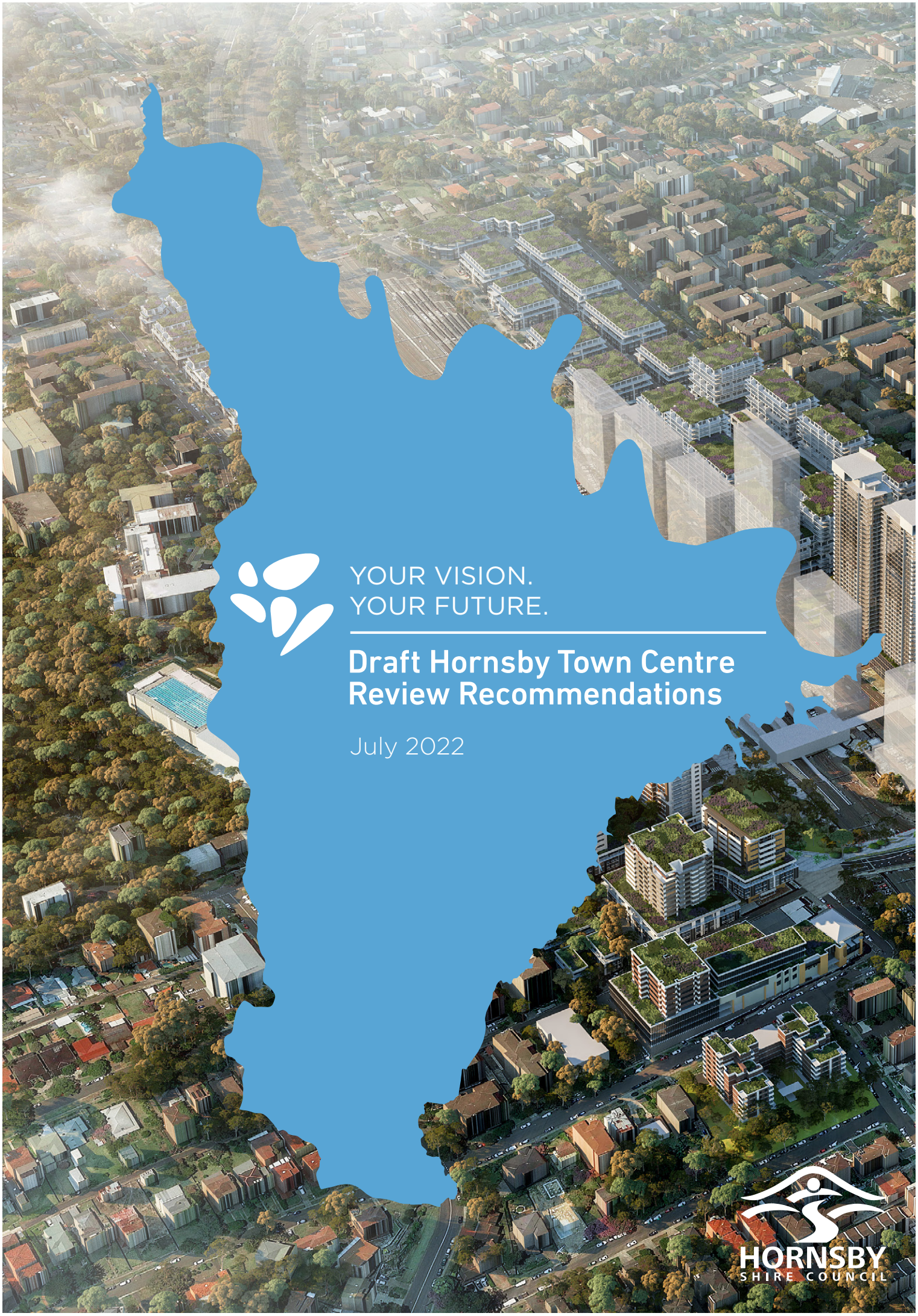

YOUR VISION.
YOUR FUTURE.

Draft Hornsby Town Centre Review Recommendations

July 2022

HORNSBY
SHIRE COUNCIL

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

0 200m

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

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.

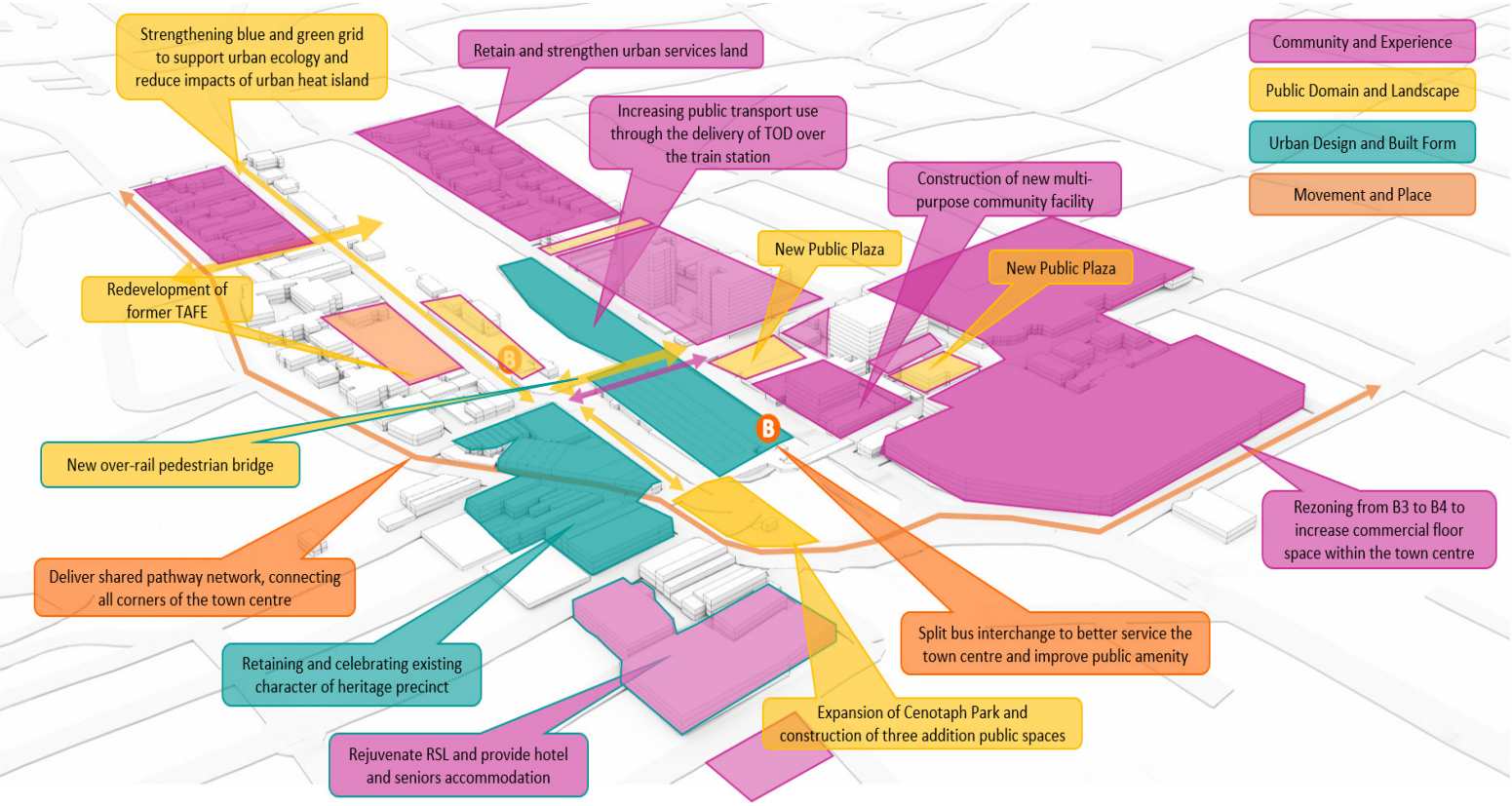
Sustainability is a key principle guiding the Hornsby Town Centre Review. The planning, design and implementation of the Future Hornsby Town Centre concepts will be focused on sustainability and the creation of a healthier and more liveable Town Centre.

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

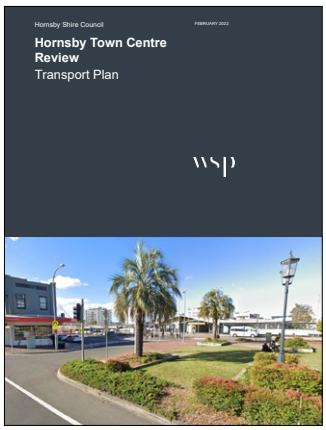
The recommendations are based on a comprehensive evidence base and are informed by an intensive stakeholder and community engagement process, background literature and technical studies.

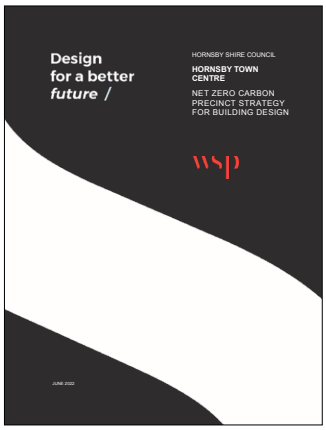
The multi-disciplinary team has undertaken comprehensive analyses to shape and facilitate the future growth of Hornsby Town Centre. This has enabled an integrated and interconnected approach where the separate disciplines have collaboratively informed the master plan vision outcomes.

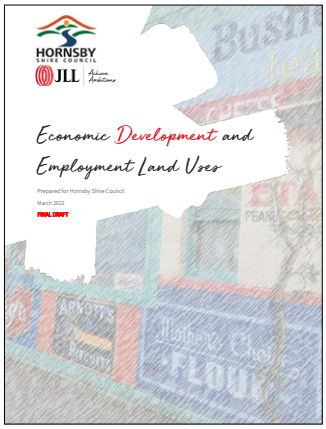
The following technical studies have shaped the recommendations and can be read in conjunction with this draft report.

- 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.







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

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

Hornsby Town Centre Recommendations

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.

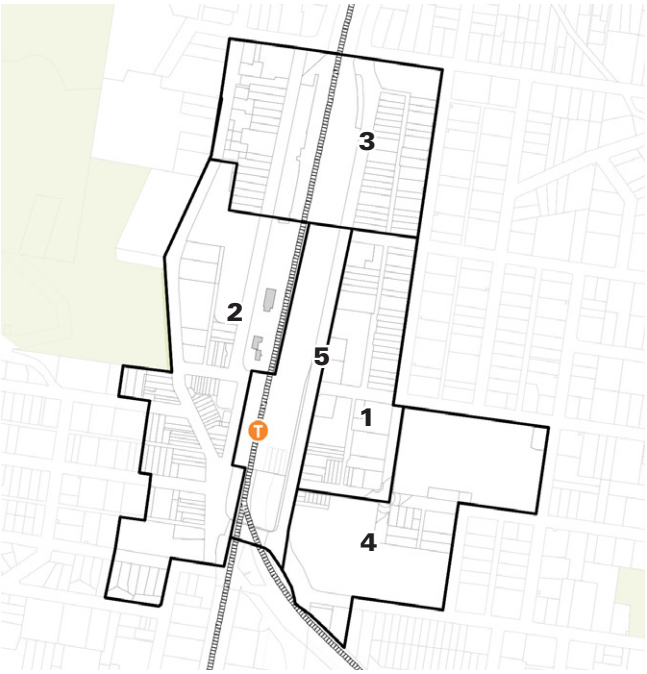


Figure 8: Town Centre Precinct Boundaries

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.

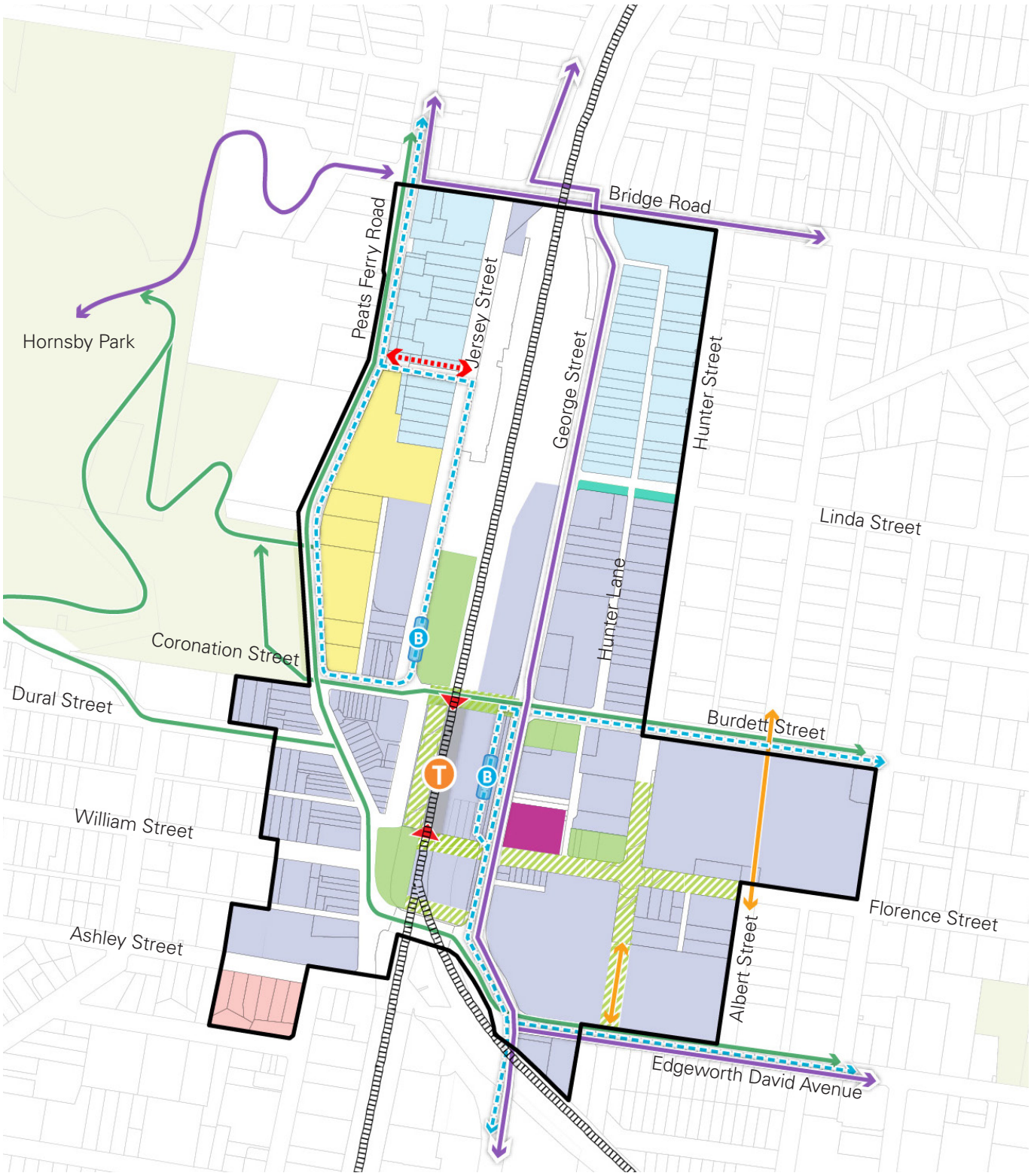


Figure 9: Hornsby Town Centre structure plan

0 200m

- Precinct boundaries
- Rail station
- Bus interchange
- Station access
- Water Sensitive Urban Design Area within the road reserve
- Employment
- Mixed use
- Seniors Housing
- Education and civic
- Community
- Public Open space
- Pedestrian zone
- Bus routes
- Primary traffic routes
- Hornsby Park vehicle access
- Green link
- New Through-Development Pedestrian link

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*

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*

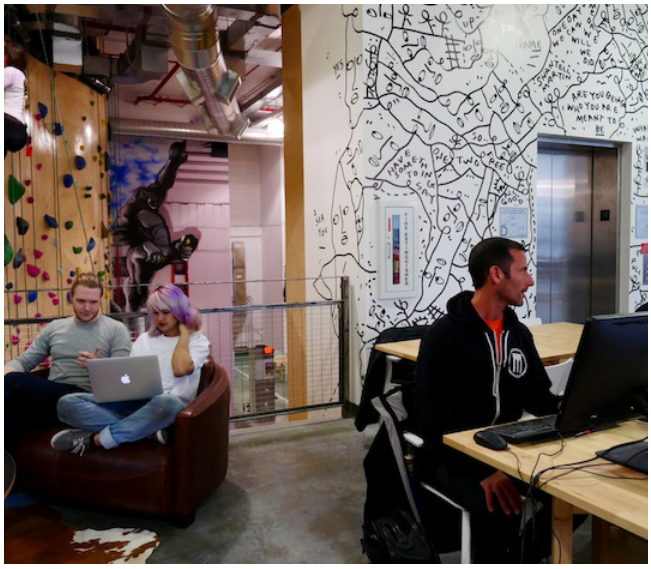


Figure 15: Boulders Queensbridge, *Brooklyn Boulders – examples above of mixed use spaces that foster community business and innovation*

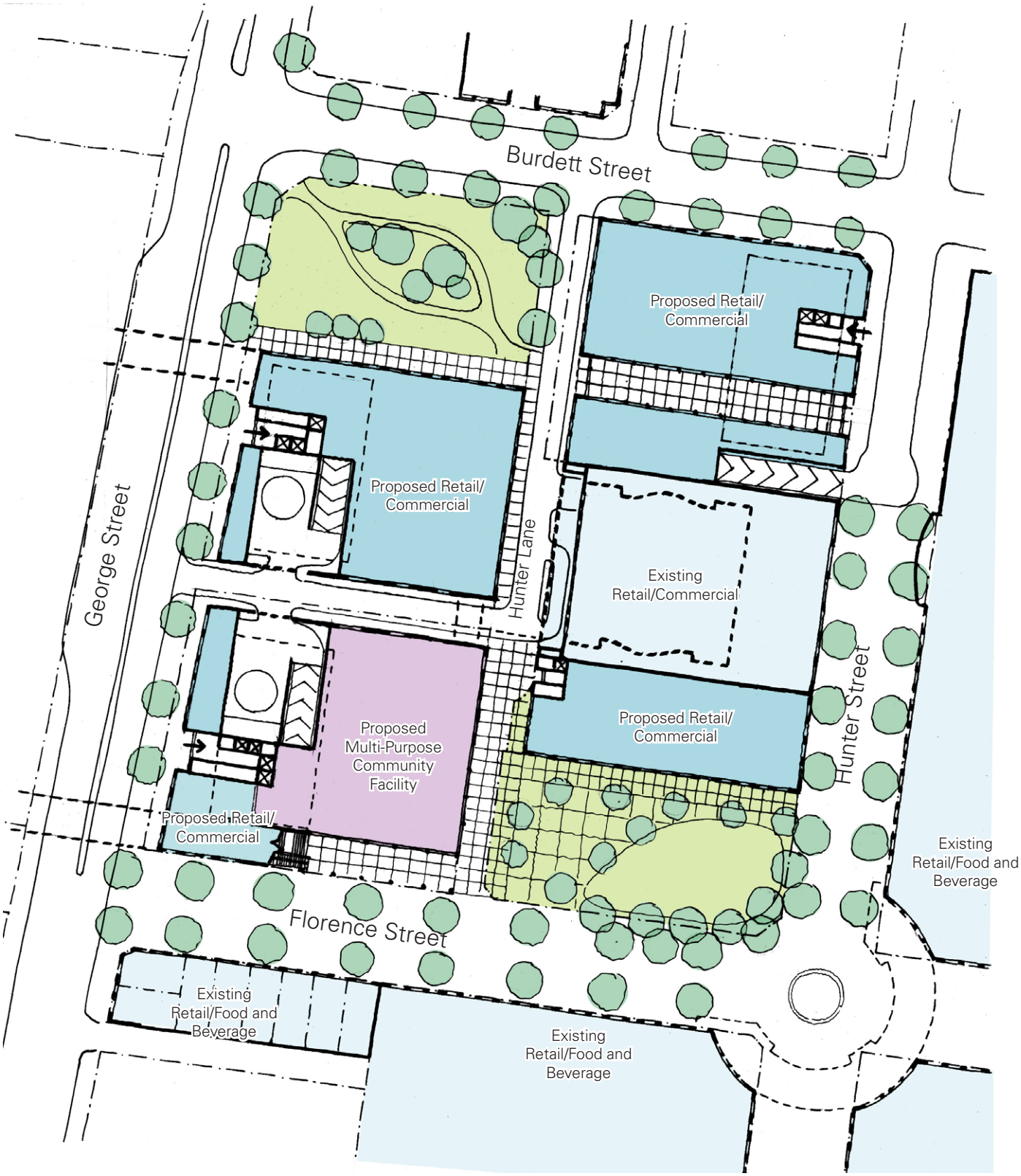


Figure 16: Proposed configuration of multi-purpose community facility and surrounding uses (Ground Floor Plan and Uses)

- Proposed Multi-purpose Community Facility
- Proposed Retail/Commercial
- Existing Retail/Commercial
- Proposed Public open space

0 50m

HORNSBY STATION
MULTIPURPOSE COMMUNITY FACILITY
HORNSBY MALL

HORNSBY
SQUARE

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.

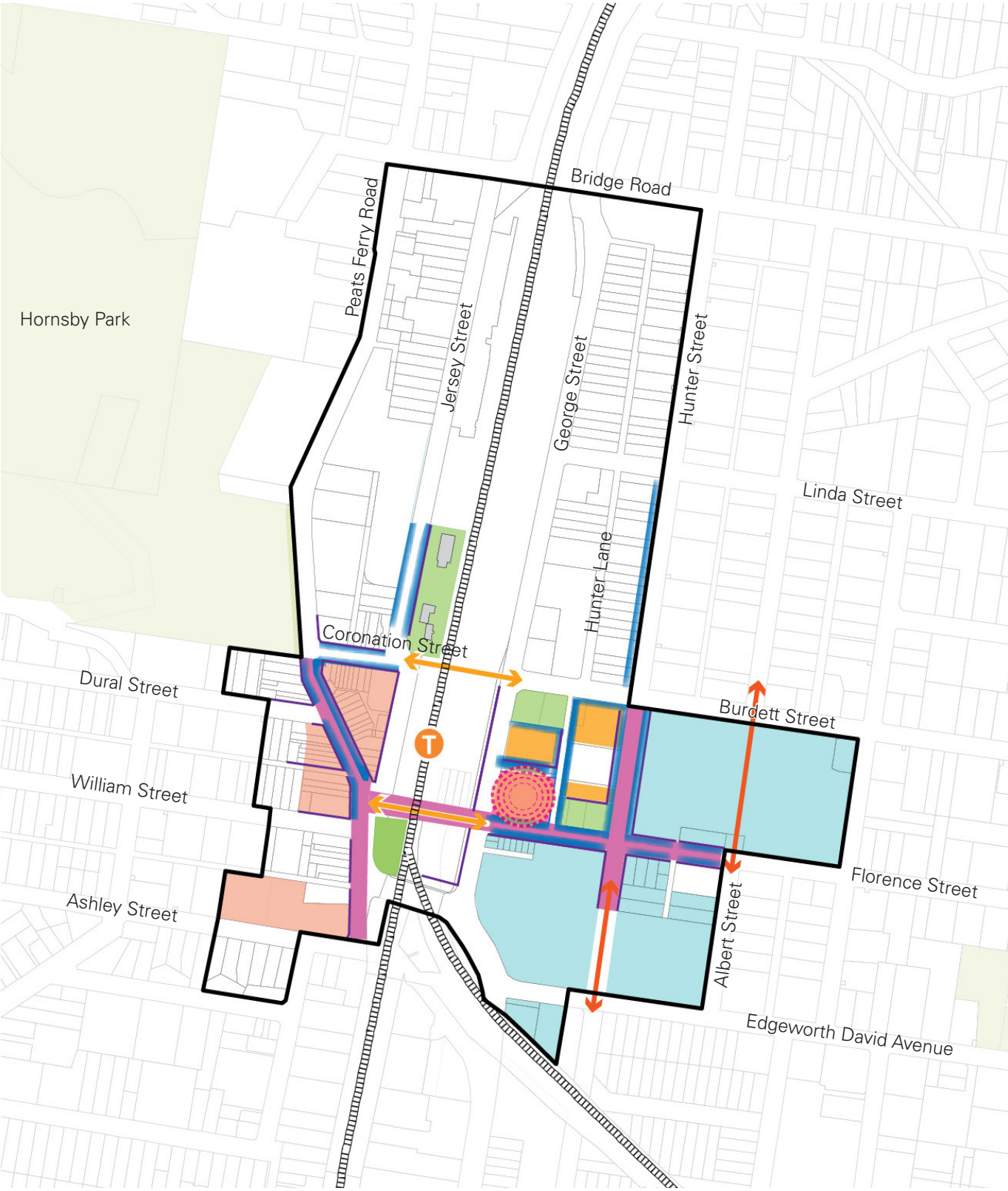


Figure 17: Hornsby Town Centre community and experience recommendations

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

RARY
MULTIPURPOSE
COMMUNITY FACILITY
HORNSBY
STATION
HORNSBY
MALL

Caption

HORNSBY
SQUARE

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*

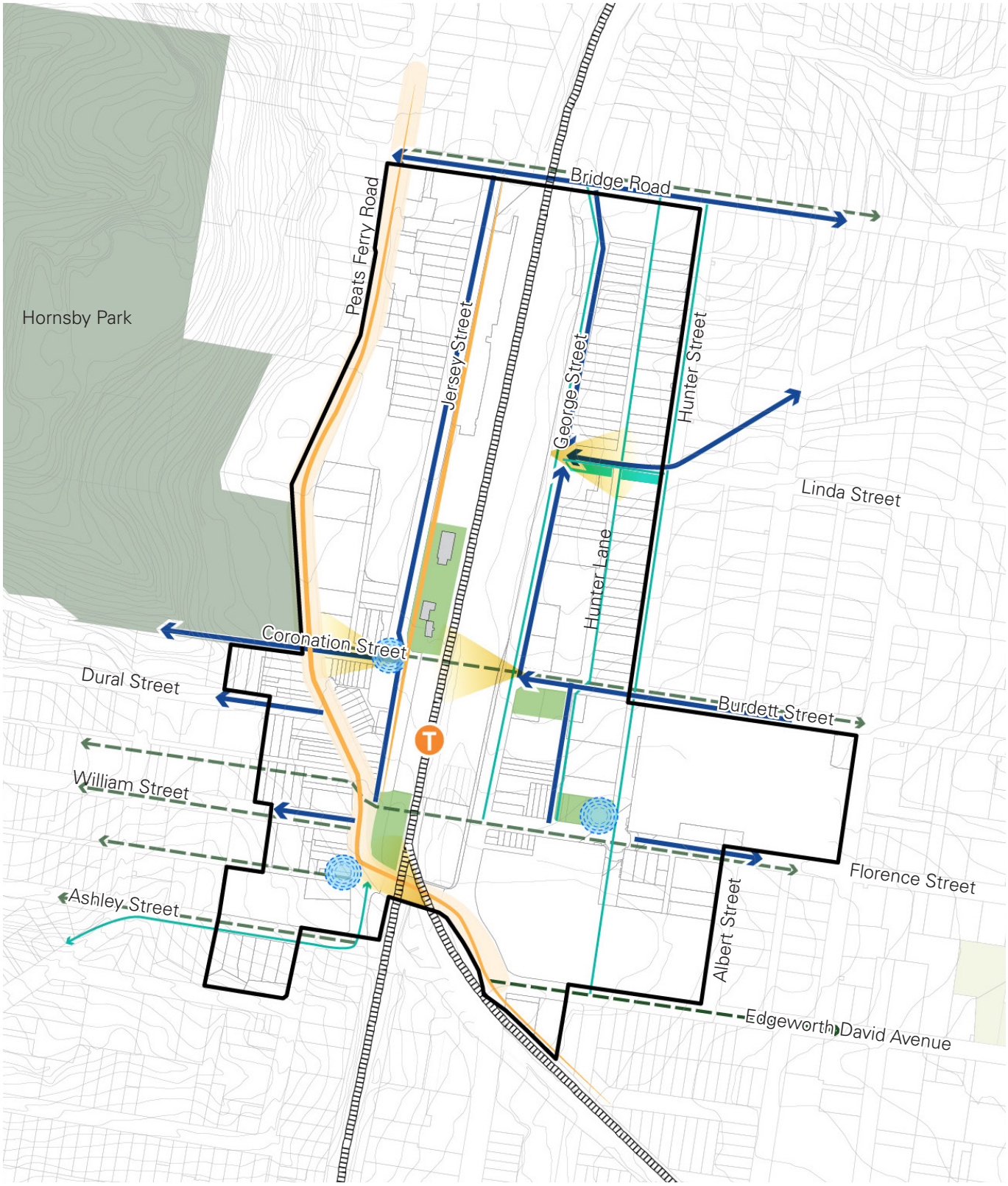


Figure 20: Hornsby Town Centre public domain and landscape recommendations

- 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

Town Centre Future Public Open Spaces

* development in rail corridor (subject to further consultation and agreement with TfNSW)

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

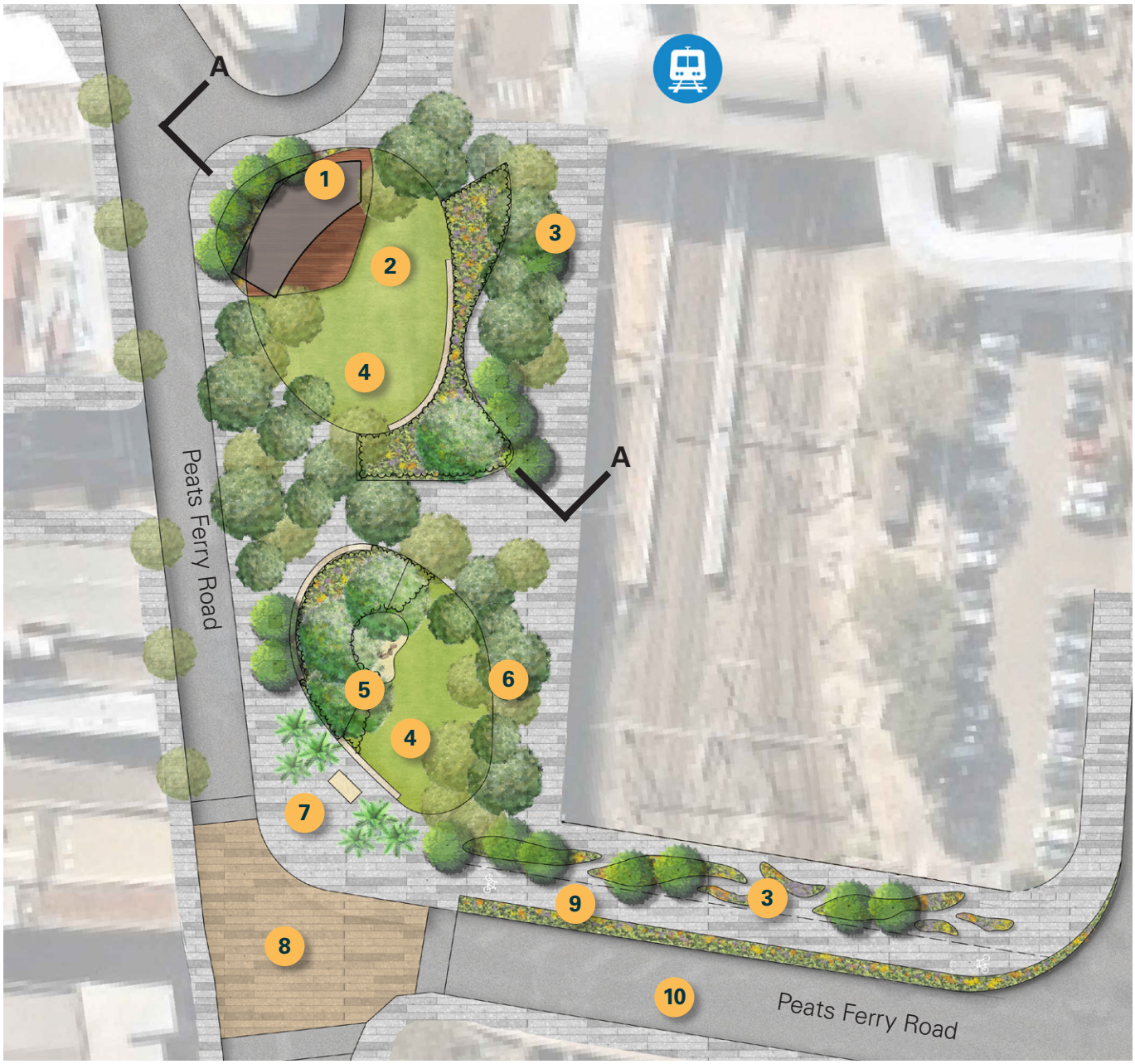


Figure 27: Proposed configuration of expanded Cenotaph Plaza

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

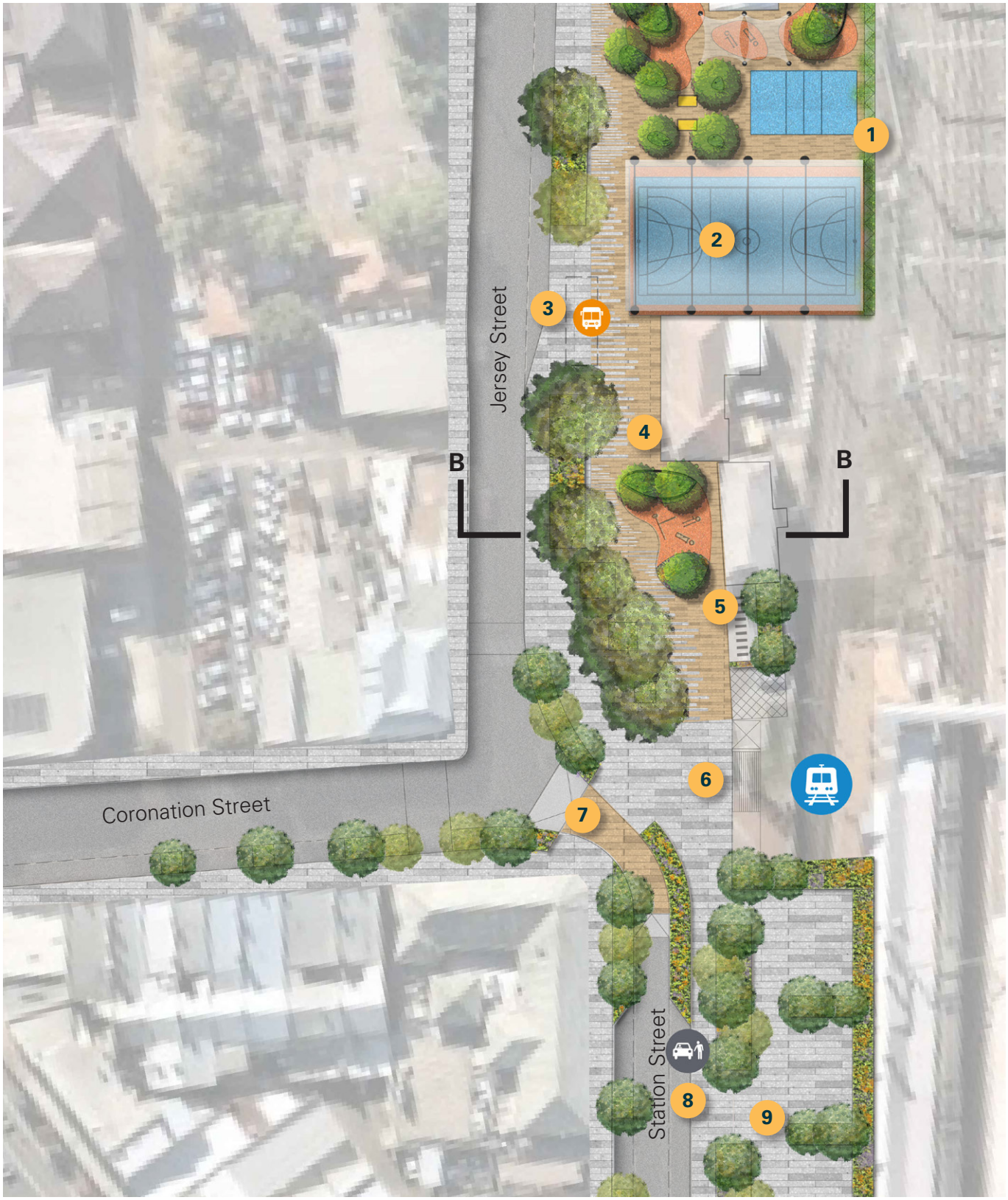


Figure 31: Proposed configuration of Jersey Street Plaza

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.

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 32: Darling Square, *ASPECT Studios – a libary addressing new public open space*

Figure 33: Plaza Mazzini, *Metalco – low cost, high value public domain interventions such as a stage that can double as seating*

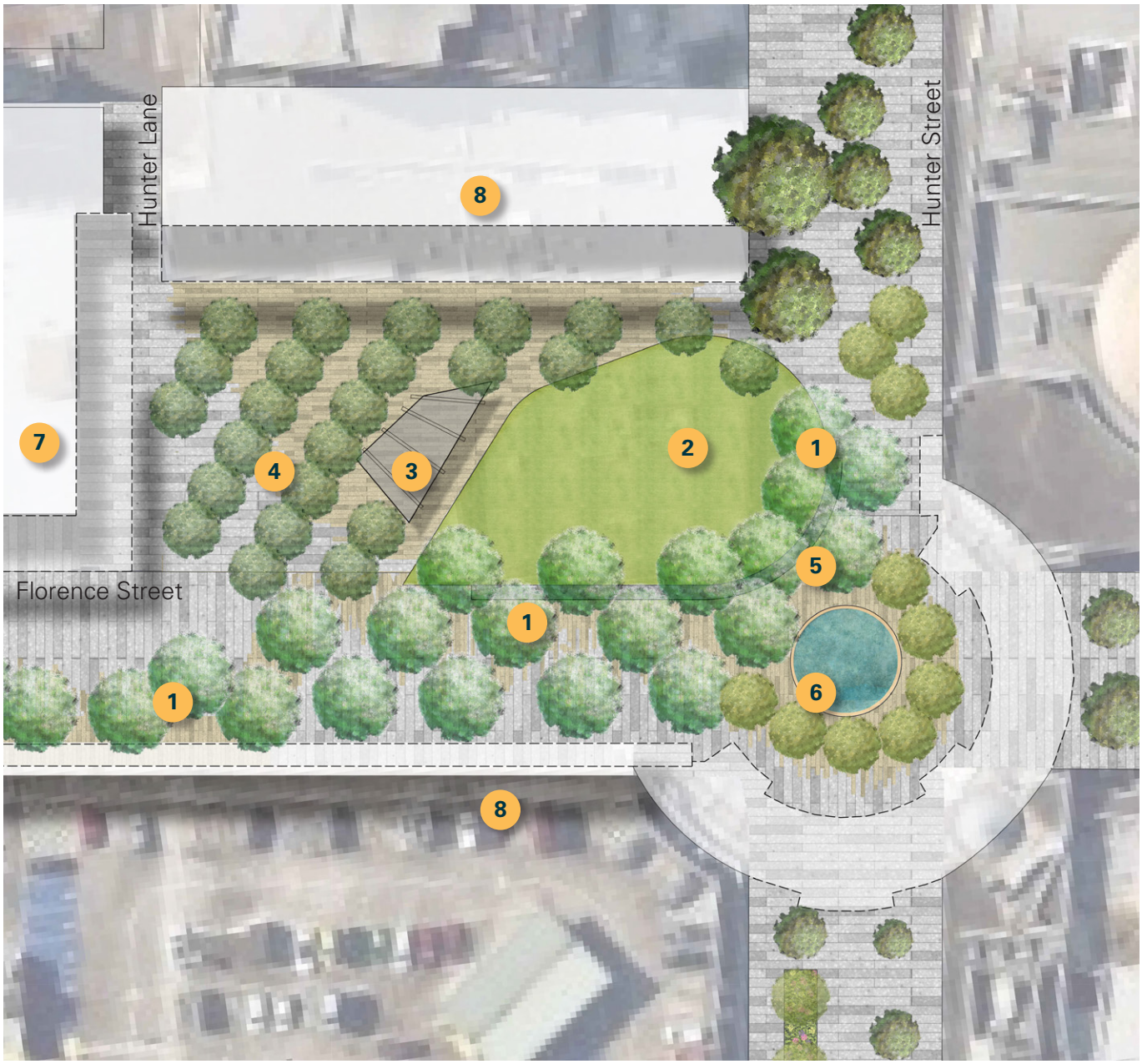
Figure 34: Hornsby Square section C-C

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

0 50m

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.

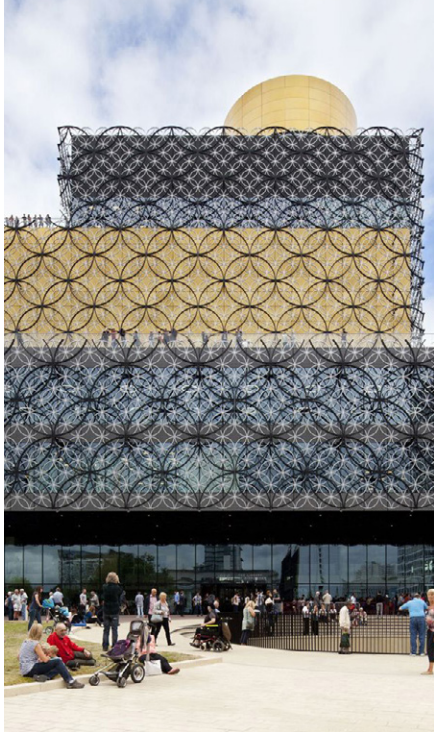


Figure 40: Birmingham Library, mecanoo

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

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

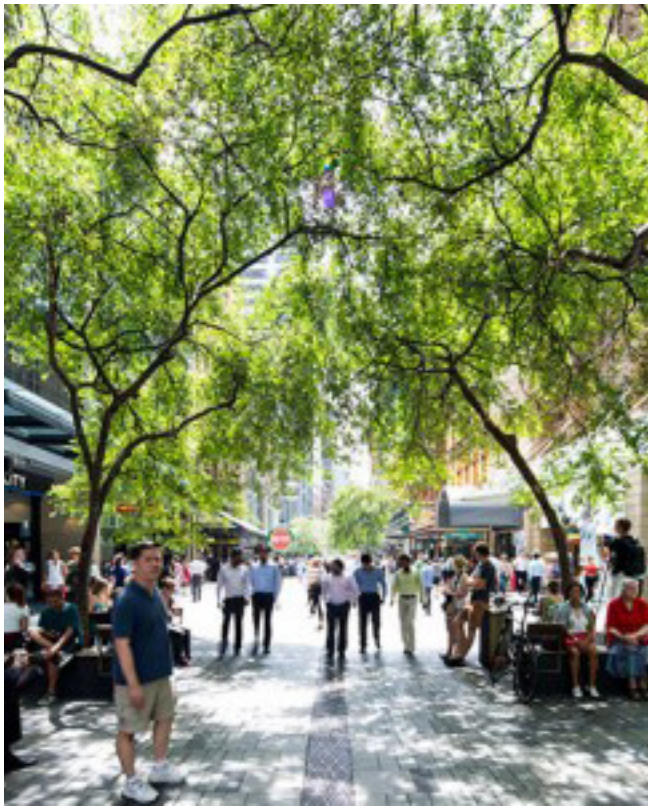


Figure 42: Pitt Street Mall – www.landezine.com – high pedestrian traffic mall with shading and seating

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.

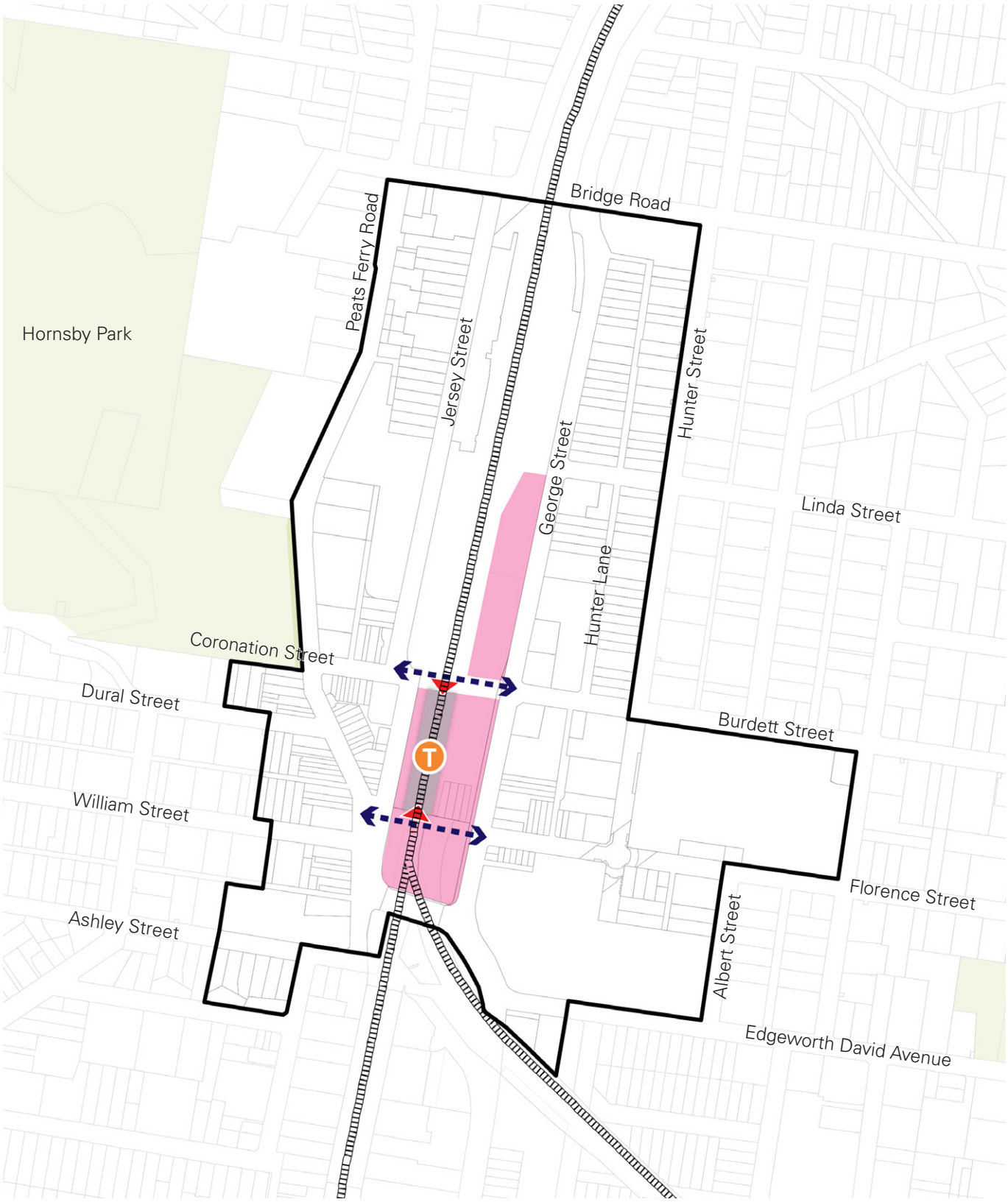


Figure 46: Hornsby Town Centre potential for development over rail corridor

Potential development over rail corridor

Station access

Cross-corridor links

0 200m

Sunset Sessions 2019

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)

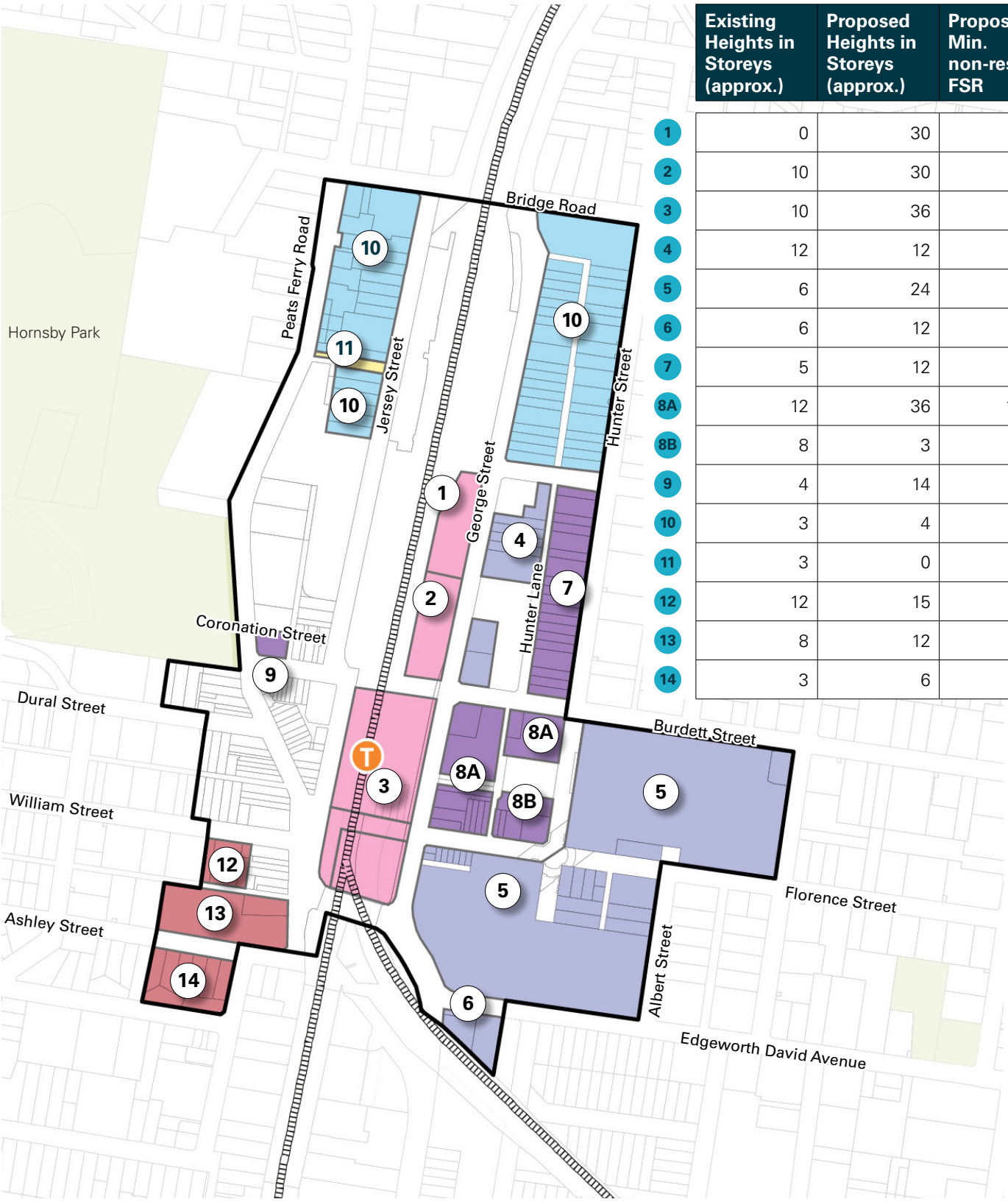
A number of sites are recommended for re-zoning from B3 Commercial Core and SP2 Infrastructure to B4 Mixed Use. This will enable sites, including the rail corridor and Westfield, to accommodate a mix of commercial, retail and residential uses.

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.



	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*

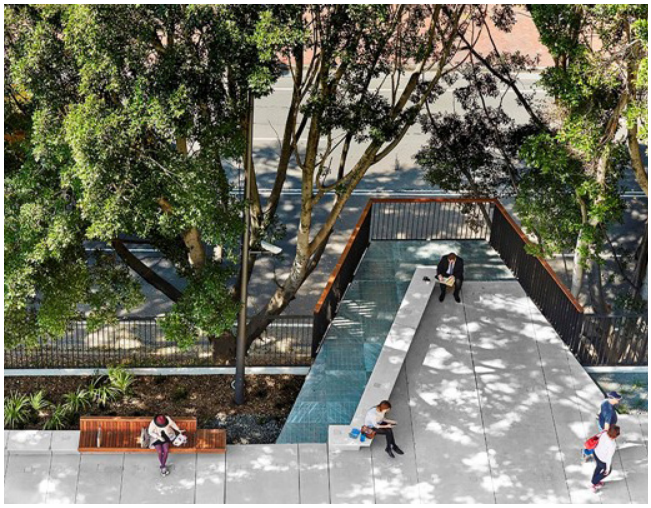


Figure 51: The Goods Line, an example of grade-separated pedestrian connections, *ASPECT Studios*

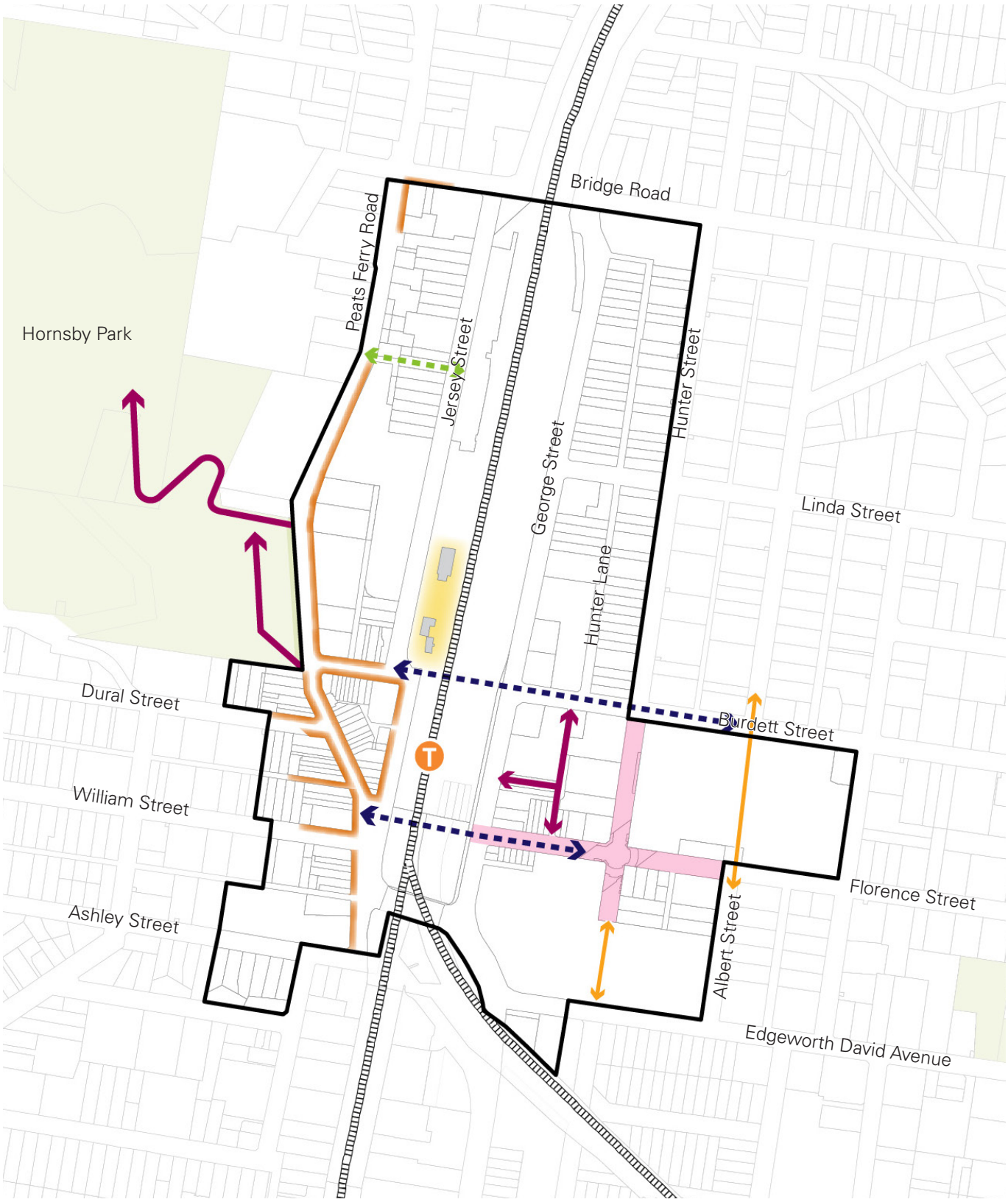


Figure 52: Hornsby Town Centre connections and character recommendations

Station
Streetscape character
Adaptive reuse area
Adaptive reuse buildings
Connection through Westfield
Pedestrianised areas
East-west street from Jersey Street to Peats Ferry Road
Cross-corridor links
New pedestrian links
0 200m
New Through-Development Pedestrian link

HORNSBY SHIRE
COUNCIL CHAMBERS
HORNSBY TAFE
HORNSBY AQUATIC
& LEISURE CENTRE
HORNSBY PARK

Height, Scale and Materials

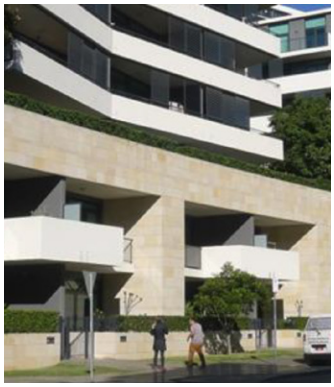
Recommendations are being prepared to amend the existing urban design and built form controls to enable the realisation of the vision for the Town Centre.

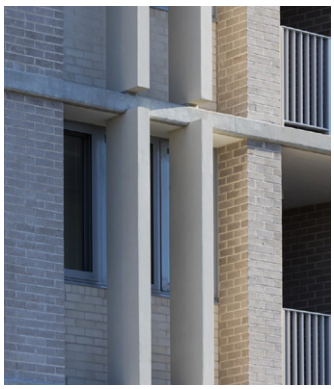
These amendments include amenity-based controls that deliver certainty for Council and the community about built form and amenity outcomes, but still allow for flexibility and innovation and responses to market conditions over time.

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.





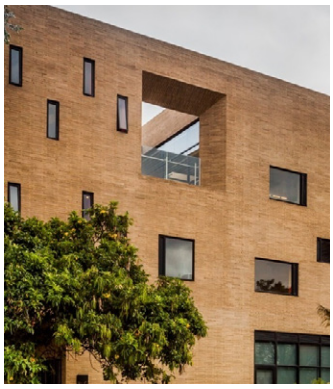


Figure 53: Examples of Building Materials and Finishes suggested for the Town Centre

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

HORNSBY PARK
HORNSBY TAFE
HORNSBY SHIRE COUNCIL CHAMBERS
HORNSBY AQUATIC & LEISURE CENTRE

WESTFIELD
HORNSBY
STATION

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.

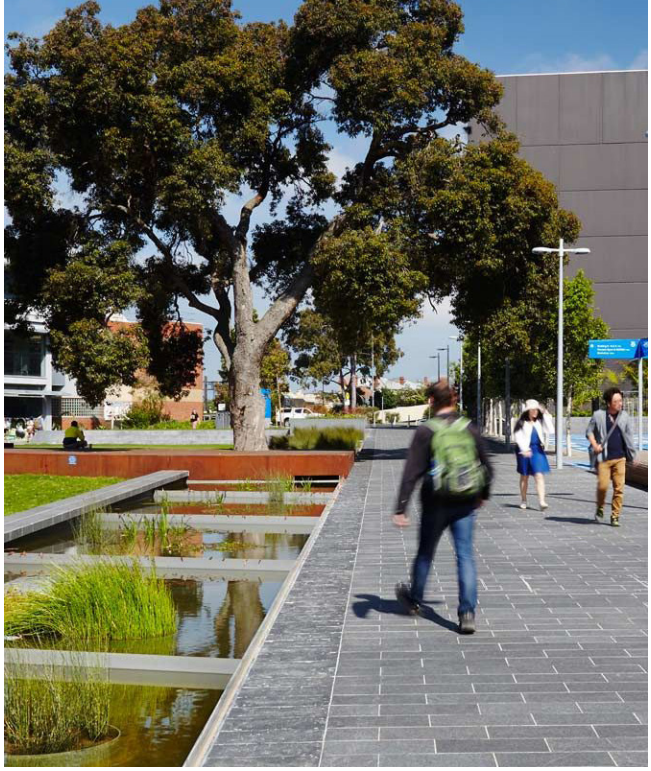


Figure 61: Monash University Caulfield Campus Green, *TCL – water sensitive urban design in the landscape*

Figure 62: Lonsdale St, *BKK Architects – shaded spaces adjoining pedestrian mall*

Figure 63: Buffalo Niagara Campus Streetscape, *Scape – shared paths in the Town Centre*

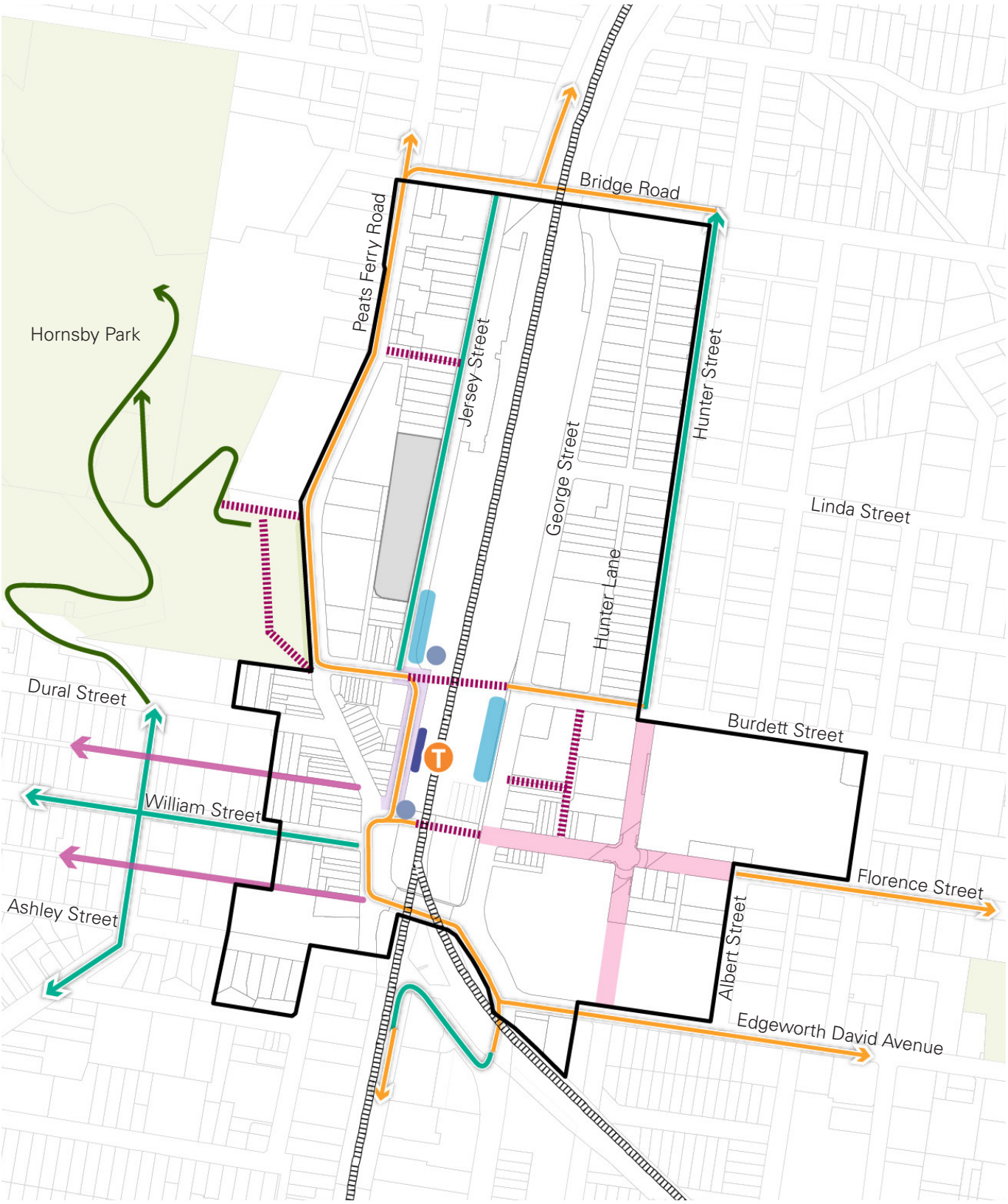


Figure 64: Hornsby Town Centre movement and place recommendations

0 200m

Pedestrianised streets
Pedestrian links
Pedestrian priority zone
Bicycle storage
Bicycle on-road path
Bicycle path to Hornsby Park
Bicycle shared path
Bus Interchange
Commuter Car Park (temporary)
Taxi/kiss and ride

Burdett Street Link Concept Section

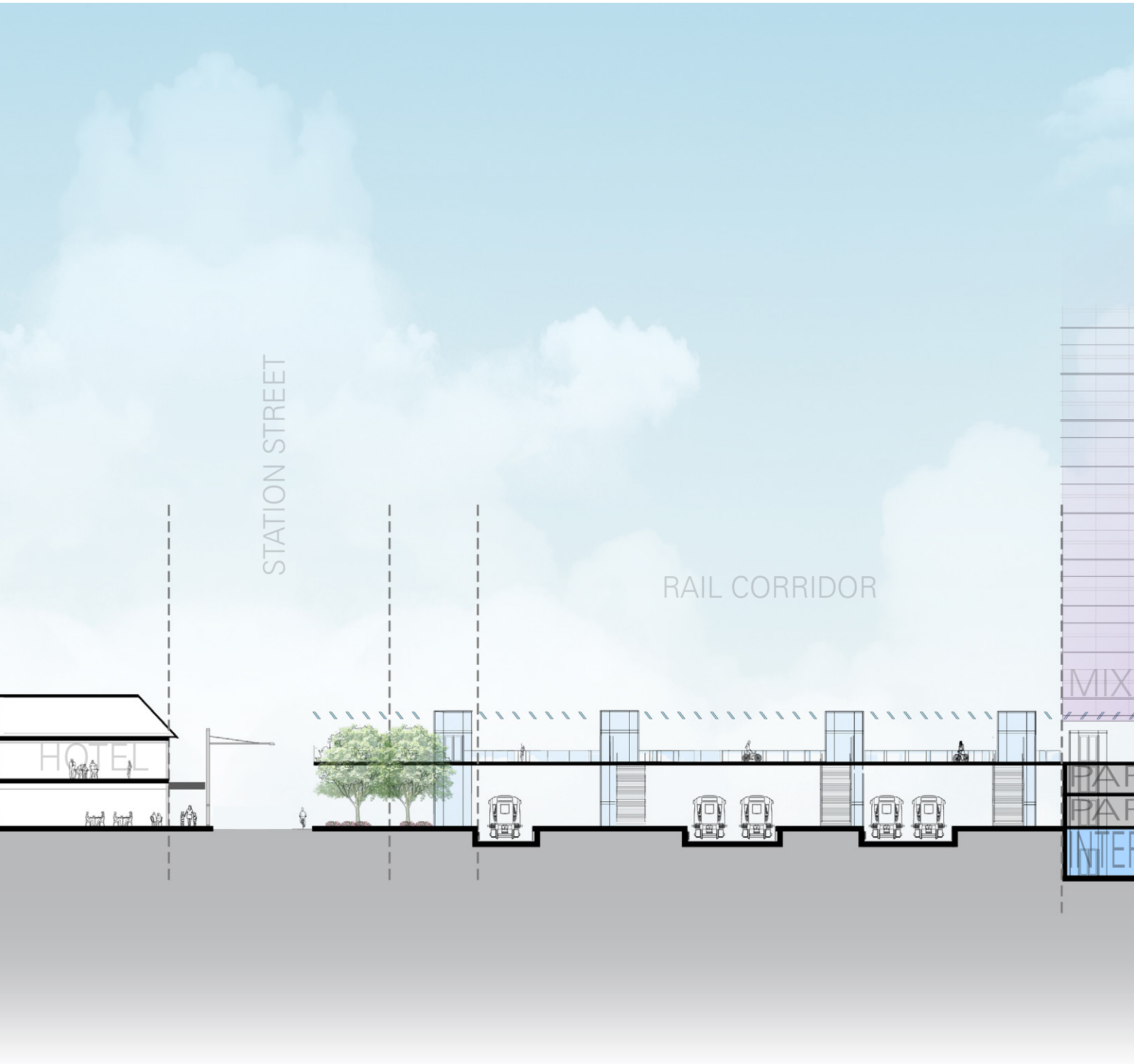
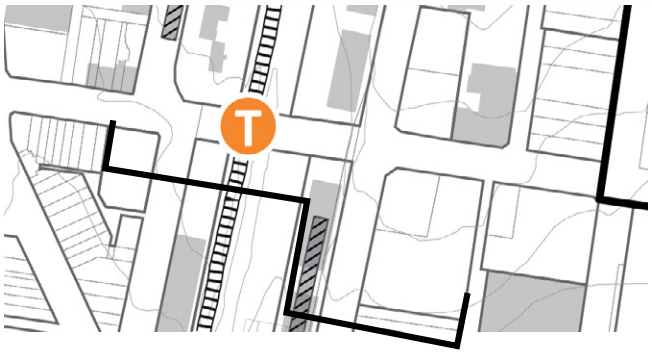


Figure 65: Burdett Street to Coronation Street Connection with new, additional station platform access to the north

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.

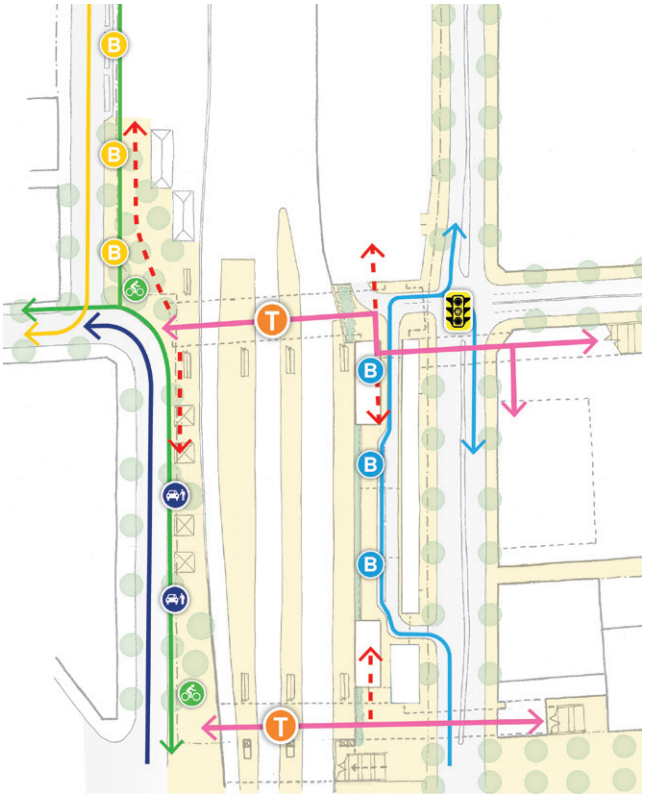


Figure 66: Reconfiguration of Hornsby public transport interchange

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

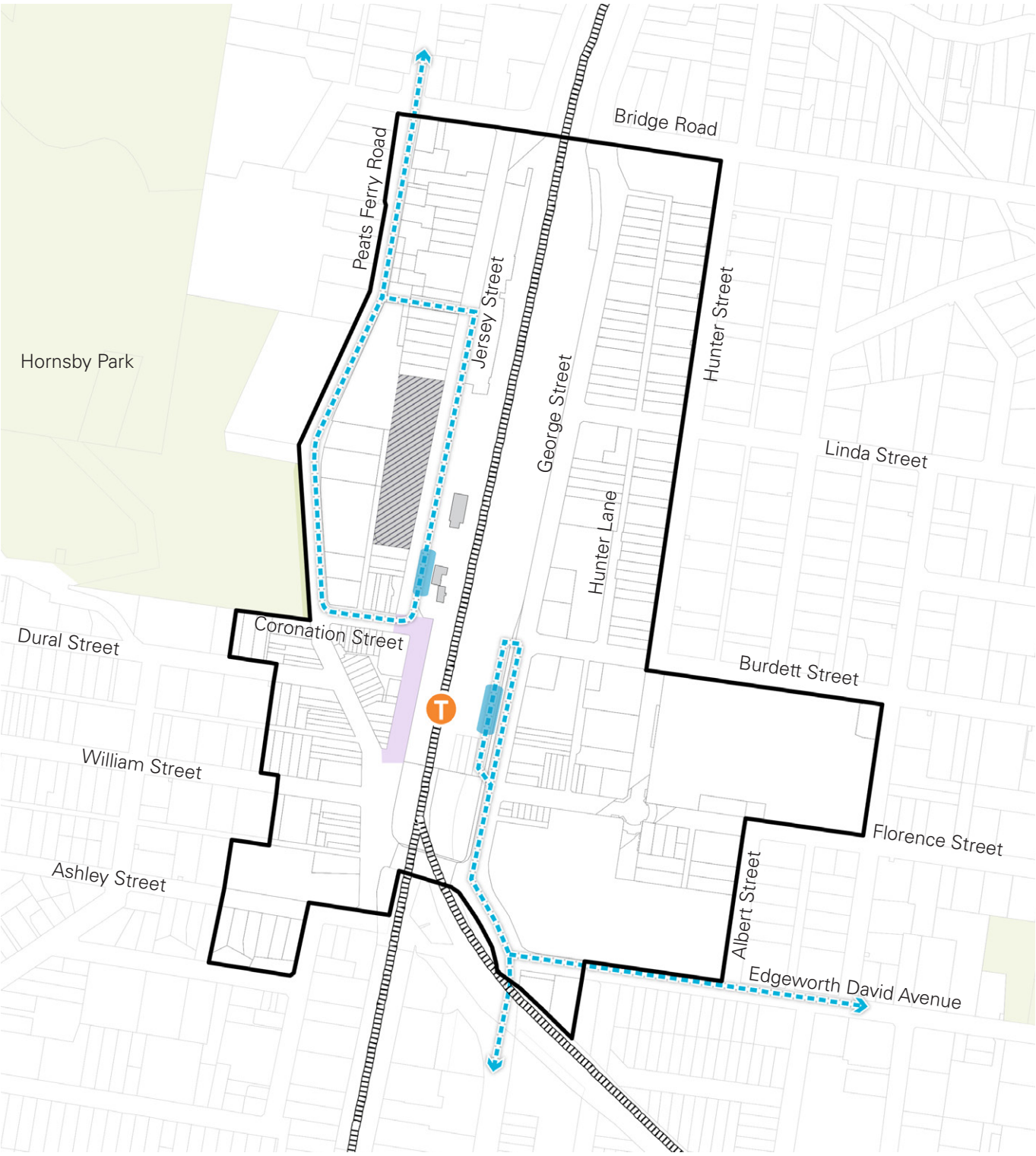


Figure 67: Hornsby Town Centre movement and place recommendations

- Commuter car park (temporary)
- Bus interchange
- Vehicle slow zones
- Bus routes

0 200m

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.

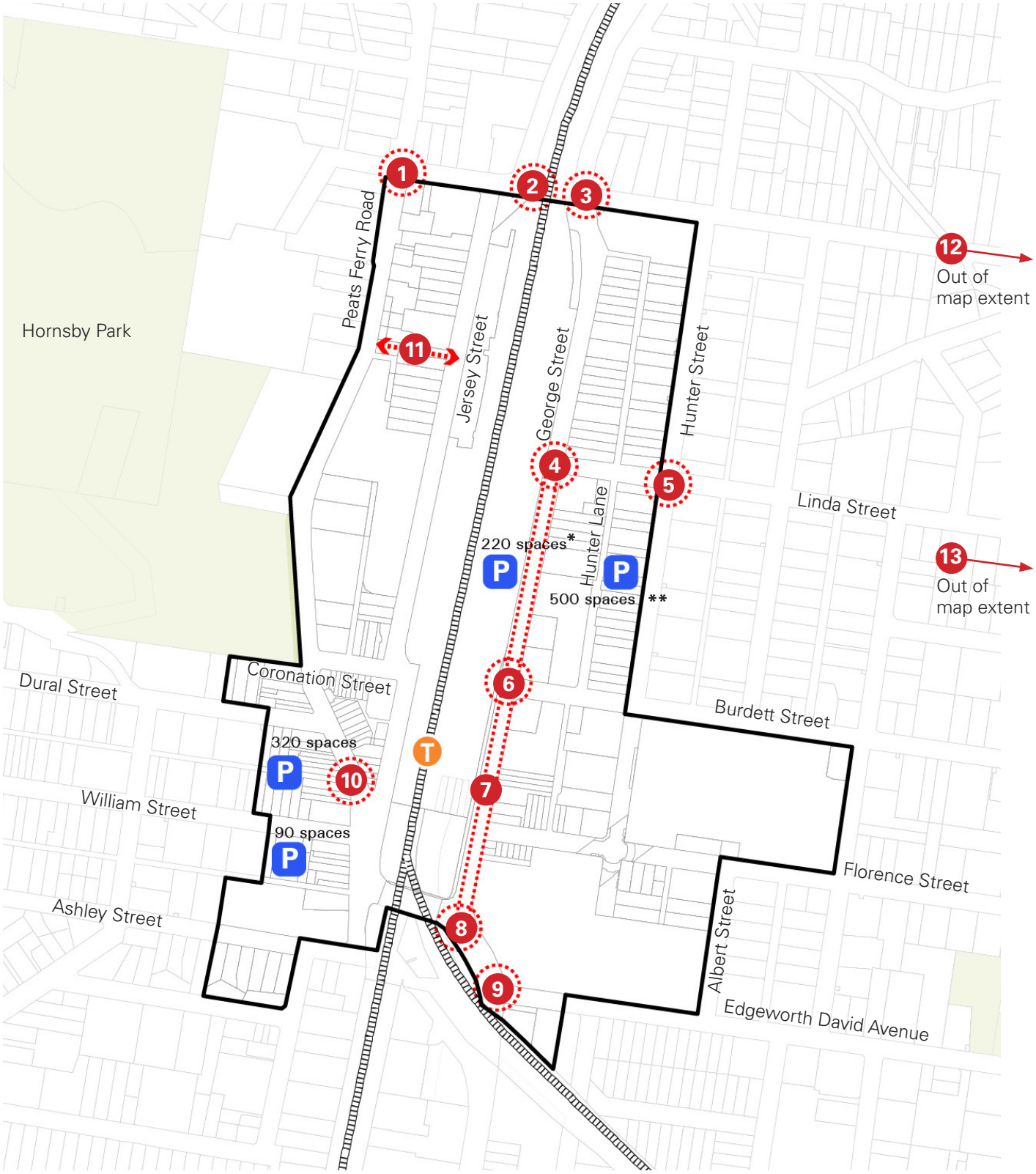


Figure 68: Hornsby Town Centre major traffic improvement projects

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**

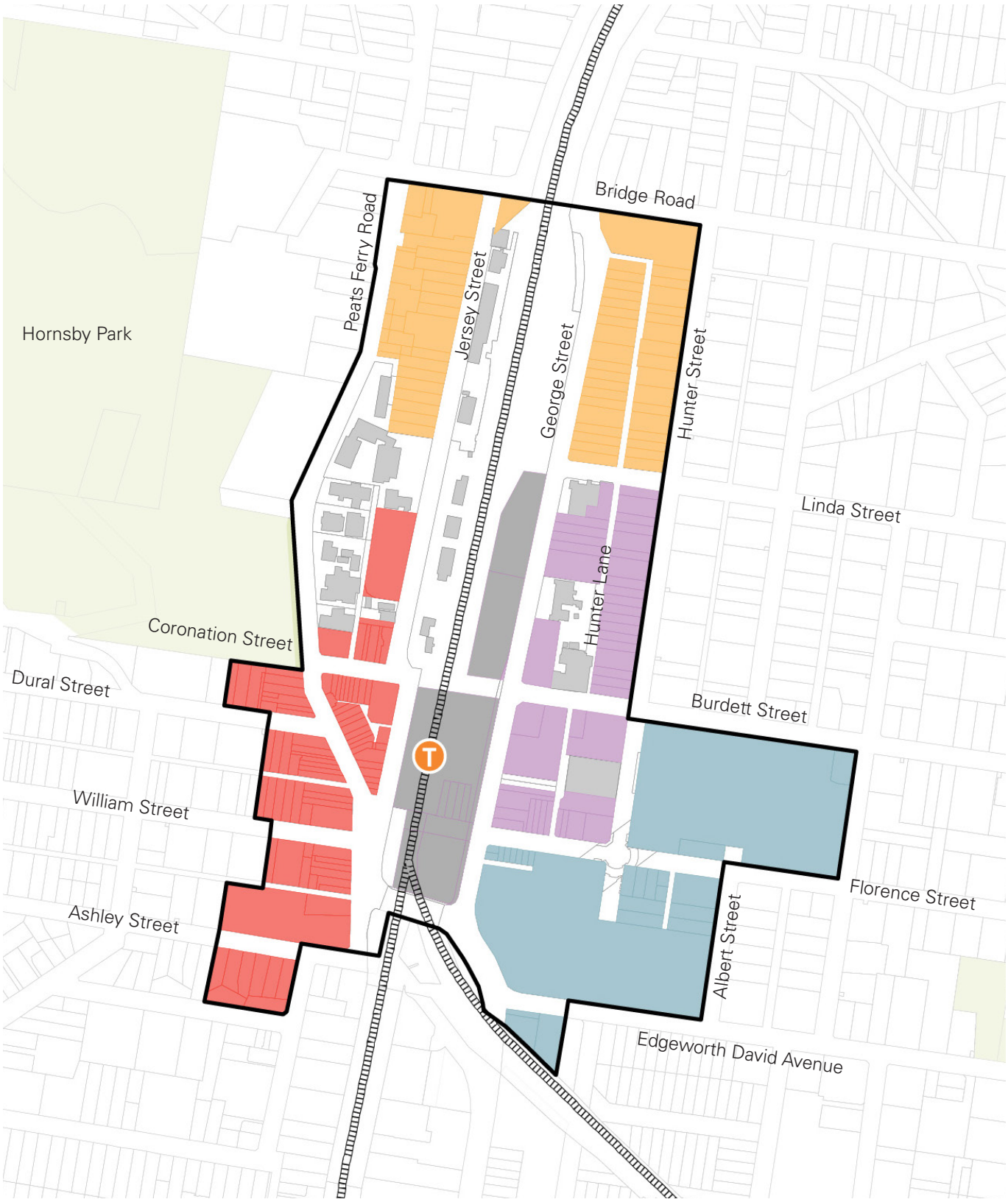


Figure 79: Precincts structure plan with opportunity sites highlighted

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

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.

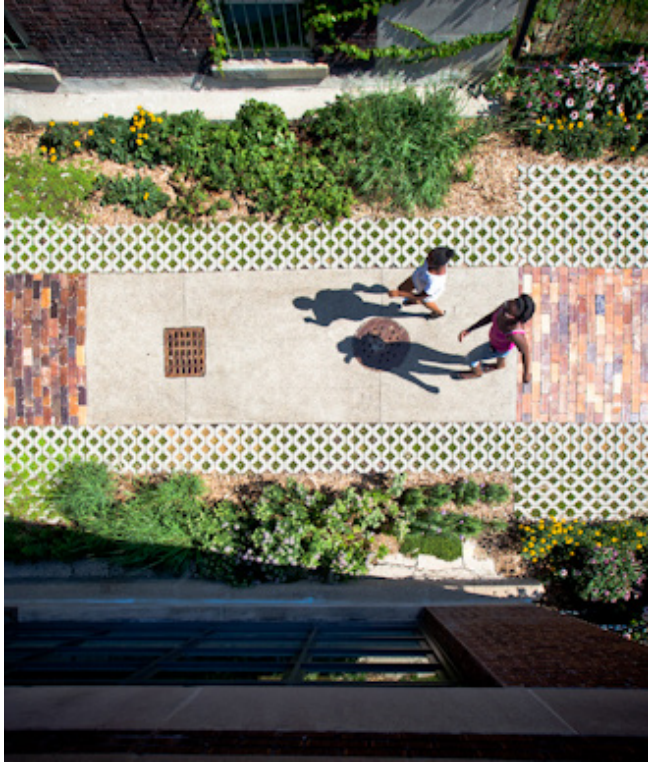


Figure 80: The Green Alley Detroit, *Model D Media – An example of a fine grain laneway for the pedestrianised section of Hunter Lane*

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

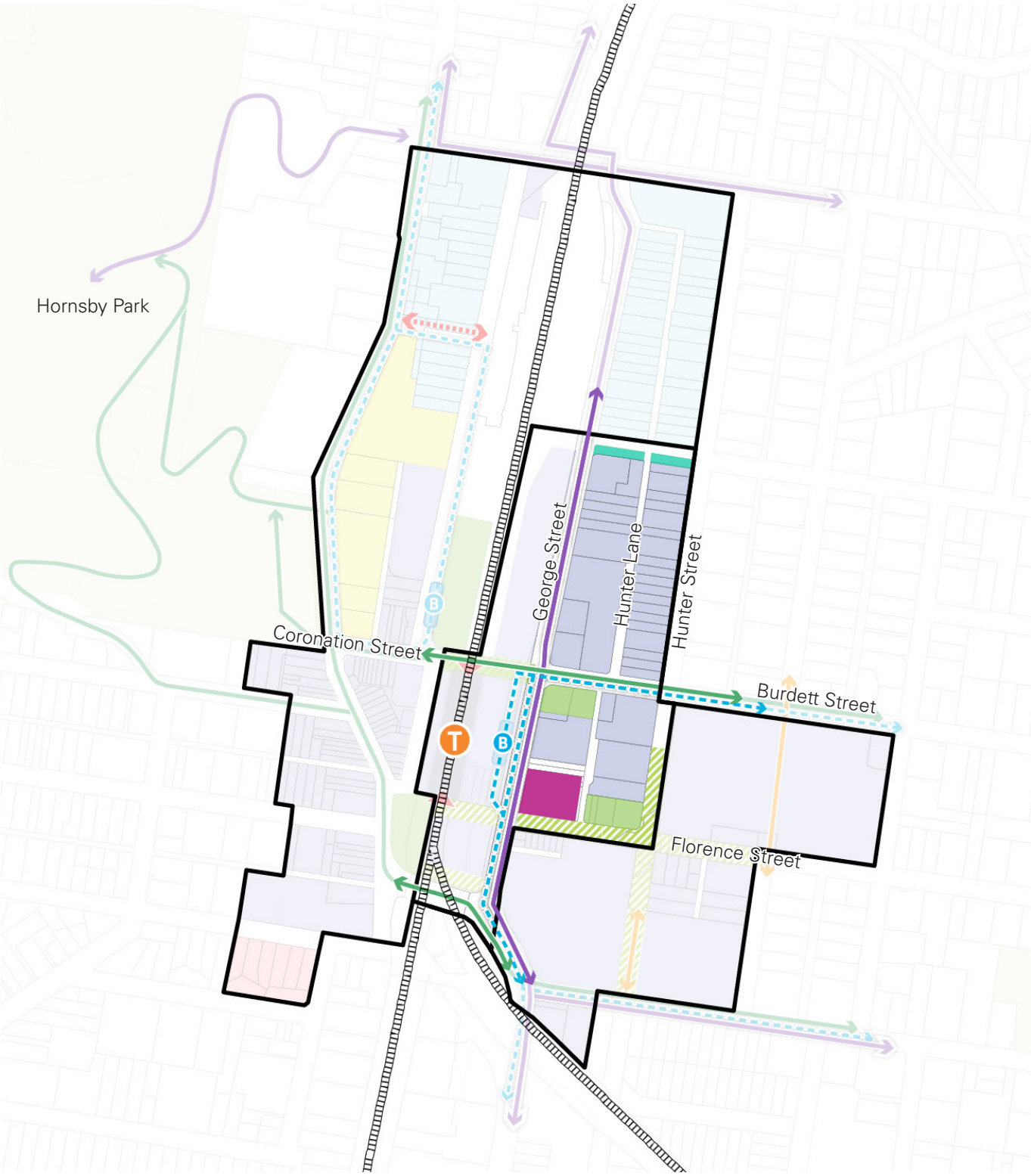


Figure 83: Central Heart Precinct structure plan

0 200m

Precinct boundaries
Rail station
Bus interchange
Station access
Water Sensitive Urban Design
Employment
Mixed use
Residential
Education and civic
Community/ Mixed Use
Open space
Pedestrian zone
Bus routes
Primary traffic routes
Hornsby Park vehicle access
Green link
New Through-Development Pedestrian link

Central Heart Precinct

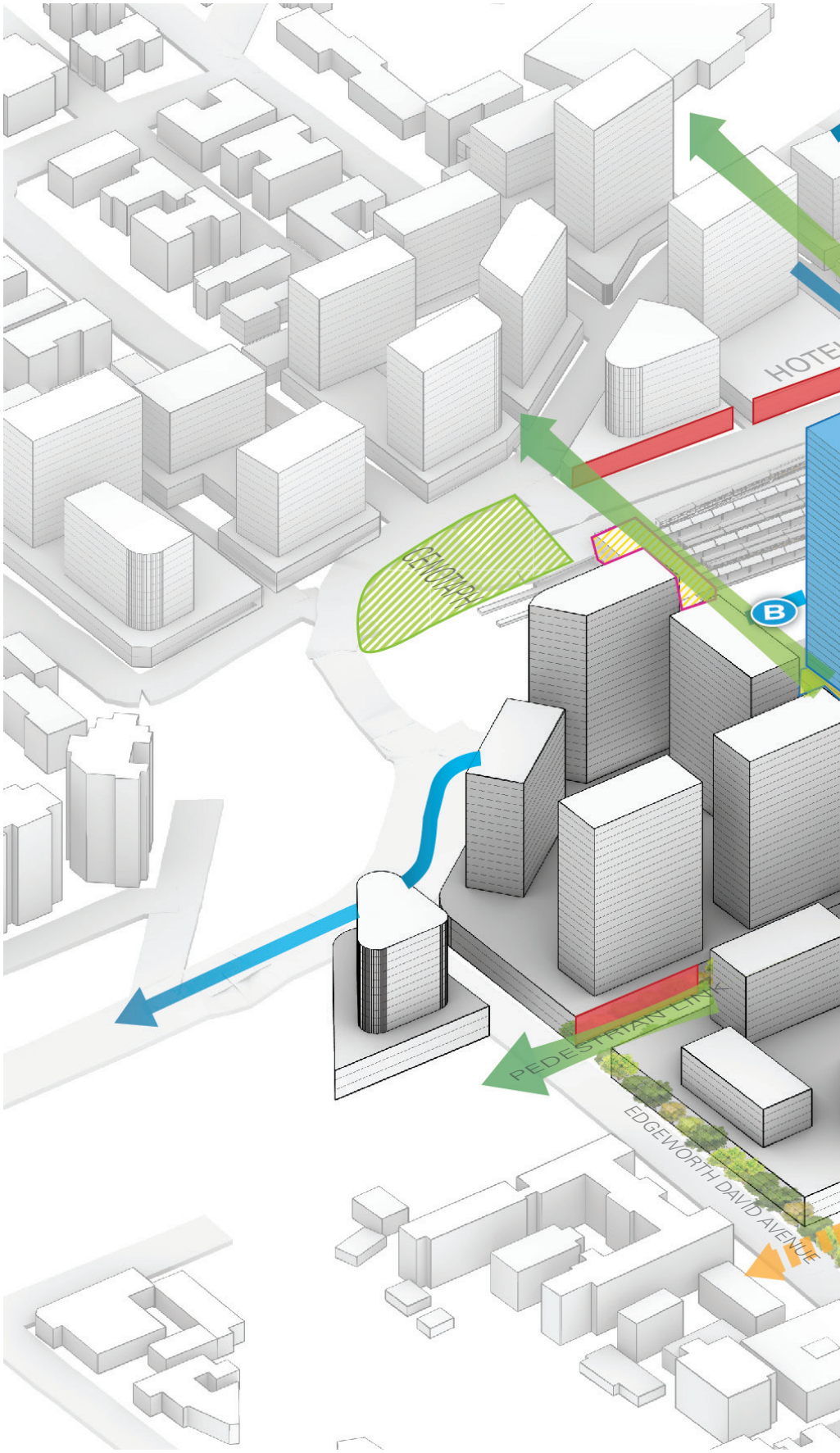
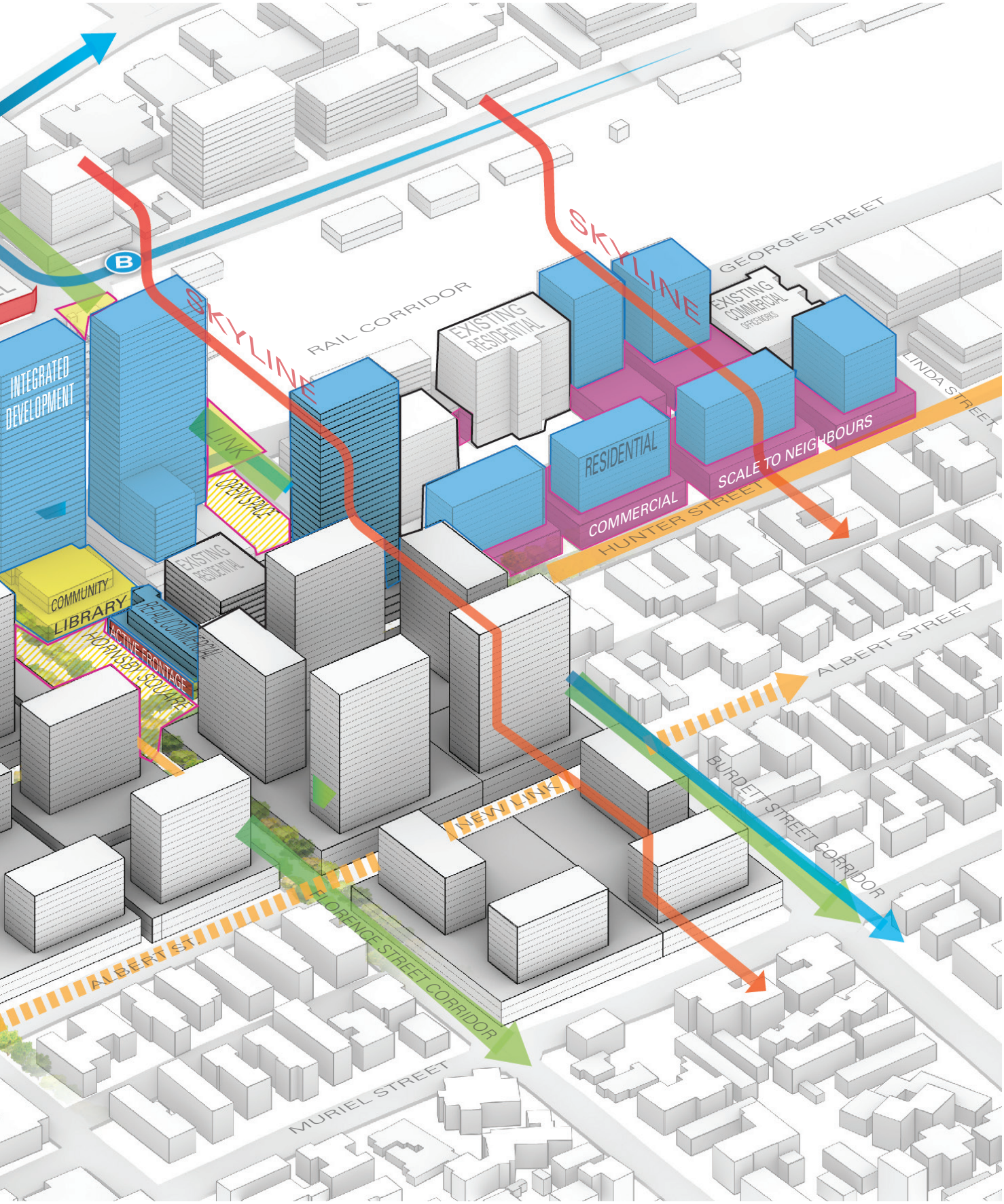


Figure 84: Central Heart Precinct Concept Diagram


SKYLINE
SKYLINE
GEORGE STREET
RAIL CORRIDOR
EXISTING RESIDENTIAL
EXISTING COMMERCIAL
OFFICE/SHOPS
INTEGRATED DEVELOPMENT
LINK
OPEN SPACE
RESIDENTIAL
COMMERCIAL
SCALE TO NEIGHBOURS
HUNTER STREET
LINDA STREET
EXISTING RESIDENTIAL
COMMUNITY
LIBRARY
RETAIL/COMMERCIAL
ACTIVE FRONTAGE
HORNSBY SQUARE
ALBERT STREET
BURDETT STREET CORRIDOR
NEW LINK
FLORENCE STREET CORRIDOR
ALBERT ST
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.

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

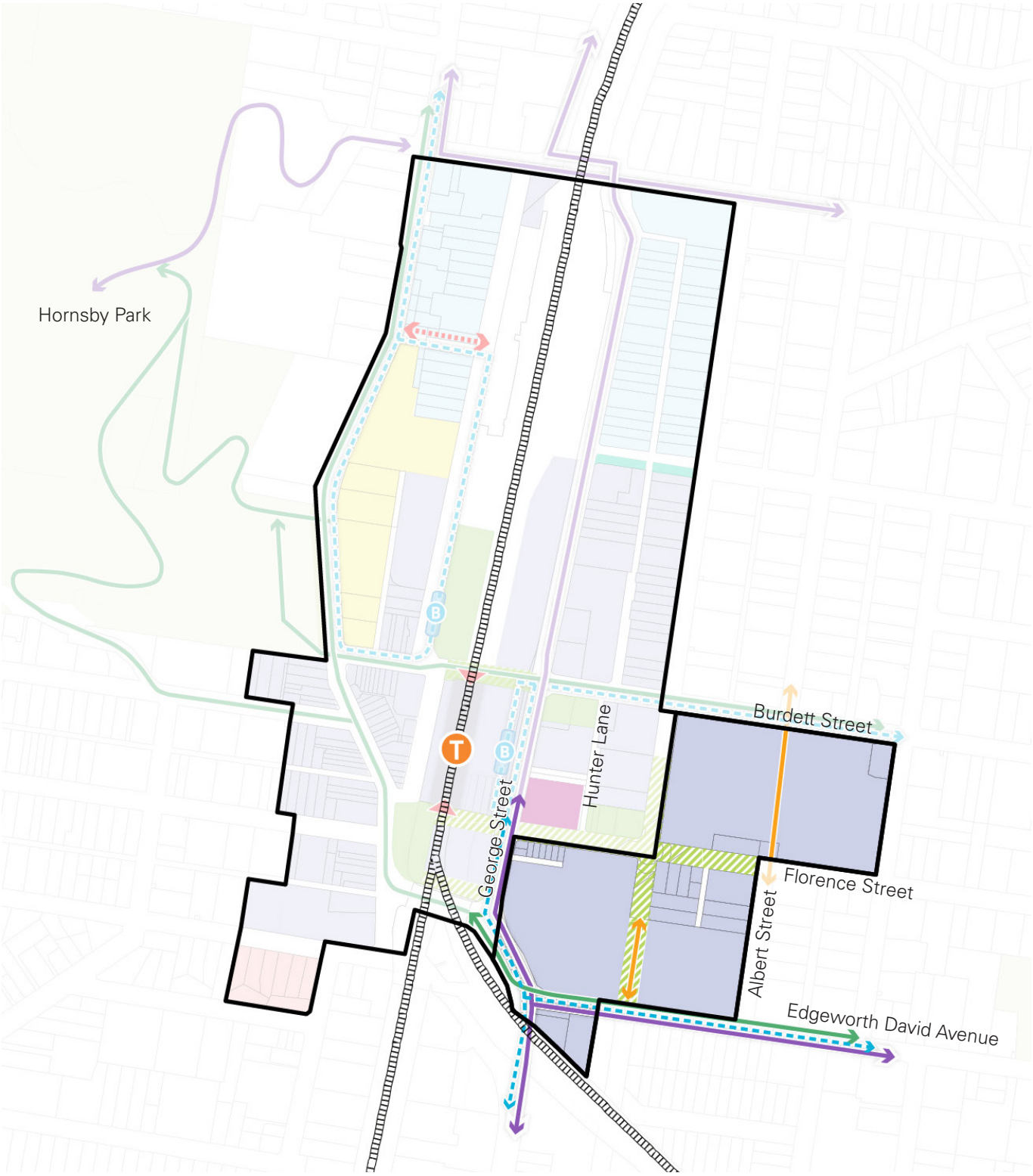


Figure 88: Retail Core Precinct structure plan

- Precinct boundaries
- Rail station
- Bus interchange
- Station access
- Employment
- Mixed use
- Residential
- Education and civic
- Community
- Open space
- Pedestrian zone
- Bus routes
- Primary traffic routes
- Hornsby Park vehicle access
- Green link
- New link

0 200m

Retail Core Precinct

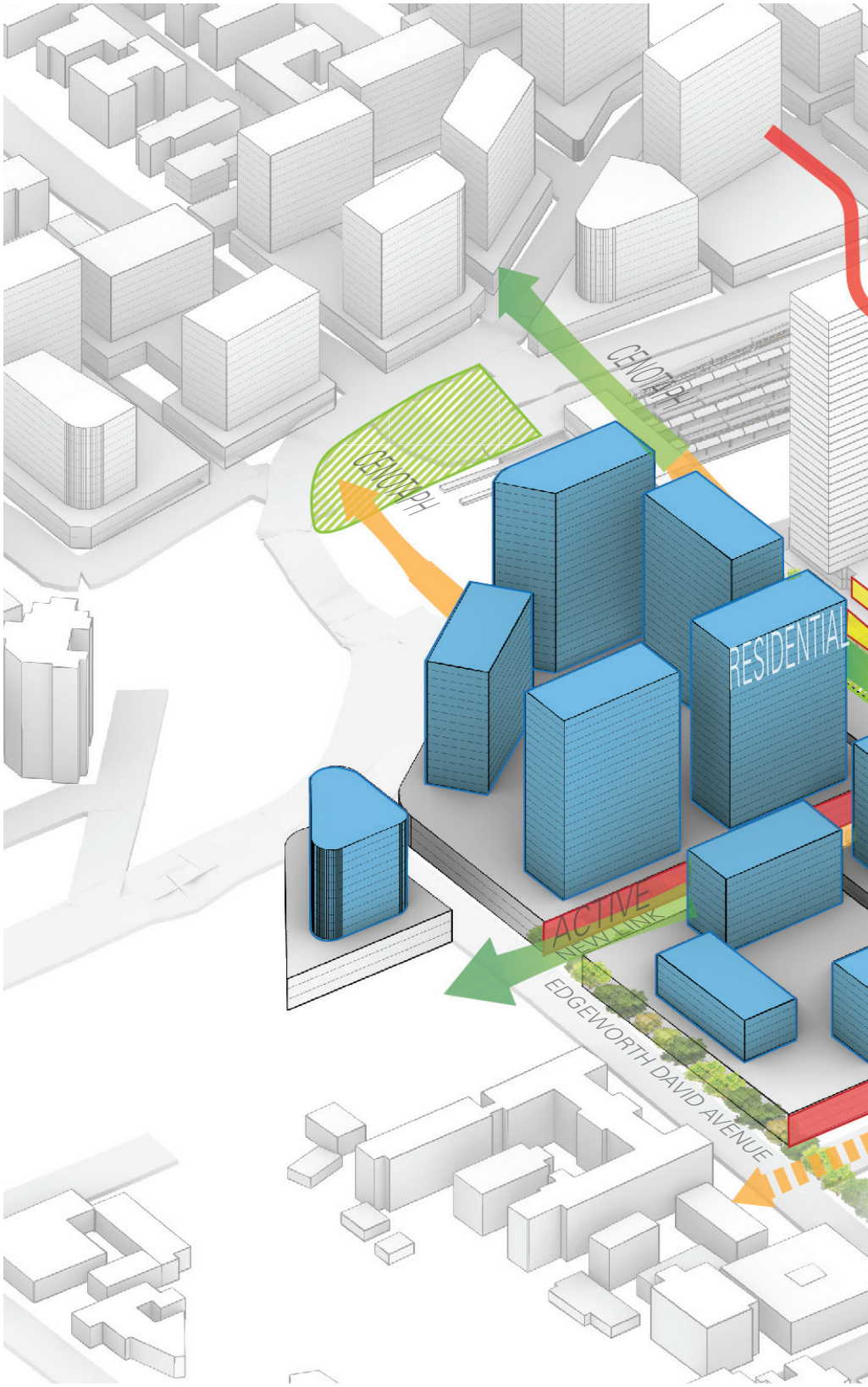
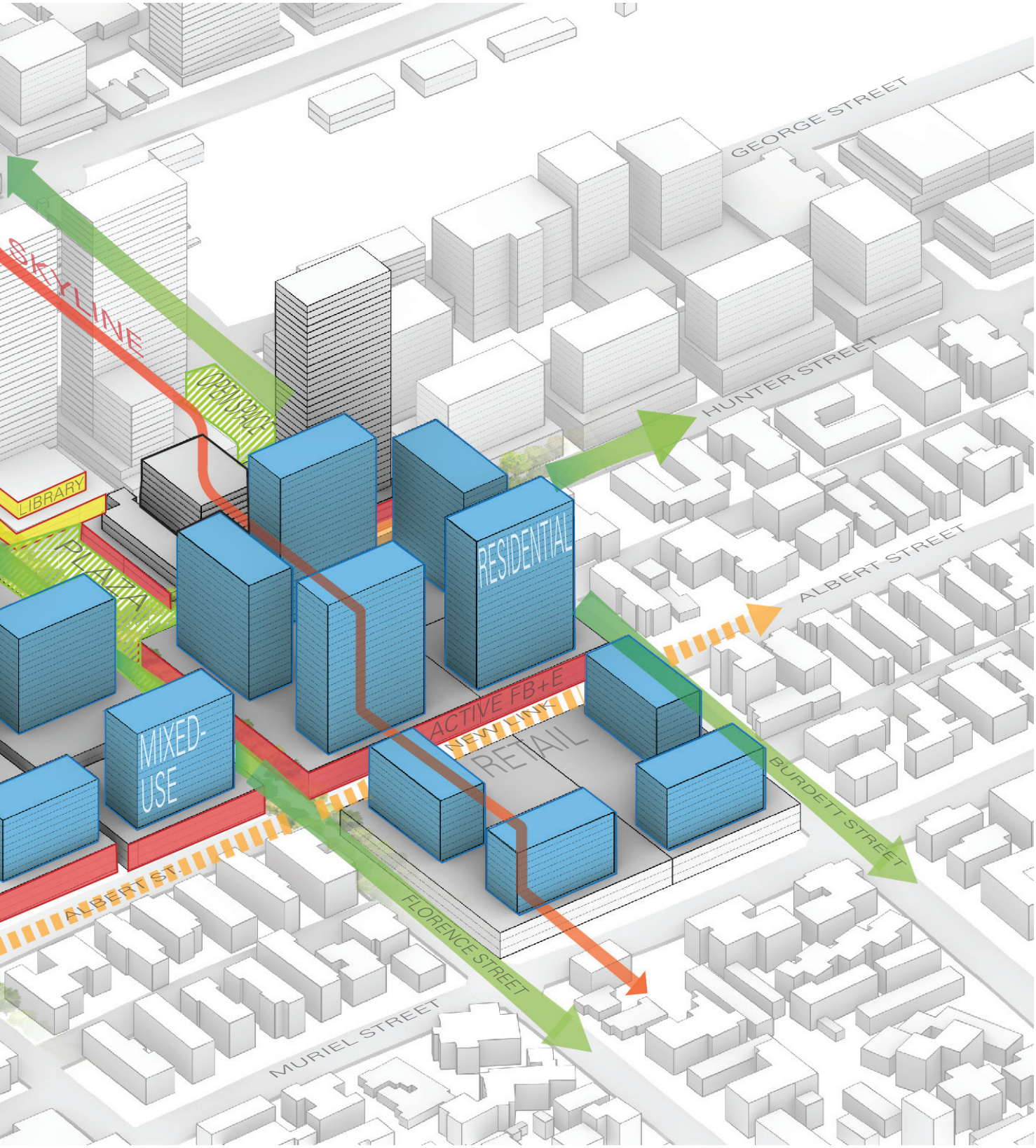


Figure 89: Precinct Core Precinct Concept Diagram


GEORGE STREET
SKYLINE
PUBLIC
HUNTER STREET
LIBRARY
PLAZA
RESIDENTIAL
ALBERT STREET
ACTIVE FB+E
NEW LINK
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

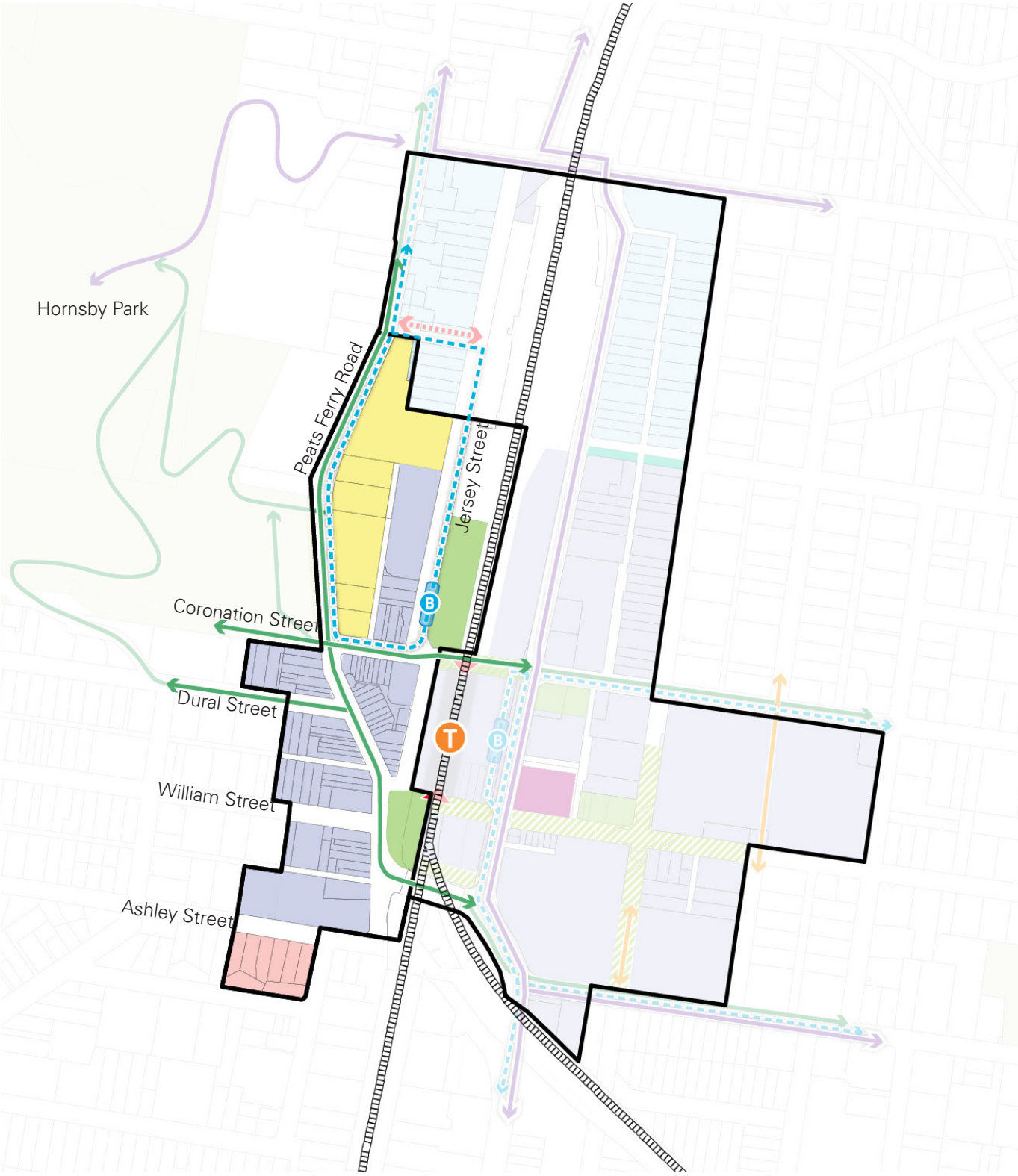


Figure 92: Western Heritage Precinct structure plan

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

Western Heritage Precinct

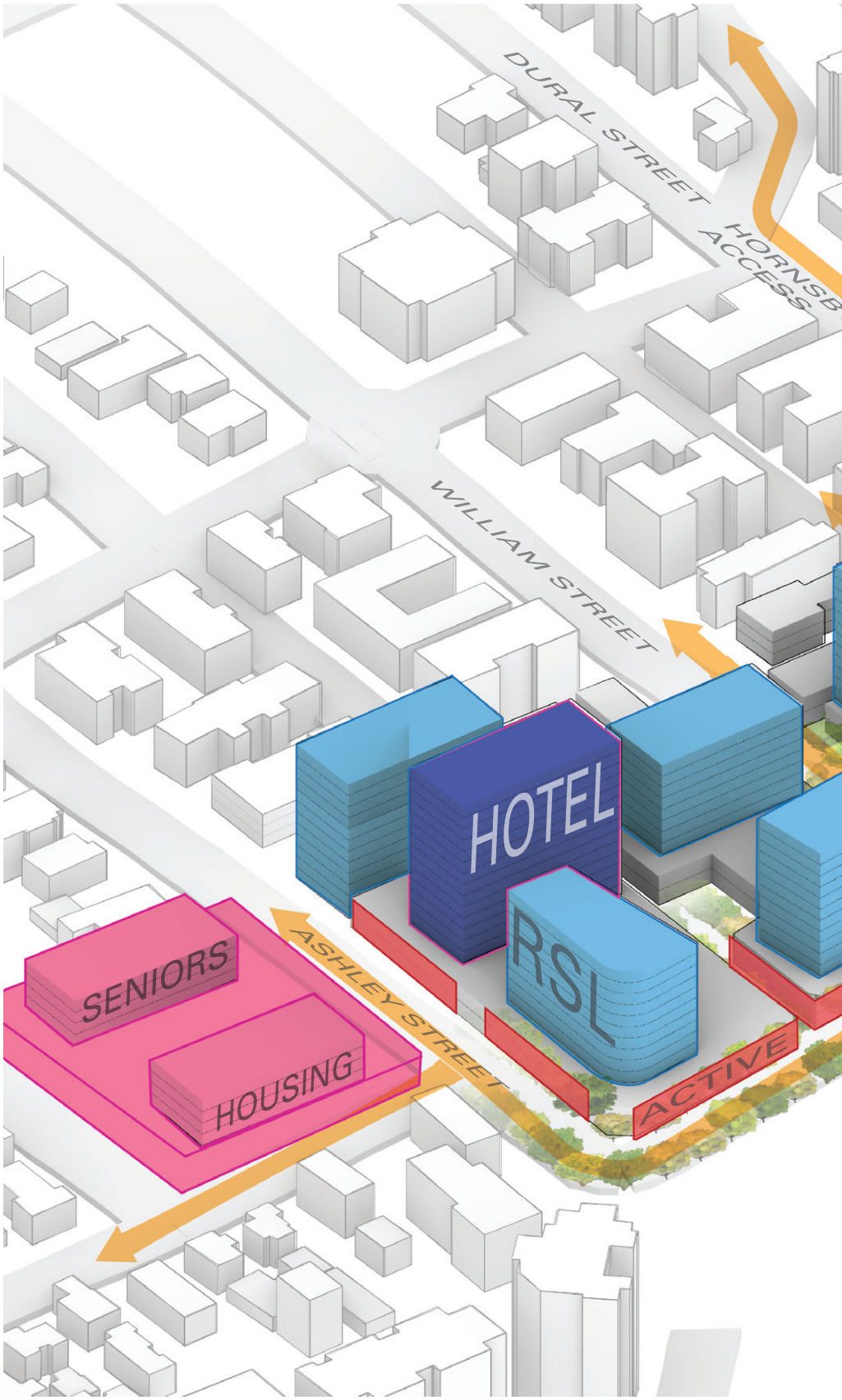
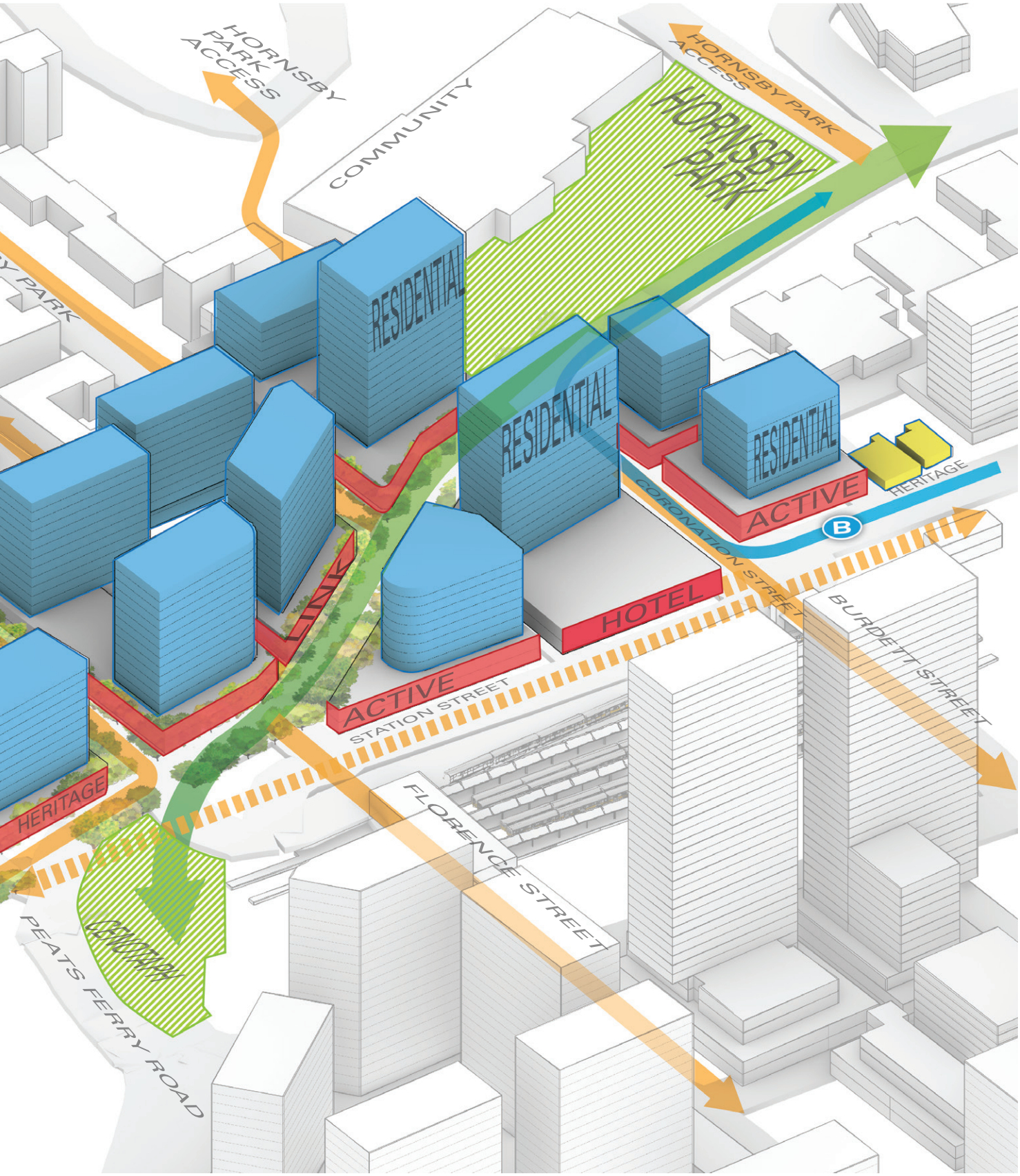


Figure 93: Western Heritage Precinct Concept Diagram


HORNSBY PARK ACCESS
COMMUNITY
HORNSBY PARK ACCESS
HORNSBY PARK
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
ACTIVE
HERITAGE
B
CORONATION STREET
HOTEL
BURDETT STREET
LINK
ACTIVE
STATION STREET
HERITAGE
FLORENCE STREET
COMM
PEATS FERRY ROAD

Western Heritage Precinct

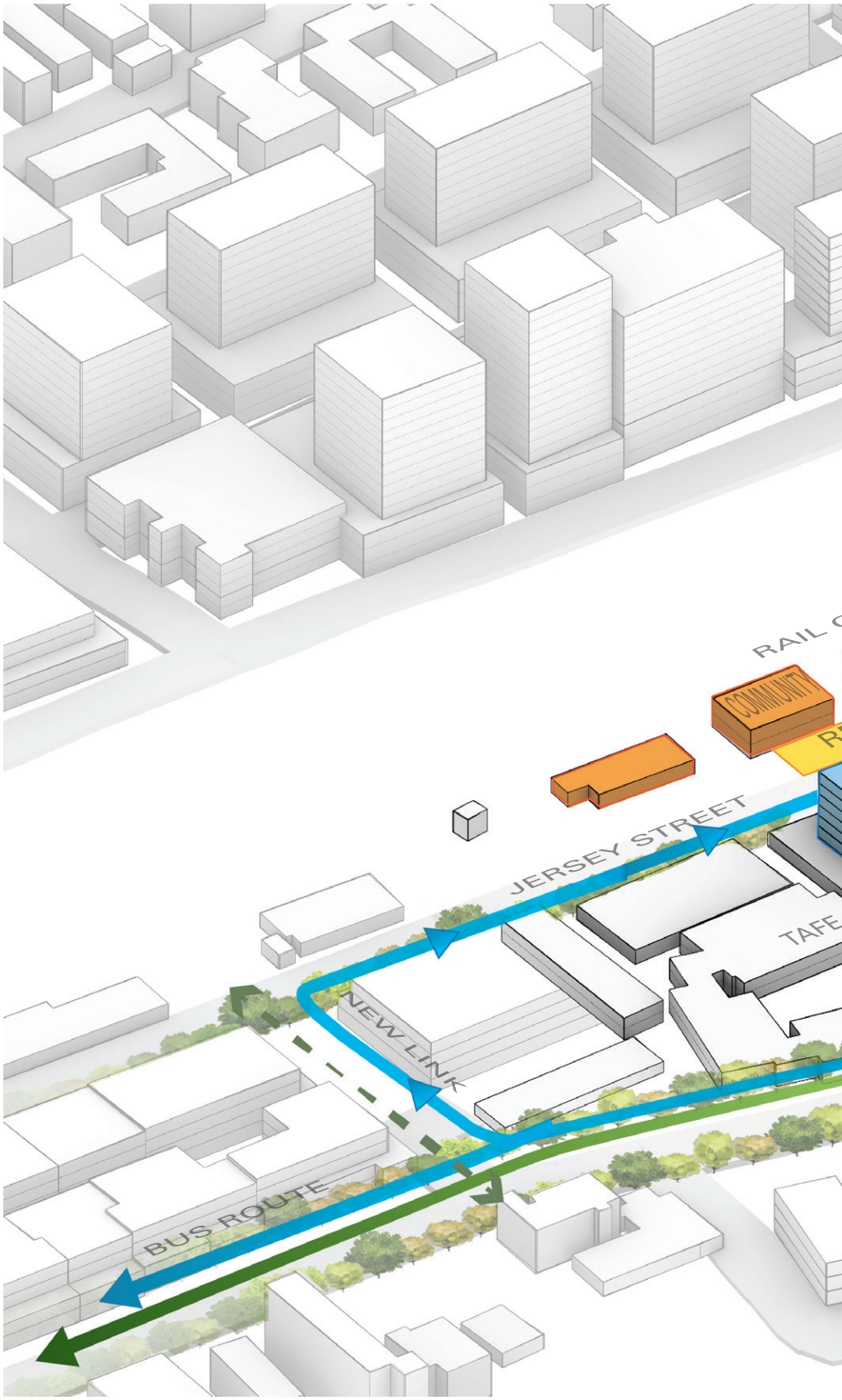
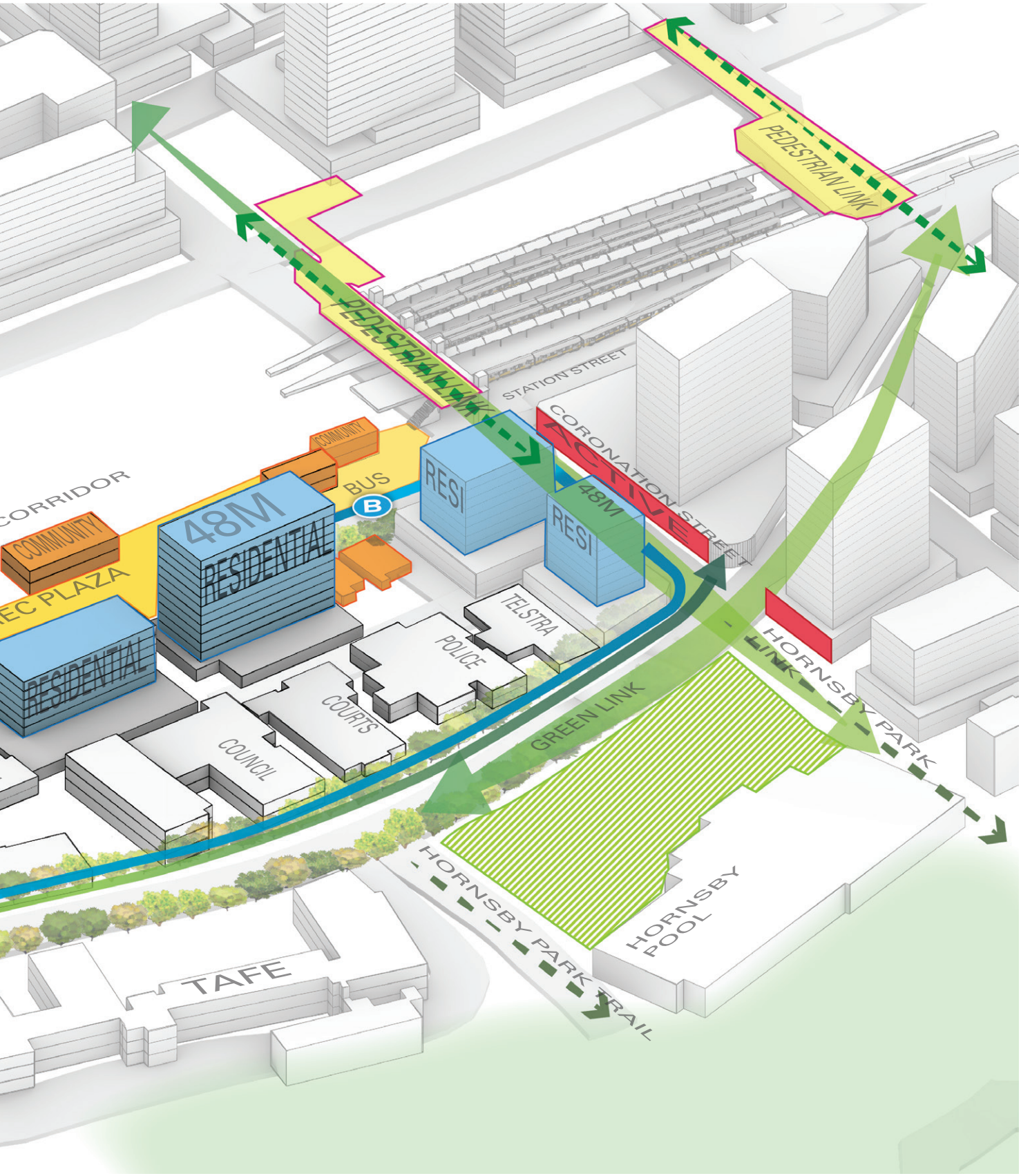


Figure 94: Western Heritage Precinct Concept Diagram


PEDESTRIAN LINK
PEDESTRIAN LINK
STATION STREET
CORONATION STREET
ACTIVE
COMMUNITY
CORRIDOR
COMMUNITY
EC PLAZA
48M
RESIDENTIAL
BUS
B
RESI
48M
RESI
RESIDENTIAL
TELSTRA
POLICE
COURTS
COUNCIL
GREEN LINK
HORNSBY PARK
LINK
HORNSBY PARK TRAIL
HORNSBY POOL
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*

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

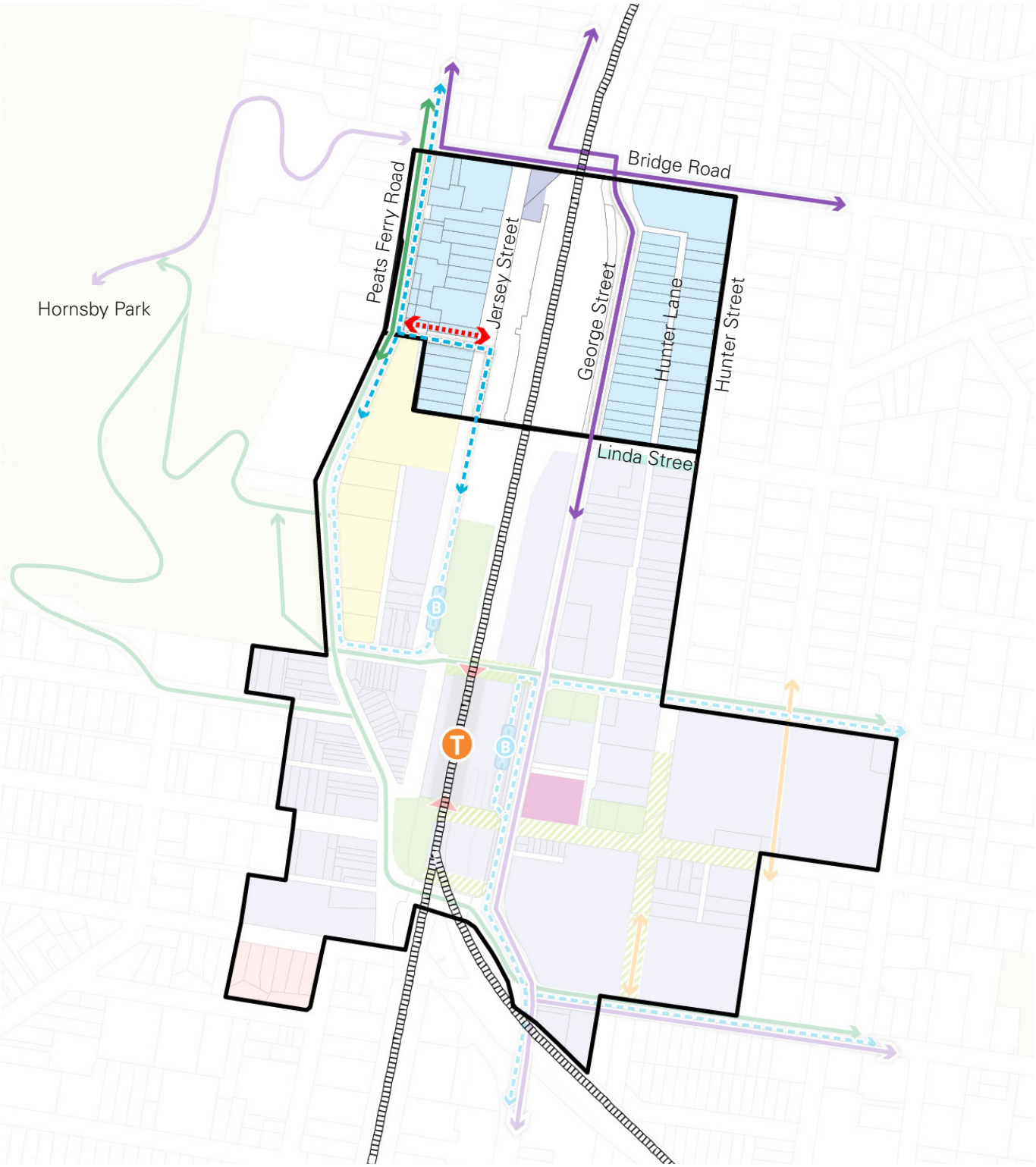


Figure 97: Northern Employment Precinct structure plan

Precinct boundaries
Rail station
Bus interchange
Station access
Employment
Mixed use
Residential
Education and civic
Community
Open space
Pedestrian zone
Bus routes
Primary traffic routes
Hornsby Park vehicle access
Green link
New link
0 200m

Northern Employment Precinct

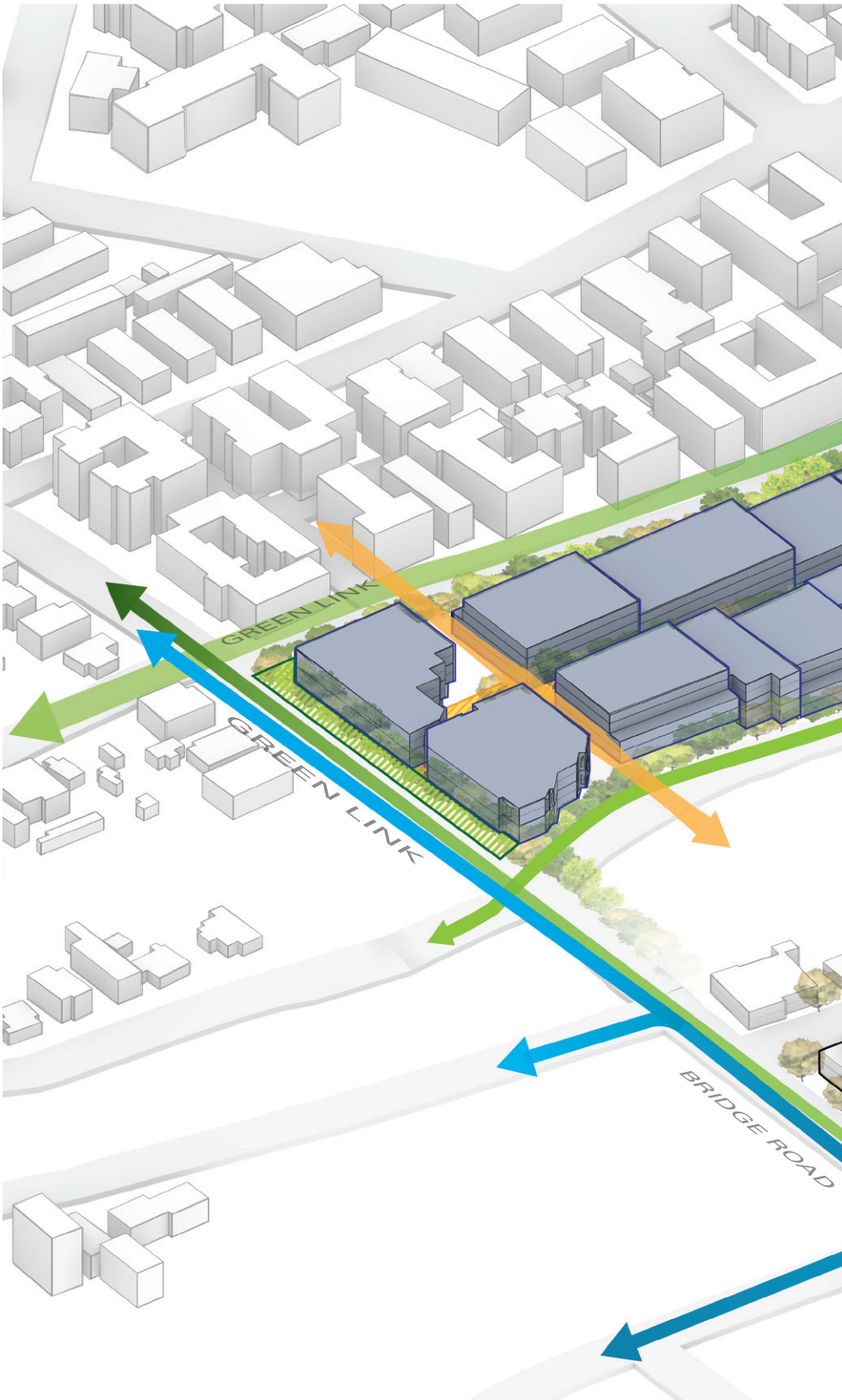
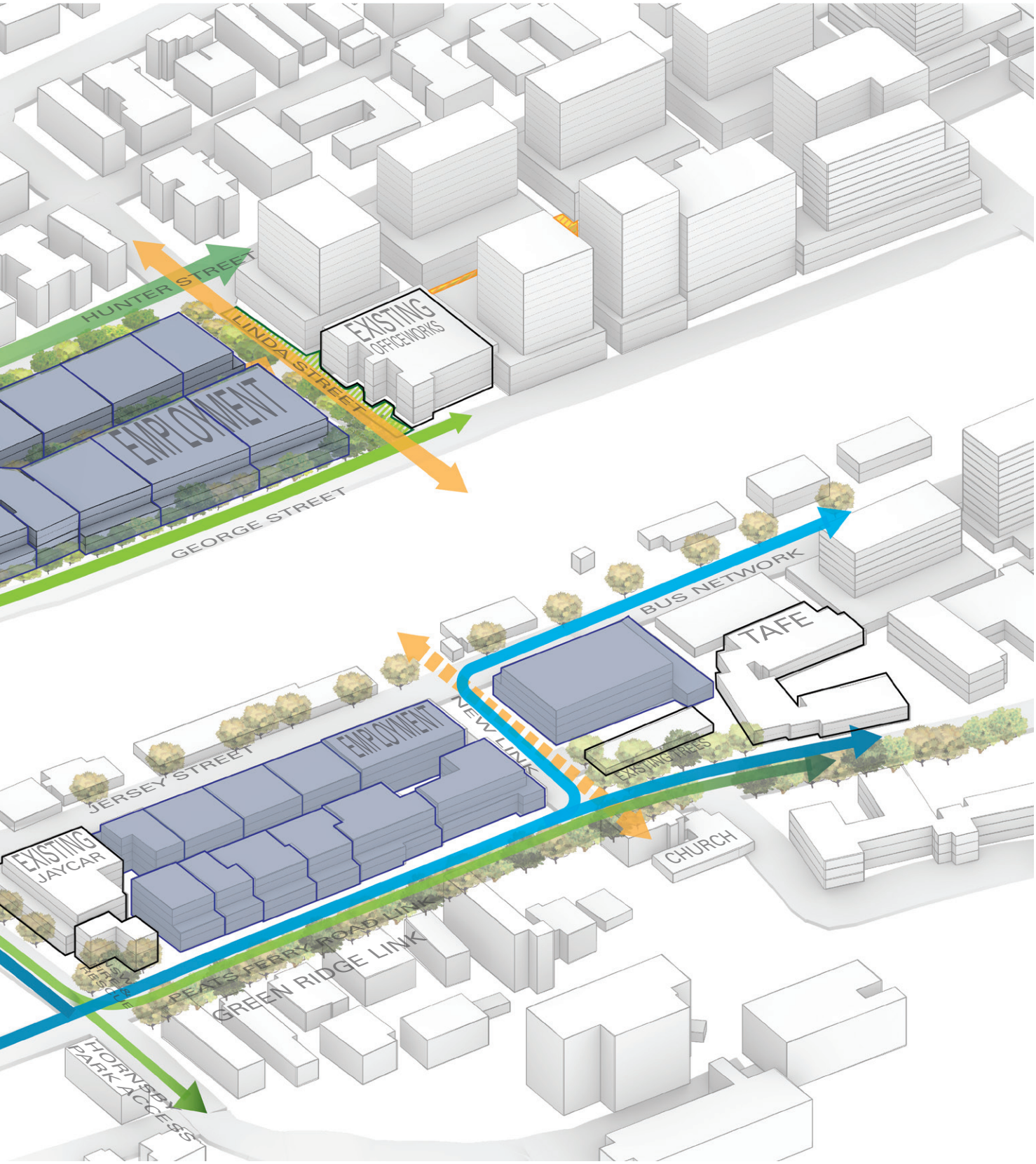


Figure 98: Northern Employment Precinct Concept Diagram


HUNTER STREET
LINDA STREET
EXISTING
OFFICEWORKS
EMPLOYMENT
GEORGE STREET
BUS NETWORK
TAFE
NEW LINK
EMPLOYMENT
JERSEY STREET
EXISTING TREES
EXISTING
JAYCAR
CHURCH
PEATS 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

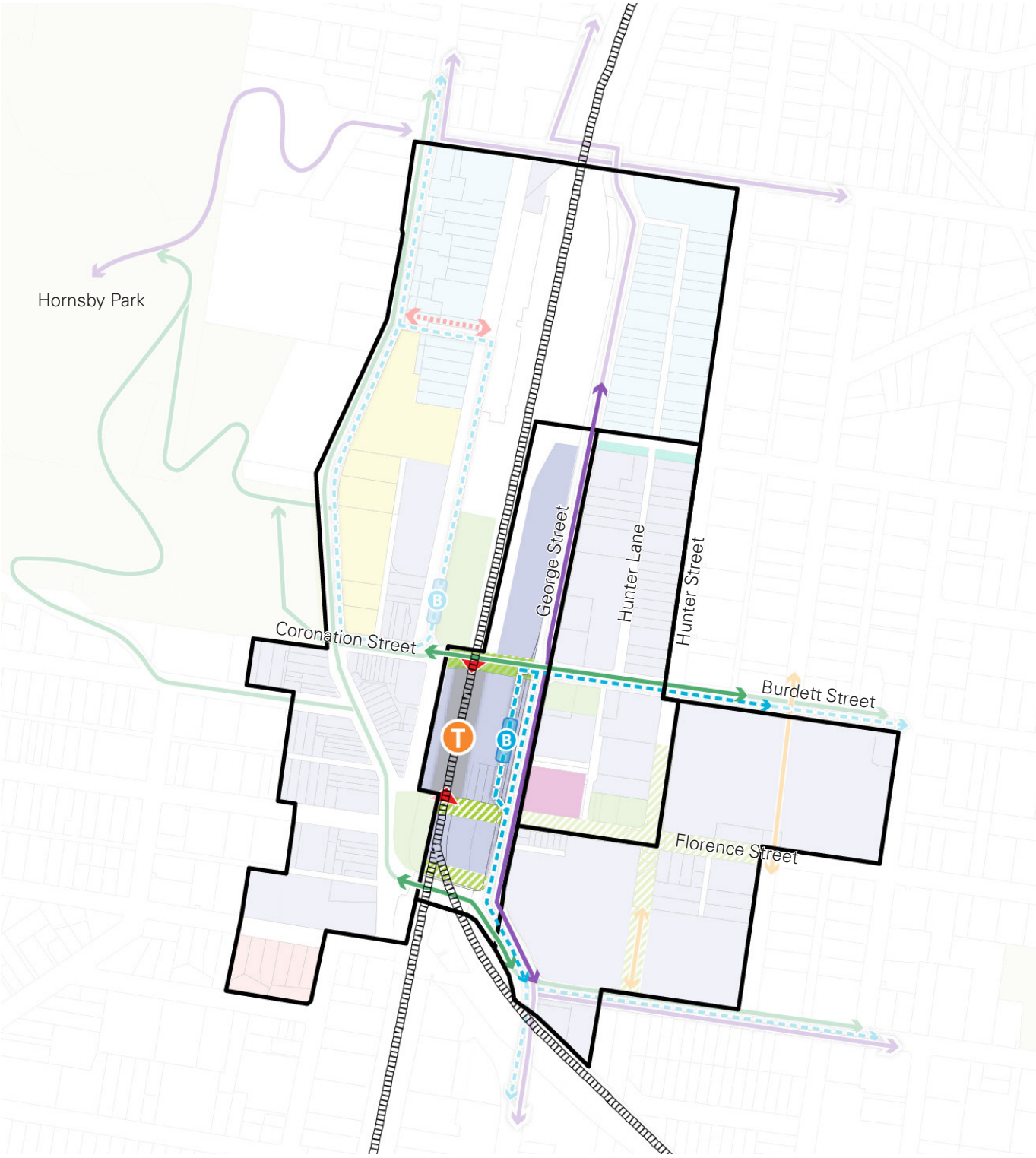


Figure 102: Central Heart Precinct structure plan

0 200m

Precinct boundaries
Rail station
Bus interchange
Station access
Employment
Mixed use
Residential
Education and civic
Community
Open space
Pedestrian zone
Bus routes
Primary traffic routes
Hornsby Park vehicle access
Green link
New link

Figure 103: Aerial Perspective

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*

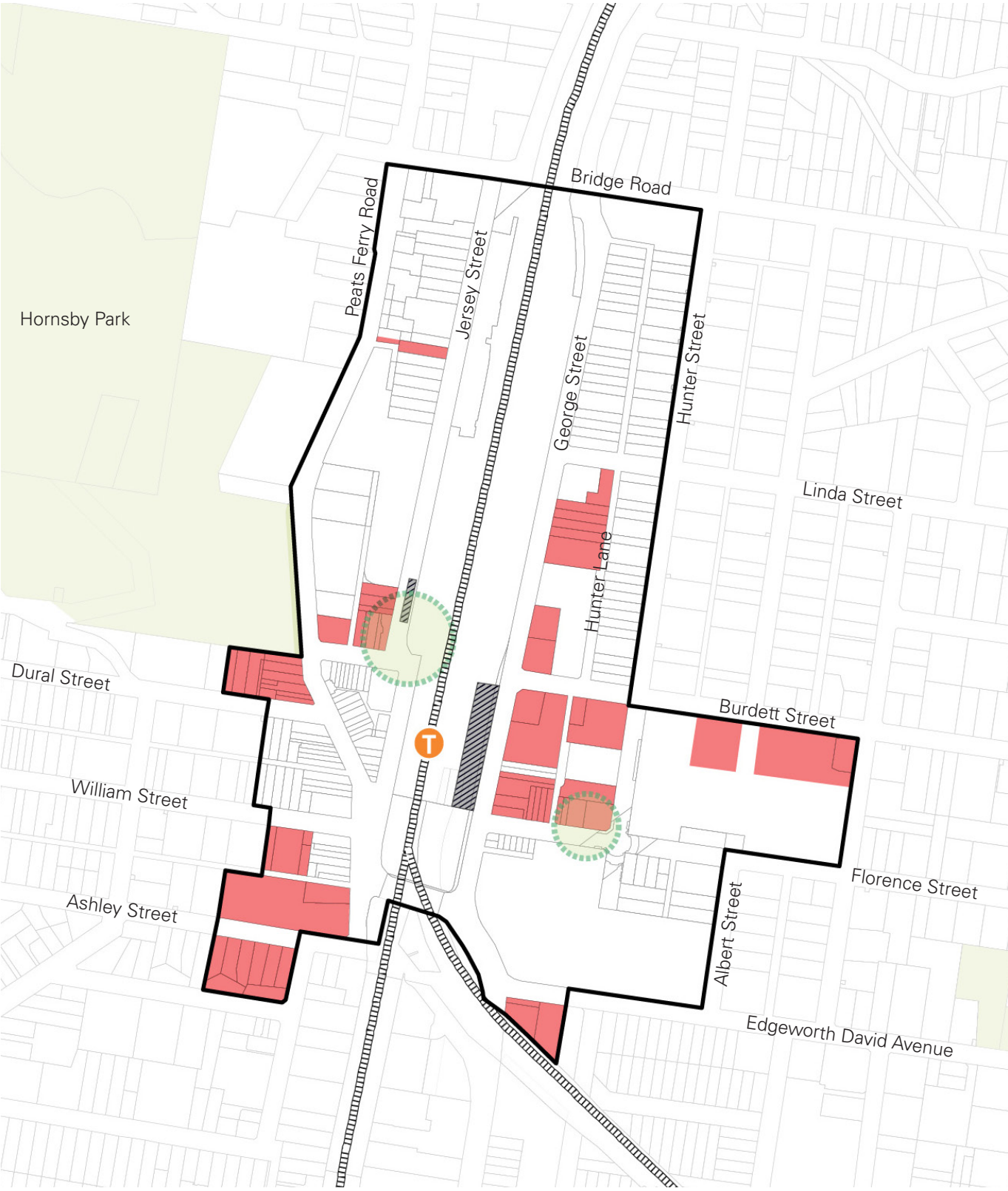


Figure 108: Stage 1 implementation

Interchange
Development
Public space

0 200m

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*

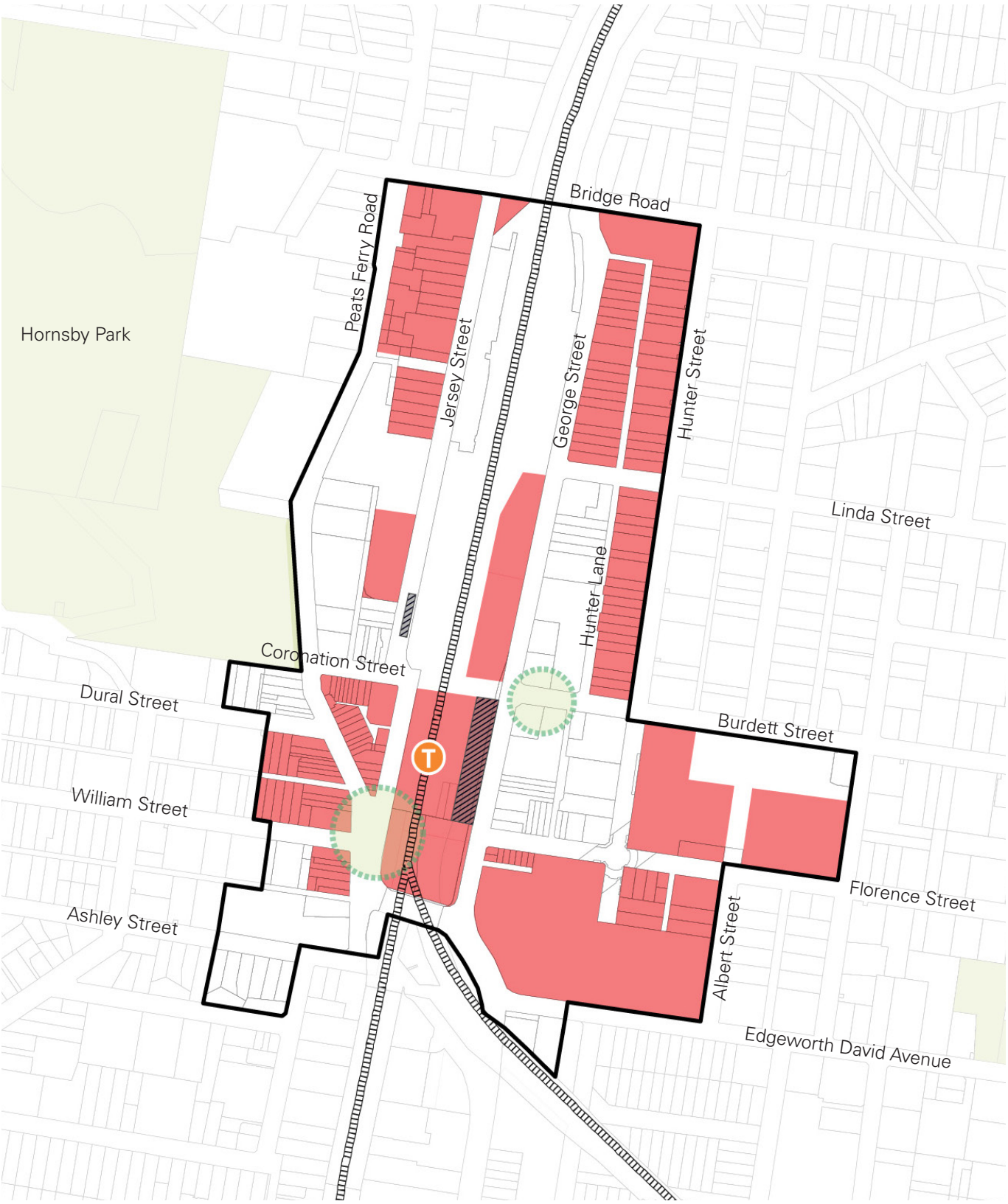


Figure 111: Stage 2 implementation

Interchange
Development
Public space

0 200m

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.

Hornsby Shire Council
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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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