pedestrianised streets
- Bicycle storage
- Bus Interchange
- ▬▬▬▬ Pedestrian links
- ➡ Bicycle on-road path
- Taxi/kiss and ride
- ➡ Pedestrian priority zone
- ➡ Bicycle path to Hornsby Park
- ▬▬▬▬ Bicycle/pedestrian shared link
- ➡ Bicycle shared path

Traffic Strategy

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.

The Transport Plan supporting the Masterplan proposes the following outcomes:

- 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
- Redesign Station Street to be one-way northbound and Coronation Street to be one-way westbound for cars, promoting movement by walk and cycle
- Reducing 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.

The major traffic improvements are identified on the following diagram and include:

- 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

A Local Development Contribution Plan is being prepared to fund local infrastructure improvements and consultation with TfNSW will continue on delivery of State infrastructure improvements.



Figure 53: Proposed George Street road widening location



Figure 54: Proposed Peats Ferry Road upgrades location

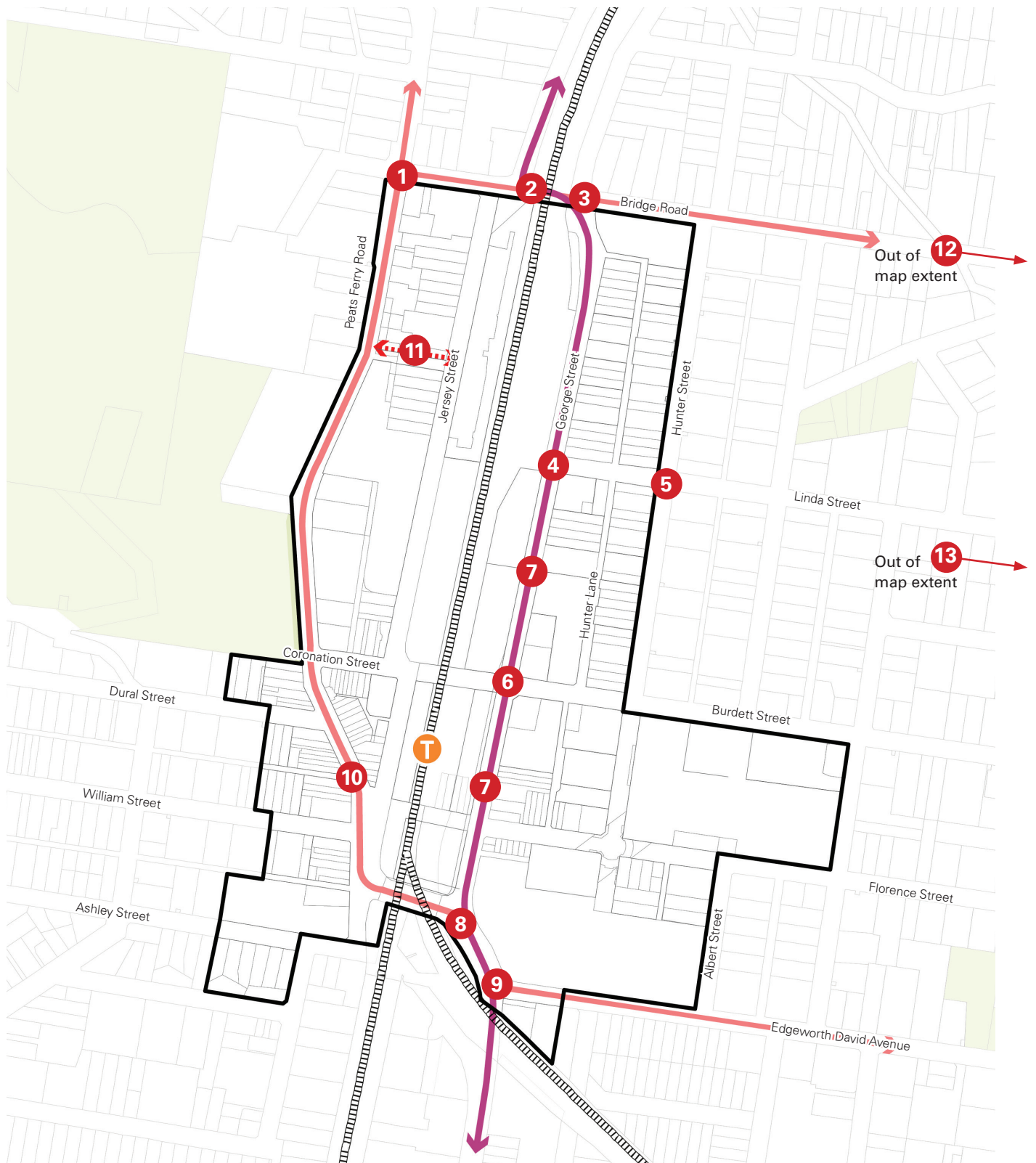


Figure 55: Traffic strategy

Parking Strategy

The Masterplan proposes to consolidate the existing commuter car park locations to the a multi-story facility on the existing east side train station 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.

The Masterplan proposes that the existing William Street/ Dural Lane and Dural Street car parks within the Western Heritage Precinct be designated for potential development. However, the existing car parking supply must be retained in any developments.

In addition, the Burdett Street/Library car park is earmarked for redevelopment, with parking supply relocated to the northern area of the Town Centre. These spaces should be accessible via Hunter Lane.

Private Development Parking Rates

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.

Accessible 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)	
	Sites <200m from Hornsby Station	>200m from Hornsby Station
Multi-unit residential	Allocated resident parking, to be provided on-site, within the range of:	
	0.4 space per 1 bedroom unit	0.75 space per 1 bedroom unit
	0.8 space per 2 bedroom unit	1 space per 2 bedroom unit
	1.1 spaces per 3 bedroom 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:	
	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:	
	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 cash-in-lieu contributions.	
	1 loading bay per 400 m2 of gross floor area to be provided on-site.	

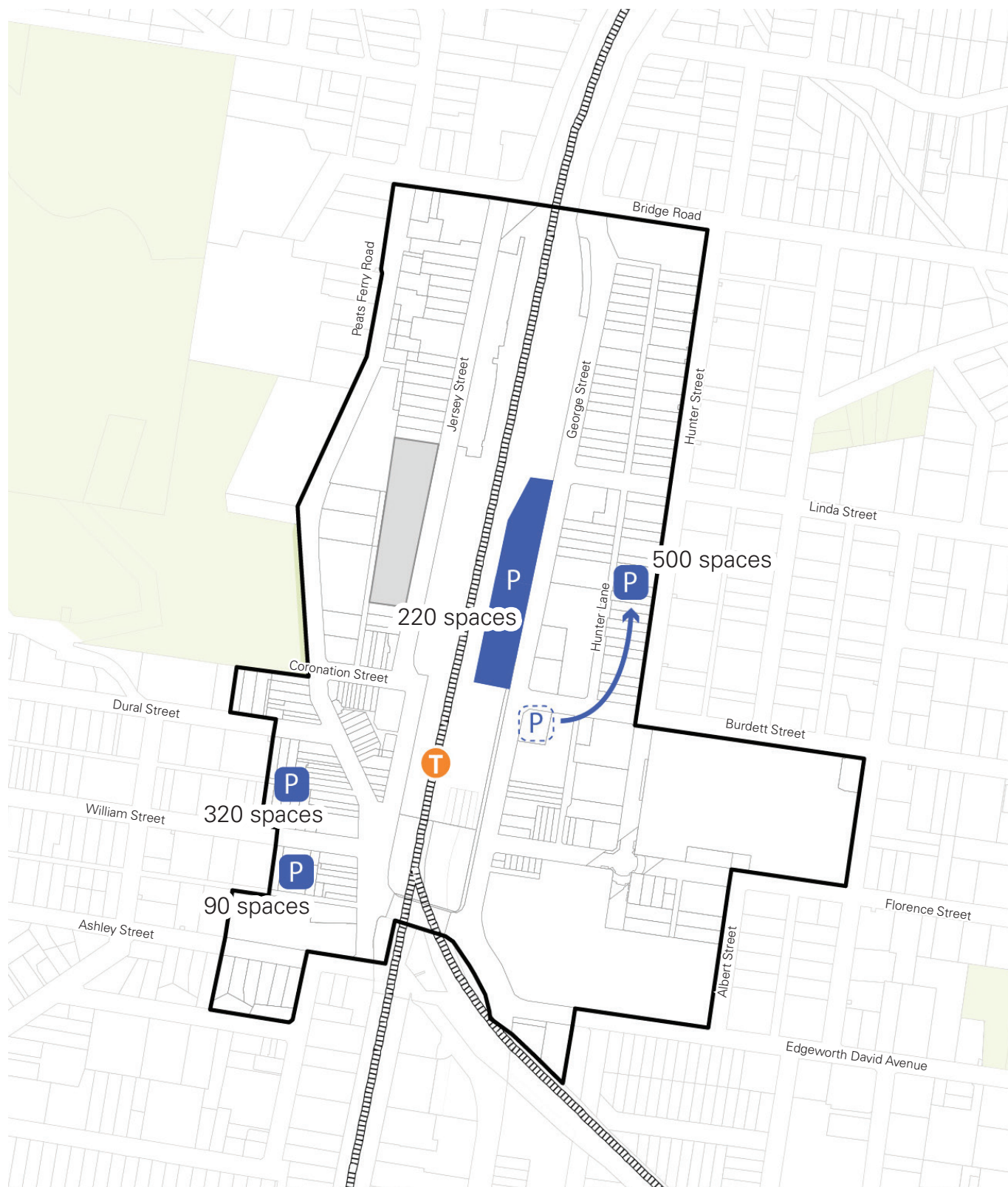


Figure 56: Parking strategy



- P Parking Areas
- T Commuter Car Park (temporary)

Heritage Strategy

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

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

Alongside growth and change in the Town Centre, it is crucial to retain and reinforce the important elements that contribute to the Centre's 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.

As part of the Masterplan, 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.

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.

For further information on the heritage provisions within the Town Centre, see the Hornsby LEP and DCP for more detail.



Figure 57: Broadway Sydney, Mixed Use Development which retains heritage streetscapes, COX



Figure 58: The Mint, Successful implementation of adaptive reuse. FJMT Architecture

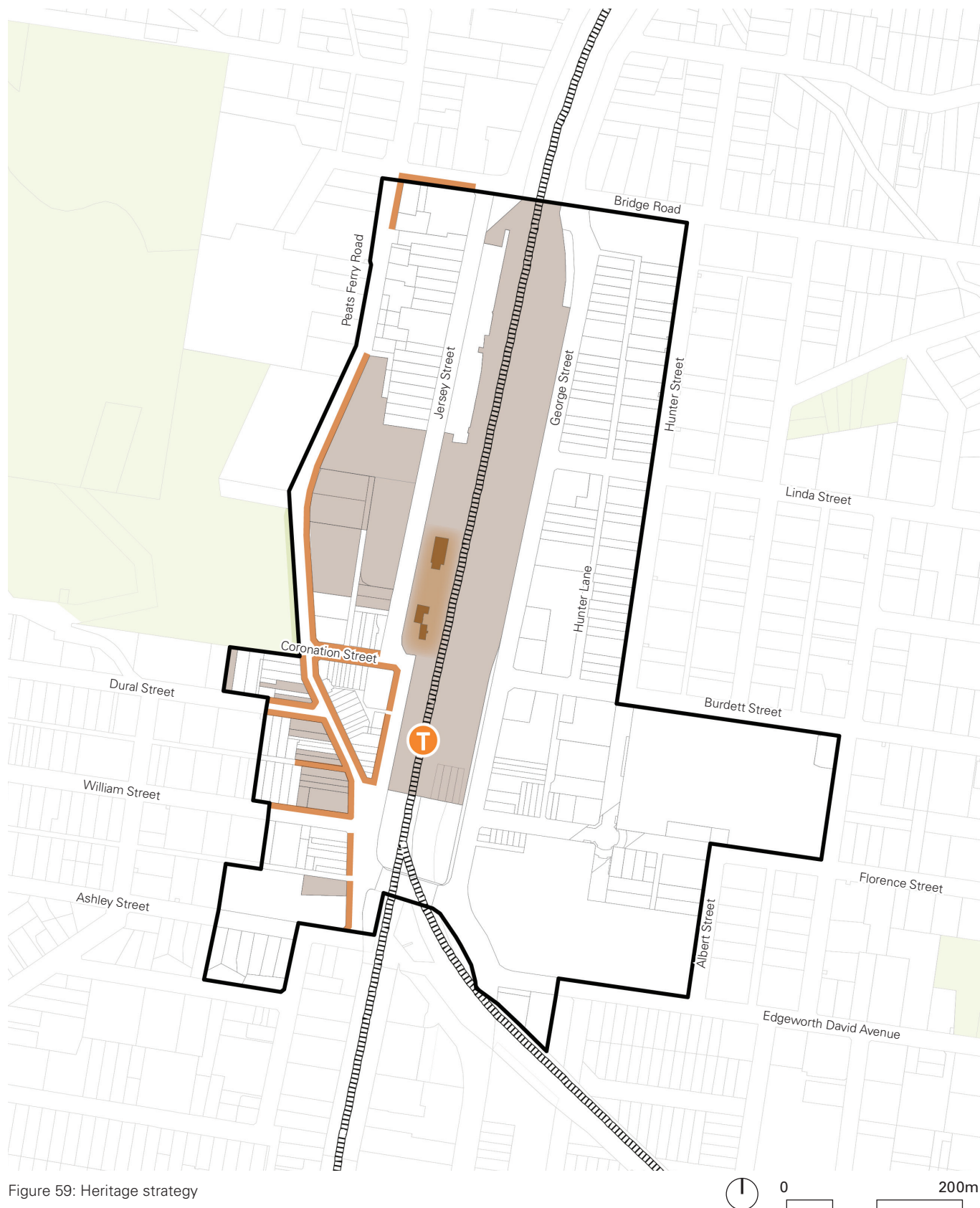


Figure 59: Heritage strategy

- Heritage items (lots)
- Heritage buildings
- Adaptive reuse areas
- Heritage character

Affordable Housing Strategy

Affordable housing is housing that is rented to households of low to moderate incomes for no more than 30 per cent of their income.

The issue of housing affordability is of major concern to many NSW households, as part of the broader concern about cost of living pressures. Hornsby Shire is experiencing a shortage of affordable rental stock, increased property rental pressure and median rent and home prices above Greater Sydney averages. With concentrated residential growth in Hornsby Town Centre, Council has an opportunity to plan for equitable growth that will support a vibrant and diverse community.

Council is committed to delivering affordable housing opportunities for key workers such as nurses, policemen and women, paramedics, and single parent families.

This Masterplan seeks a minimum provision of 5% of new dwellings as affordable housing on private landholdings and 10% as public landholdings as part of any residential or mixed-use development.

The delivery of the affordable housing may involve physical dedication of units within a new development or a monetary contribution based on equivalent floorspace.

Details will be set out through an Affordable Housing Scheme currently being prepared in consultation with community housing providers.



Figure 61: Affordable housing cooperative “Mehr als Wohnen”



Figure 60: Military Road Boarding House - DesignInc



Figure 62: Cohousing projects like Nightingale Housing in Victoria
BREATHE

	0-10 Years	10+ Years	Total
New Affordable Dwellings	167	271	437
Percentage of Total New Dwellings within Timeframe	10%	15%	11%

	Public	Council	Private	Total
New Affordable Dwellings	120	63	255	437
	27%	14%	58%	100%



Planning

Planning for Sustainable Growth

To achieve the population growth and employment targets within the Town Centre a number of 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).

Four key planning controls will assist with the delivery of the Masterplan vision. These include:

- Land Zoning
- Floor Space Ratio
- Maximum Height of Building
- Building Setbacks.

The following pages set out planning controls that are expected to deliver redevelopment in accordance with local character, amenity and urban design vision of the Masterplan.

The planning controls proposed are underpinned by the concept of sustainability. 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.

Planning for sustainable development involves creating policies and plans that promote economic growth and development while minimising negative impacts on the environment and ensuring social equity and public benefit.

Environmental Sustainability

The proposed planning control changes strategy aims to deliver a diverse built form that sympathetically responds to adjoining areas, existing developments and reinforces high levels of amenity and solar access to public spaces and private dwellings.

As there is likely to be significant growth and change within the Hornsby Town Centre, there presents an opportunity to deliver a more sustainable built form by reducing water and energy use, embodied energy and urban heat island impacts.

The intensification of development within 400m of the rail corridor will contribute to urban consolidation initiatives and transit oriented development, reducing car dependency and promoting walkability.

A number of parks and open spaces will be improved and enhanced, further contributing to the re-greening of the Centre.








Social Sustainability

The Masterplan proposes that 5-10% of residential dwellings will consist of affordable housing, contributing to a more equitable and sustainable housing market within Sydney and NSW.

The intensification of development will provide up to 4,500 new jobs and additional social services within Hornsby, providing opportunities for more people to access employment within a 30-minute radius of their residence.

Economic Sustainability

The proposed land use changes provide opportunities for urban consolidation initiatives, furthering long term economic growth for local residents. The proposed intensification also provides more people access to local businesses within the Centre.

Sustainability Principle	Sustainability Requirement
Town Centre Key Pillar – Community and Experience	
<p>Strengthen Hornsby's 'green' identity</p> 	<ul style="list-style-type: none"> 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)'.
<p>Create a dynamic place to live and work</p> 	<ul style="list-style-type: none"> Increase commercial space throughout the Town Centre. Retain light manufacturing, bulky goods retail and services land within the Town Centre.
<p>Create an inclusive and healthy community</p> 	<ul style="list-style-type: none"> 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	
<p>Strengthen links to surrounding natural environment</p> 	<ul style="list-style-type: none"> 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	
<p>Deliver a climate resilient built form</p> 	<ul style="list-style-type: none"> 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	
<p>Deliver an accessible and safe Town Centre</p> 	<ul style="list-style-type: none"> 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.
<p>Enable sustainable design</p> 	<ul style="list-style-type: none"> 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.

Land Zoning

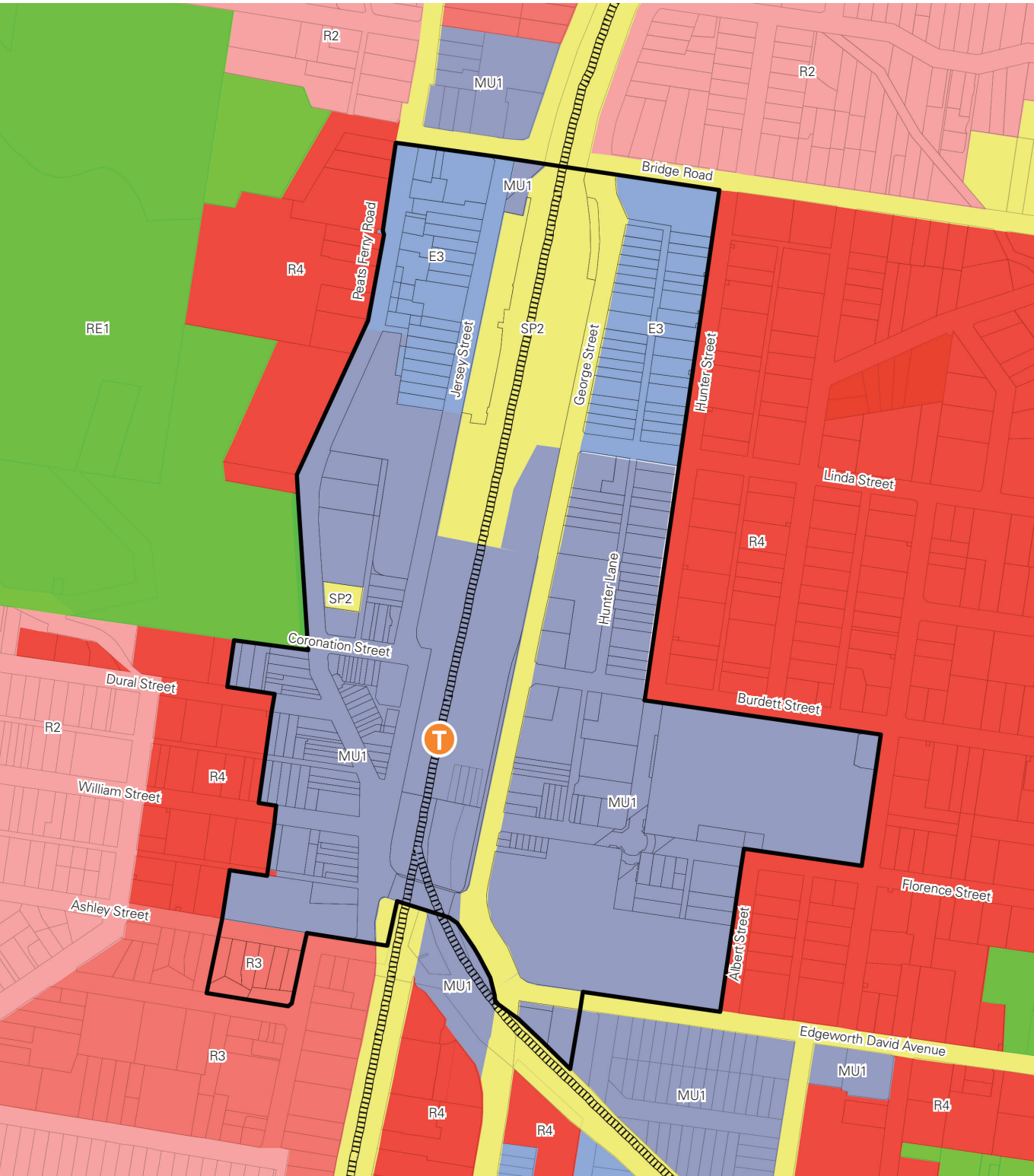


Figure 63: Anticipated future land zoning



Height of Building

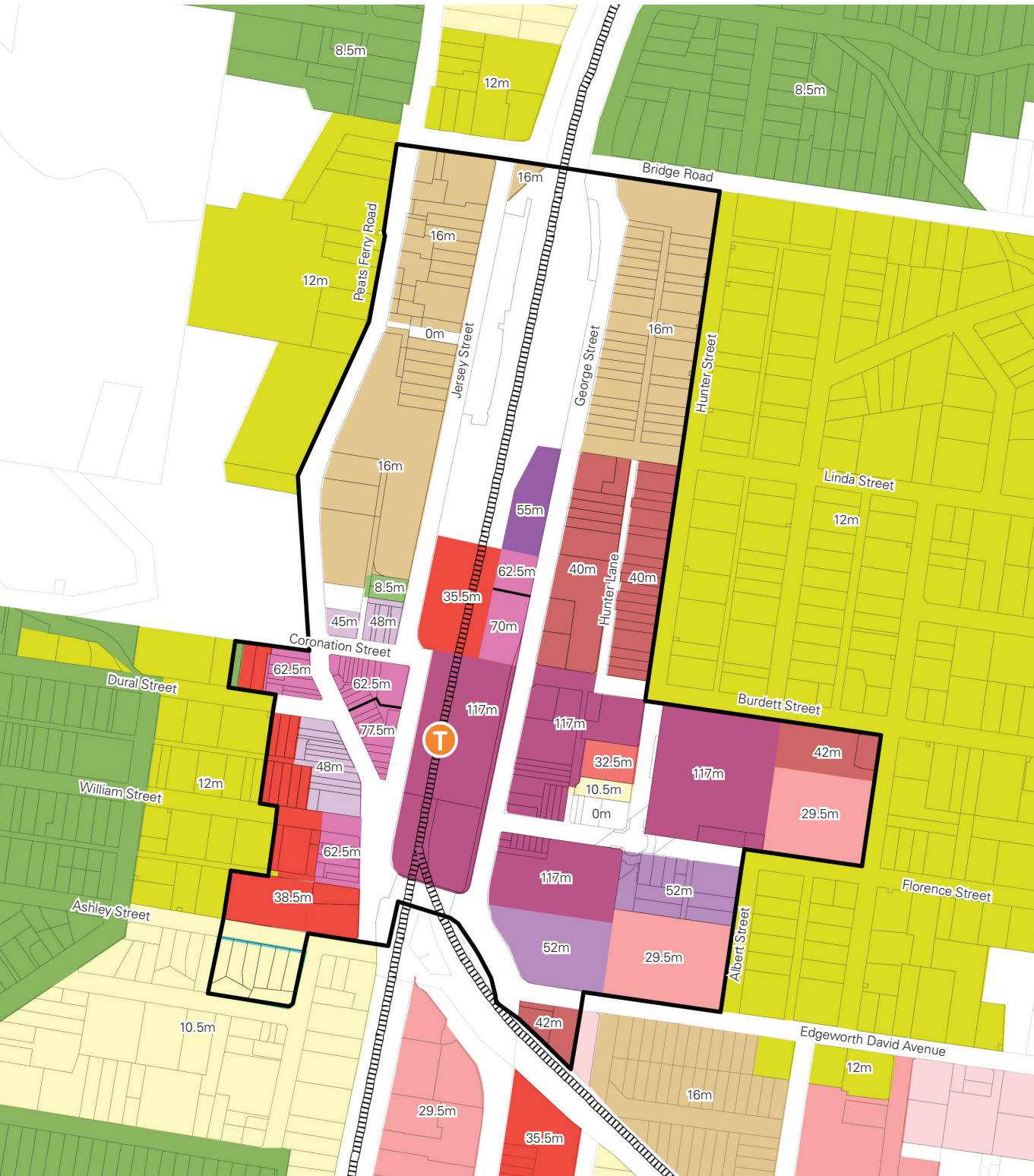


Figure 64: Anticipated future height of building



Floor Space Ratio

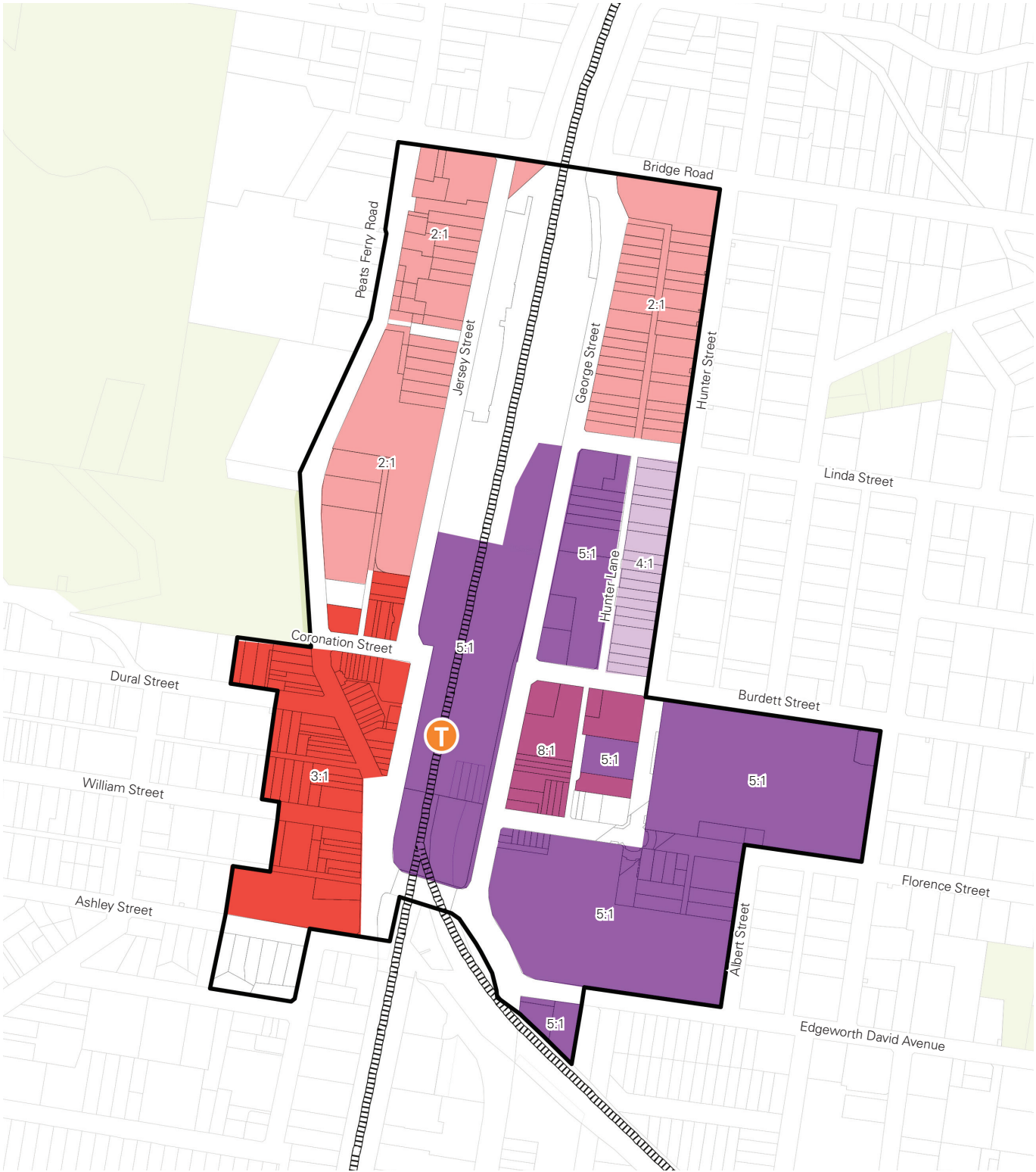


Figure 65: Anticipated future floor space ratio

Non-Residential Floor Space Ratio

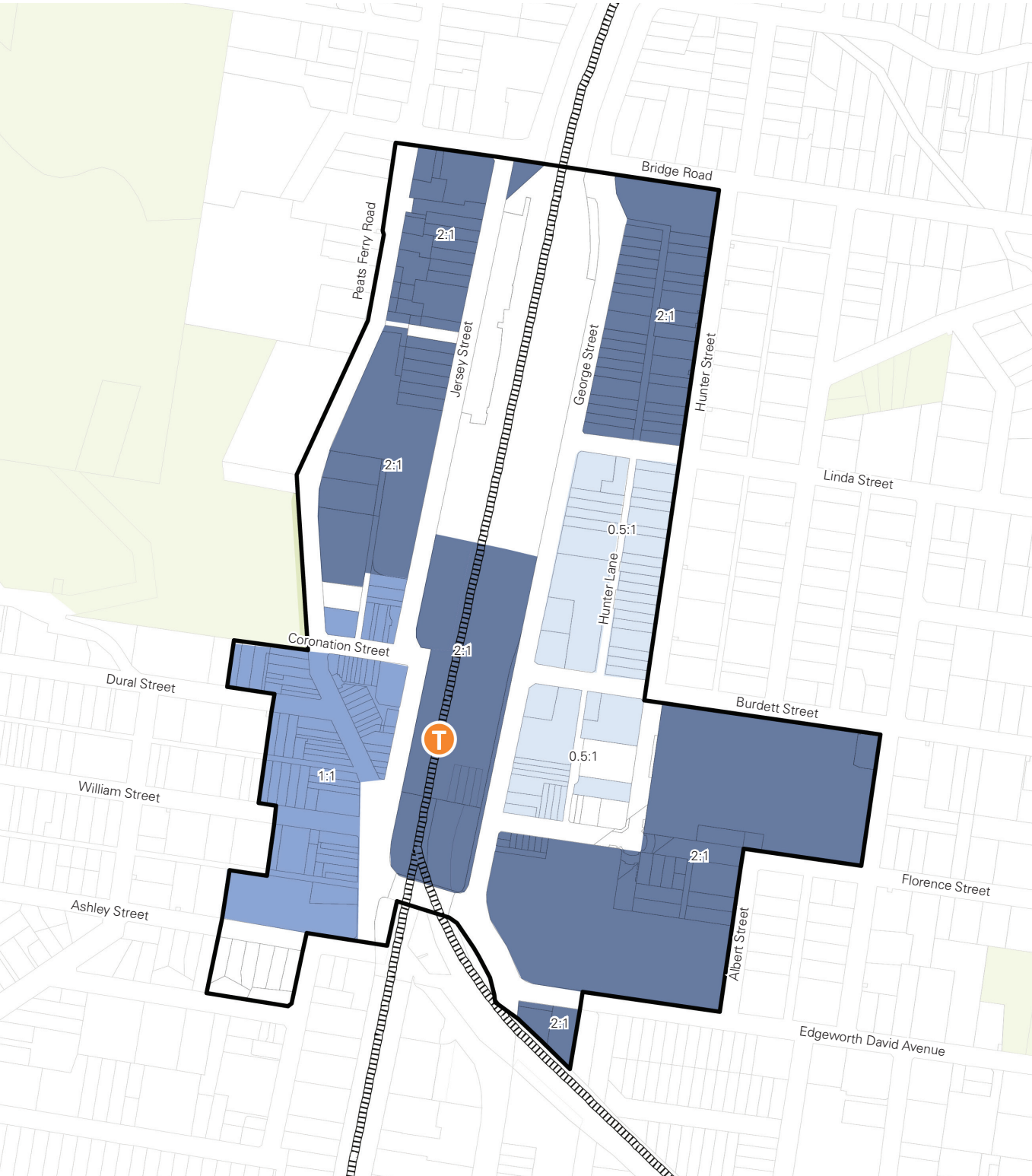


Figure 66: Anticipated future non-residential floor space ratio

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

Ground Floor Setbacks

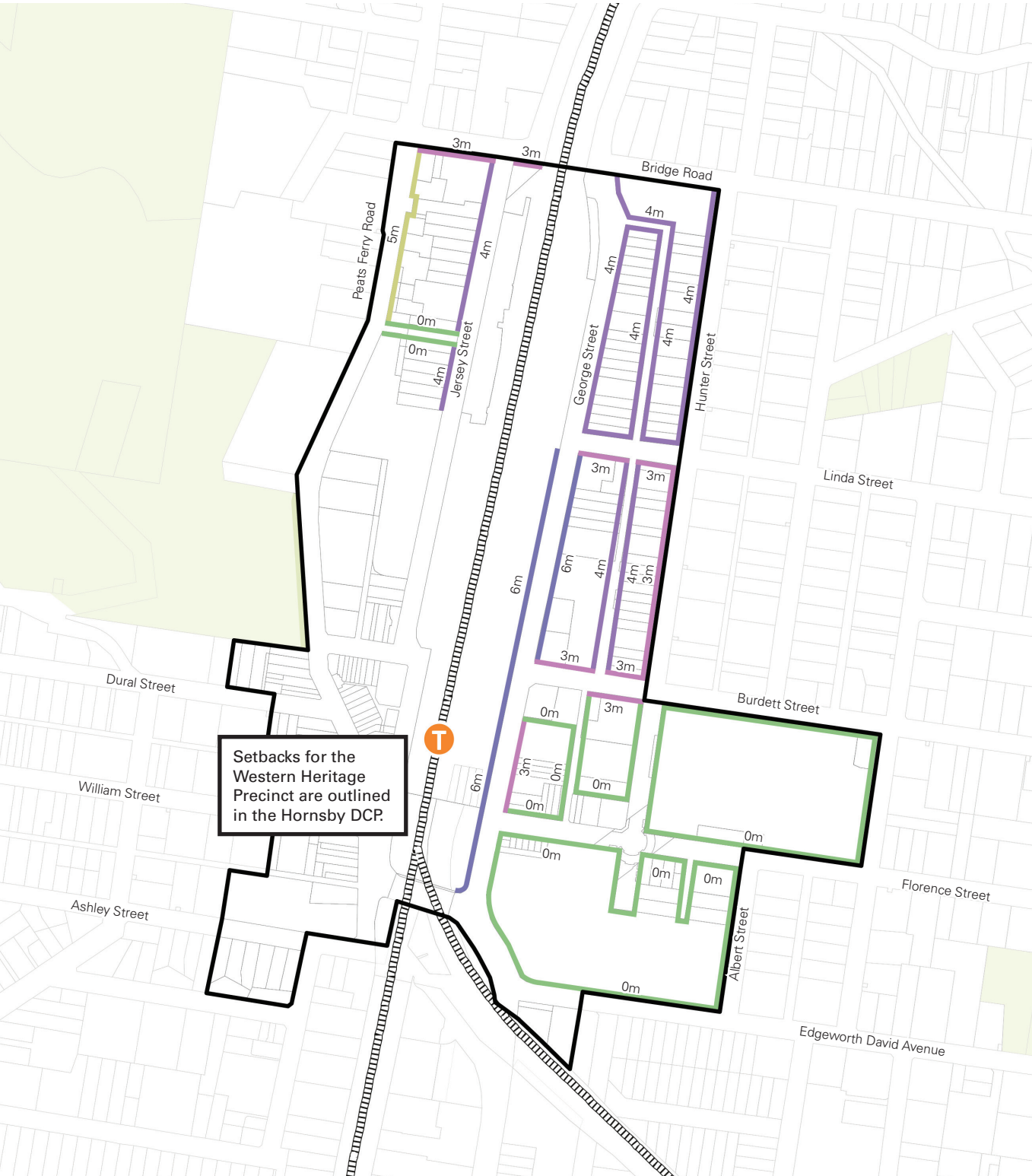


Figure 67: Anticipated future ground floor setbacks

- 0m
- 2m
- 3m
- 4m
- 5m
- 6m
- 8m
- 9m
- 10m

Above Podium Setbacks

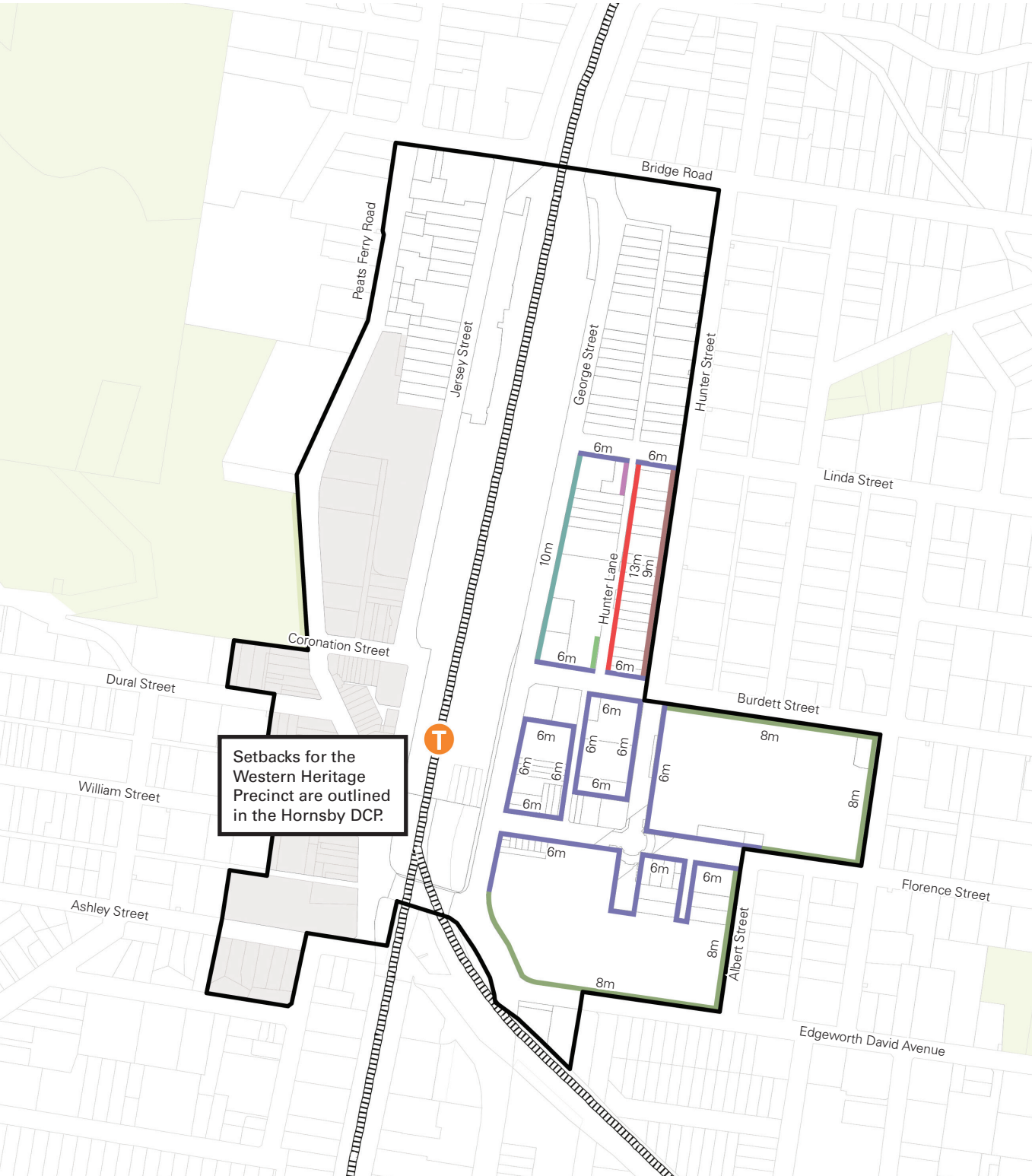
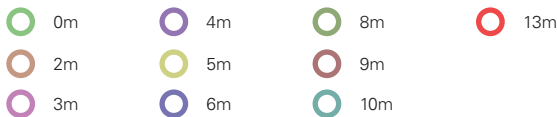


Figure 68: Anticipated future above podium setbacks



Other Provisions

This Masterplan seeks to enable redevelopment of the highest standard of architectural and urban design. Design excellence is a key priority for Council which is outlined in the Hornsby Local Strategic Planning Statement, defined in Clause 6.8 of the Hornsby LEP and promoted through Council's current planning controls.

Additional planning controls (for either the LEP and/or DCP) anticipated for Town Centre redevelopment including (but not limited to):

- Solar Access to Public Open Spaces
- Green walls and roofs
- Water Sensitive Urban Design
- Sustainability (Electric vehicle infrastructure, energy and water efficiency, photovoltaic solar panels)
- Waste management
- Materials and finishes
- Colour palette
- Wind and Weather Protection
- Tree Canopy Cover
- Air Quality, Noise and Vibration
- Communal Open Space
- Planting and Trees
- Public Art and Interpretation

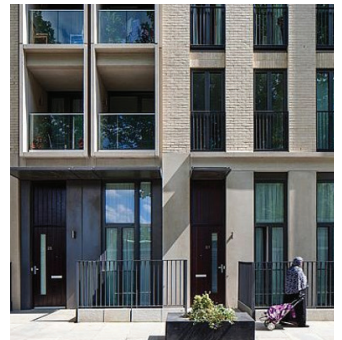


Figure 69: Examples of Building Materials and Finishes suggested for the Town Centre



Staging & Implementation

Development Staging

The development staging outlines how and when the proposals and developments identified through the Town Centre Masterplan 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 12,000 people living in 4,900 new dwellings and supporting the creation of 4,500 new jobs over the next 20 years.

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 0-10 year period; and Stage 2 focusing on full build-out across a longer timeframe of 10+ 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 surveillance and actively programmed) and universally accessible community infrastructure
 - Provide opportunities for a variety of experiences and social interactions, and for structured and unstructured activities.

Growth Forecasts

	Existing	0-10 years	10+ years
Total dwellings	181	1,940	4,951
Total population	463	4,836	12,165
Total jobs	5,966	6,314	10,453

Figure 70: Hornsby Town Centre development forecasts

Delivery of the Masterplan

	0-10 years	10+ 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 Burdett Street Park	
	Provide Hornsby Square	
	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 71: Indicative delivery timeframes for Hornsby Town Centre Masterplan Implementation

Stage 1: 0-10 years

Stage 1 is centred 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: +1,759
- Population: +4,373
- Jobs: +348

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

- Burdett Street Park
- 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 72: Darling Square, ASPECT Studios – shady groves of trees to access the library

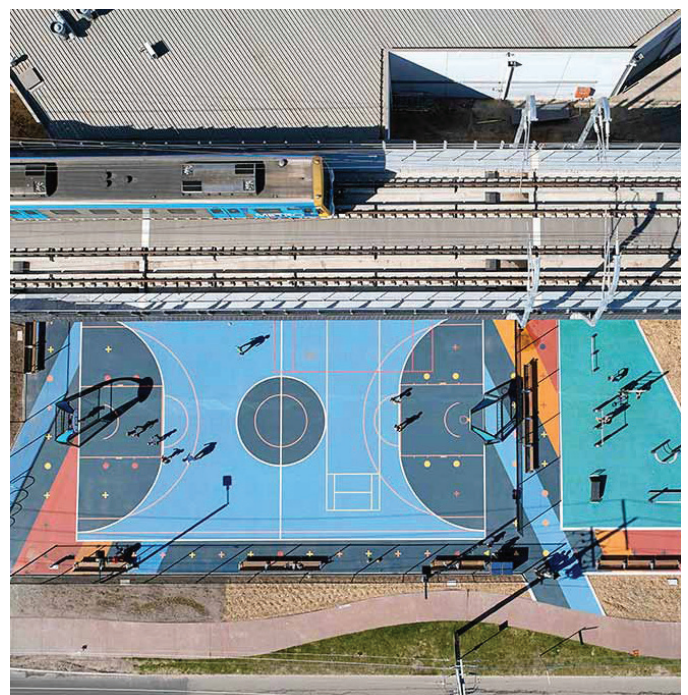


Figure 73: Caulfield to Dandenong Level Crossing Removal, ASPECT Studios – relevant for the Jersey Street Plaza proposal

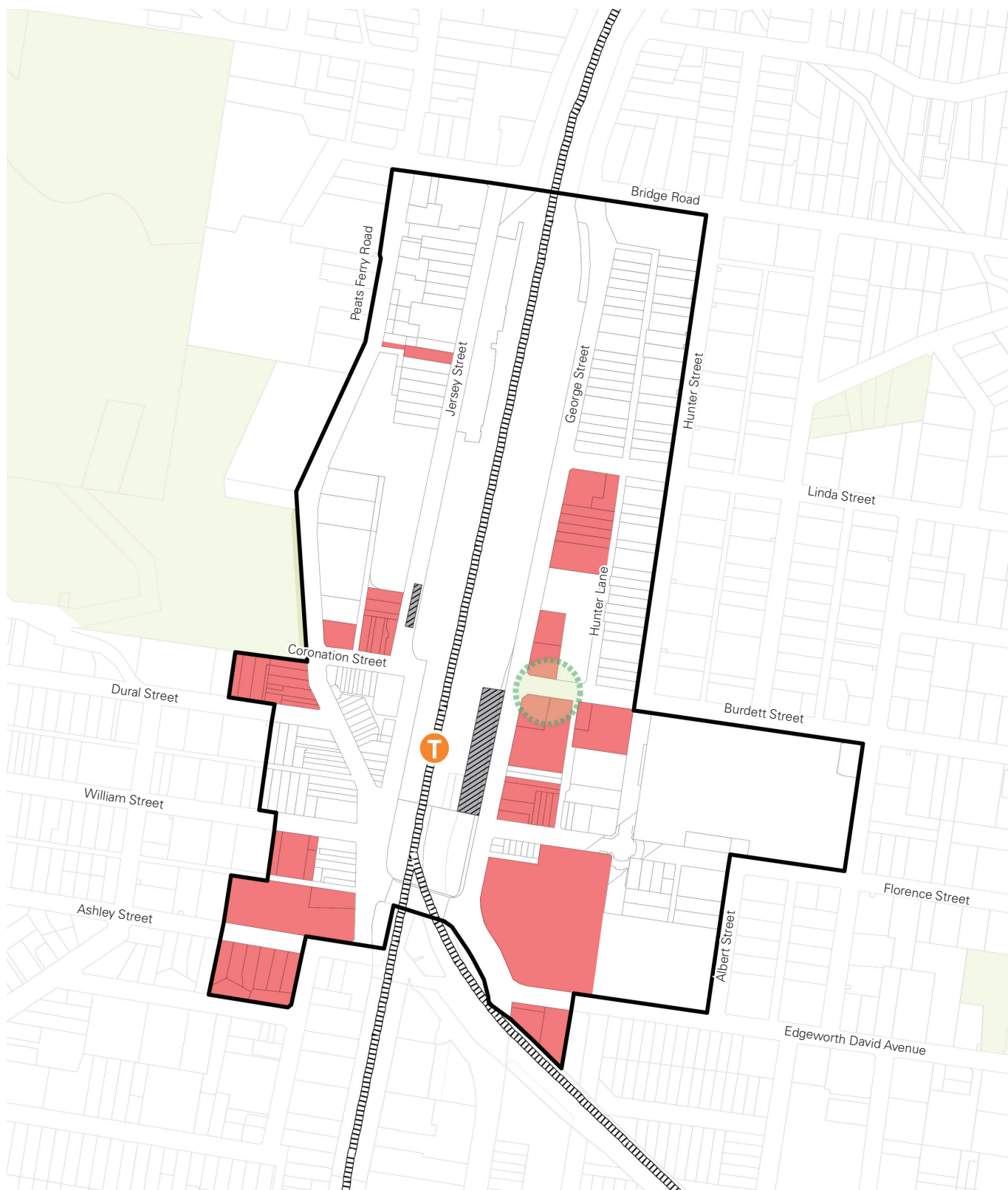



Figure 74: Stage 1 implementation

-  Interchange
-  Development
-  Public space

Stage 2: 10+ 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: +3,011
- Population: +7,329
- Jobs: +4,139

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
- Hornsby Square
- Jersey Street Plaza
- Florence Street upgrade
- Linda Street upgrade
- Retail public links
- Streetscape upgrades



Figure 75: Hornsby Markets, Farmers' and Craft Markets- -The Kuringai Examiner



Figure 76: Melbourne industrial laneways, John Wardle – publicly accessible roof top spaces that can be incorporated in to the multi-purpose community facility

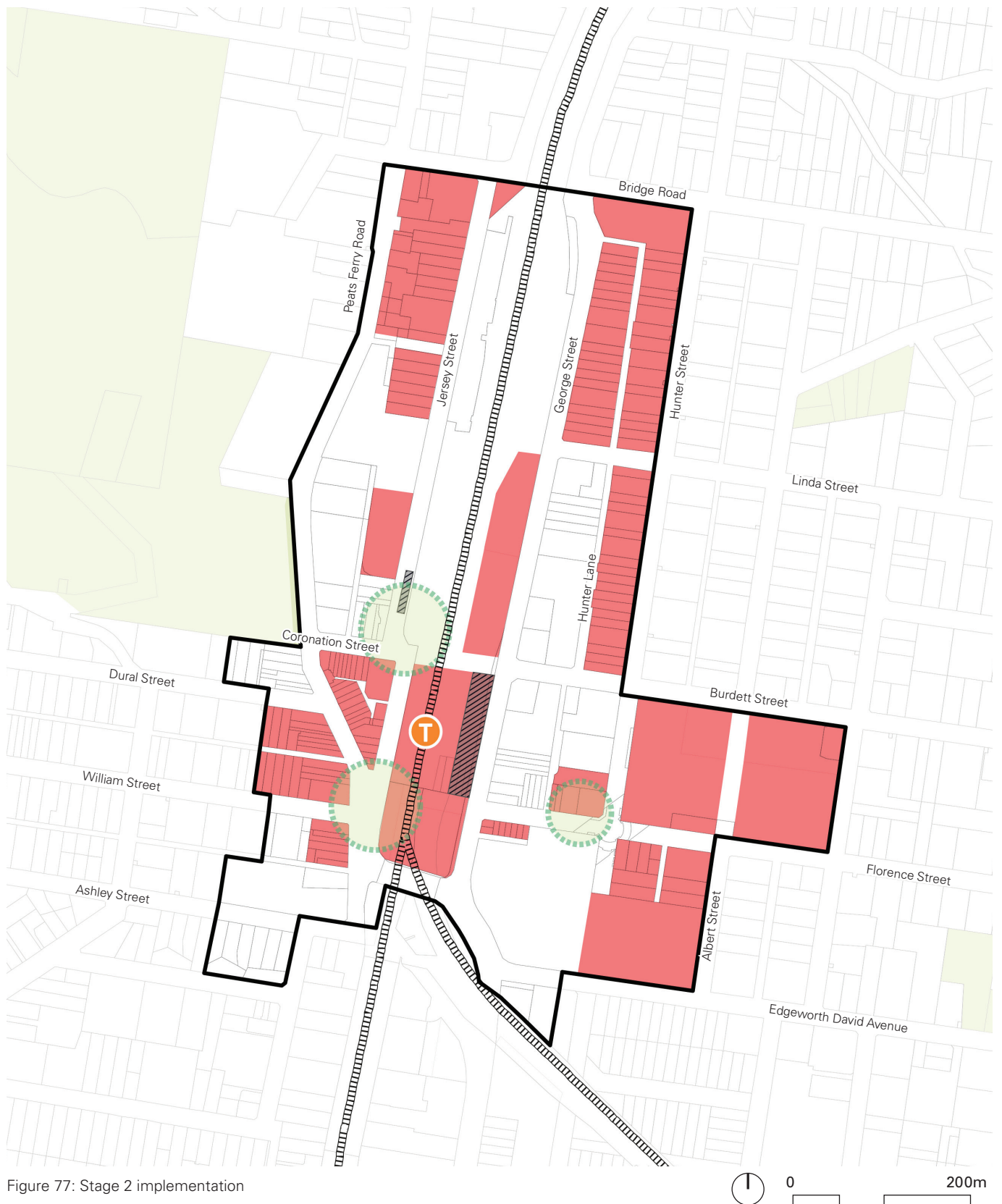


Figure 77: Stage 2 implementation

-  Interchange
-  Development
-  Public space

Implementation

Rezoning Process

This Masterplan will be implemented through planning proposals prepared by land owners to amend the zoning, building height, FSR and other planning controls that apply to their land. Planning proposals will need to align with the vision of the Masterplan and the planning provisions outlined in this document.

Land owners may need to work together on their rezoning proposals to amalgamate sites to achieve the objectives of the Masterplan and associated development uplift and community benefits. Proponents are encouraged to have early discussions with Council and subsequent formal pre-lodgement meetings in accordance with the State Government's LEP Making Guidelines. The community will have the opportunity to provide feedback through the public exhibition of the planning proposals.

Development Controls

A suite of development controls is being prepared which will deliver further guidance on the redevelopment of sites and precincts within the Hornsby Town Centre. Development controls will focus on setbacks, landscaping requirements, privacy and security, sunlight and ventilation, vehicle access and parking, housing choice and design details.

Further consultation with the community will occur through public exhibition of these development controls.

Proponents will need to have regard to the development controls and prepare site specific amendments to the Hornsby DCP to be lodged and assessed with their planning proposals.

Public Domain Plan

A Public Domain Plan is currently being prepared to revitalise the Town Centre public domain and support the transformation of the Hornsby Town Centre into a liveable, green and accessible centre enhancing the life of the local community and its visitors.

The Plan will focus on improving the scale of streets, accessibility to new open spaces and the provision for a network of linkages within and adjoining the Town Centre to support pedestrian amenity.

Further consultation with the community will occur through public exhibition of the Public Domain Plan.

Infrastructure Funding

A local contributions plan is currently being prepared to fund the necessary local infrastructure outlined in this Masterplan such as delivery of new open spaces, local road network upgrades, and public domain and cultural facility improvements.

Council is still in discussion with the State Government about state infrastructure required which includes state road upgrades, station upgrades, rail servicing capacity, second pedestrian overpass, realigned bus interchange, new open space. The new Housing and Productivity Contribution may provide an opportunity to seek funding for these items but a wider infrastructure funding strategy is required to be prepared in partnership with the State Government. The Infrastructure Funding Strategy would also consider other opportunities such as grants and community returns from rail corridor uplift.

Transport for NSW Engagement

Transport for NSW is a major stakeholder in the Town Centre, being a land and asset owner and service provider. Considerable engagement and input has been sought from TfNSW regarding the proposal to reconfigure the bus interchange, provision of a northern pedestrian railway overpass with concourse access and the appropriate location for commuter parking.

Transport for NSW has indicated in-principle support for the Masterplan's vision for the Hornsby Town Centre. Regular monthly meetings continue to be held seeking a commitment to assist Council implement and deliver the vision of the Masterplan. This commitment is in accordance with the State Government's important priorities of delivering housing in appropriate locations supported by suitable infrastructure.

Conclusion & Next Steps

This Masterplan is a long-term plan providing a vision and framework for how Hornsby Town Centre will grow and develop over the coming decades.

Council's vision is for 4,900 new dwellings provided in slim residential towers and 4,500 new jobs within a connected, productive and vibrant Town Centre.

The Masterplan will be implemented through planning proposals prepared by land owners. A suite of development controls for setbacks, landscaping requirements, privacy and security, sunlight and ventilation, vehicle access and parking, housing choice and design details is being prepared to support the masterplan and guide proponents in the preparation of their planning proposals.

Council is still in discussion with the State Government about state infrastructure required which includes state road upgrades, station upgrades, rail servicing capacity, second pedestrian overpass, realigned bus interchange, new open space. Transport for NSW has indicated in-principle support for the Masterplan's vision for the Hornsby Town Centre and Council will continue to seek a commitment to assist implement and deliver the vision of the Masterplan in accordance with the State Government's important priorities of delivering housing in appropriate locations supported by suitable infrastructure.

The redevelopment of Hornsby Town Centre in line with the Masterplan will establish the northern gateway where the city meets the bush, cherishing all the features that make Hornsby a unique and desirable place for all ages to live, work, play and learn.



Figure 78: Artists Impression of Hornsby Mall

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。郡議會工作時間為周一至周五，早上8:30 - 下午5點。

German

Brauchen Sie Hilfe?

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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?

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Tagalog

Kailangan ng tulong?

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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.



Hornsby Shire Council

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