




YOUR VISION.
YOUR FUTURE.

Draft Hornsby Town Centre Consultation Feedback Report

June 2023



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

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Executive Summary

Hornsby Shire Council prepared the draft Hornsby Town Centre Masterplan (the Masterplan) to set the future direction for a thriving centre that reflects its bushland setting. The Masterplan focuses on the provision of additional housing and jobs to support the growth of our major town centre in a way that achieves design excellence, sustainability, accessibility and liveability.

This report summarises feedback received by Council in response to the exhibition of the Masterplan. The Masterplan was publicly exhibited from 20 July 2022 to 30 September 2022. The purpose of the public exhibition was to obtain feedback to enable Council to consider next steps, including whether to endorse and implement the Masterplan.

This report provides a summary of the feedback and key issues raised. It does not attempt to address or respond to submissions, only presents what we have heard.

During the two-month exhibition period, a total of 496 submissions were received from 472 authors, including 29 form letters. Overall, approximately half of the submissions were against the Masterplan, or various aspects of the Masterplan. However, the remaining half of submissions were either in support of, neutral or undecided on the Masterplan, or various aspects of the Masterplan.

Council is now considering next steps including potential changes to the Masterplan in response to the submissions and options for progression.

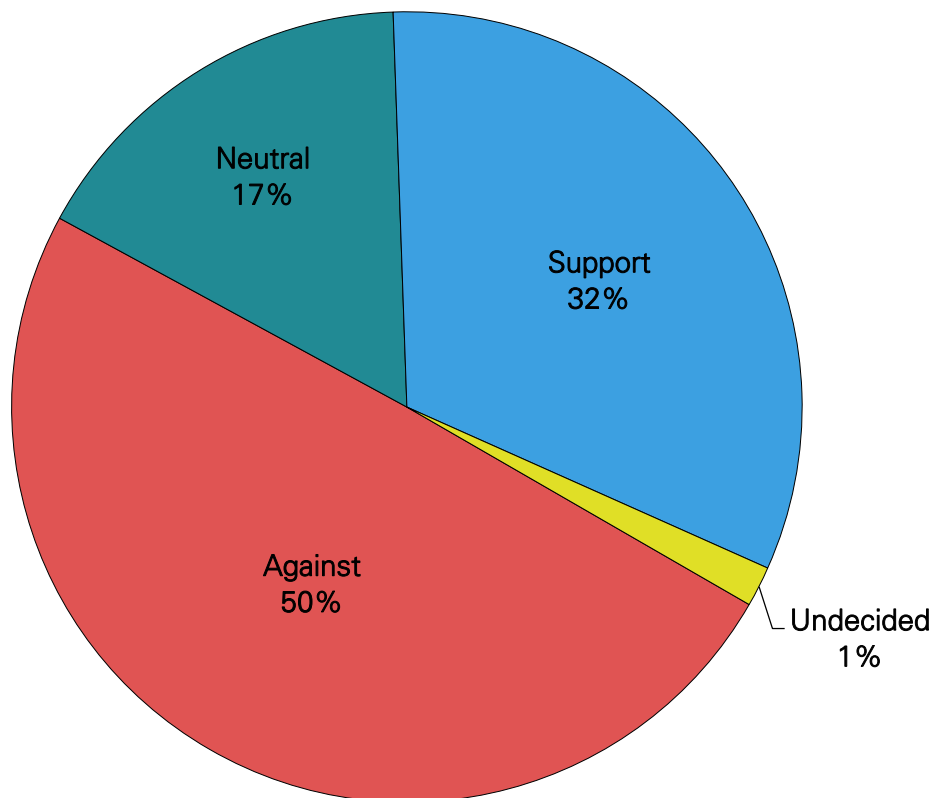


Figure 1 – Total Submissions

1 Purpose and Scope

The purpose of this report is to provide a summary of submissions received during the exhibition of the draft Hornsby Town Centre Masterplan to assist Council in making a decision concerning progression of the Masterplan.

All submissions were considered as part of the analysis. This report does not attempt to capture all the information put forward in submissions, nor does it attempt to respond to submissions. Rather, the report focuses on providing an overview of submissions along with a snapshot of key topics identified and suggestions made.

Where a submission with the same content was sent to multiple addressees at Council or to members of the Council (i.e. Mayor, Councillors or General Manager) the submission was counted once.

This report also outlines and summarises submissions from key government departments and agencies, submissions from organisations, and presents details on the level of engagement through Council's 'Your Say' webpage and Community Drop-in sessions including usage statistics and attendance rates.

2 Background

In 2017, Council initiated the *Hornsby Town Centre East-Side Review* (HTC Review) in response to the draft North District Plan (NDP) which identified Hornsby as a Strategic Centre and established State government housing supply and job creation targets for Hornsby to 2036. The *Hornsby Town Centre East-Side Review* included a strategic analysis of planning controls and the demand and feasibility of commercial/retail development on the east side of the Hornsby Town Centre (HTC).

In March 2018, the NDP was finalised, providing a 20-year plan to manage growth while enhancing the liveability, sustainability and productivity of the North District. The NDP identifies dwelling and employment targets for councils in the North District for the short, medium and longer term. The HTC was subsequently recognised as a Strategic Centre within the NDP.

In 2019, the scope of the HTC Review was expanded to include land on the west side of the rail line and subsequently became a deliverable under the Hornsby Accelerated LEP Review Program. The HTC Review project area boundary encompasses business zoned land to the east and west of the rail line as well as the rail land itself and vacant residential land immediately south of the Hornsby RSL Club. The aims of the Hornsby Town Centre Review are to develop a structure plan to provide for projected growth, strengthen the economic, employment and housing capacities of the HTC, improve public domain and activate the Hornsby commercial core (see Figure 2).

In March 2019, Councillors participated in a visioning workshop facilitated by SJB Planning Consultants to establish a vision and guiding principles for the Hornsby Town Centre Review project. The vision that was established by Council at the workshop (which has since been adopted in the LSPS) is:

'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.'

A set of guiding principles was also established for the project and similarly adopted in the LSPS. Once the vision and principles were established, Council endorsed a multidisciplinary consultant team led by COX Architecture including Tract, Urban Apostles, Brickfields Consulting, Hectare Abraham Architects, JLL and WSP to undertake the HTC Review.

Preliminary consultation and a co-design workshop was undertaken with State agencies (i.e. Transport for NSW, Department of Planning, Infrastructure and Environment, etc.), landowners within the Hornsby Town Centre and broader community for insights, ideas and visions/principles testing. The results of this preliminary consultation were subsequently summarised in the Stakeholder Engagement Outcomes Report, which can be viewed [here](#).

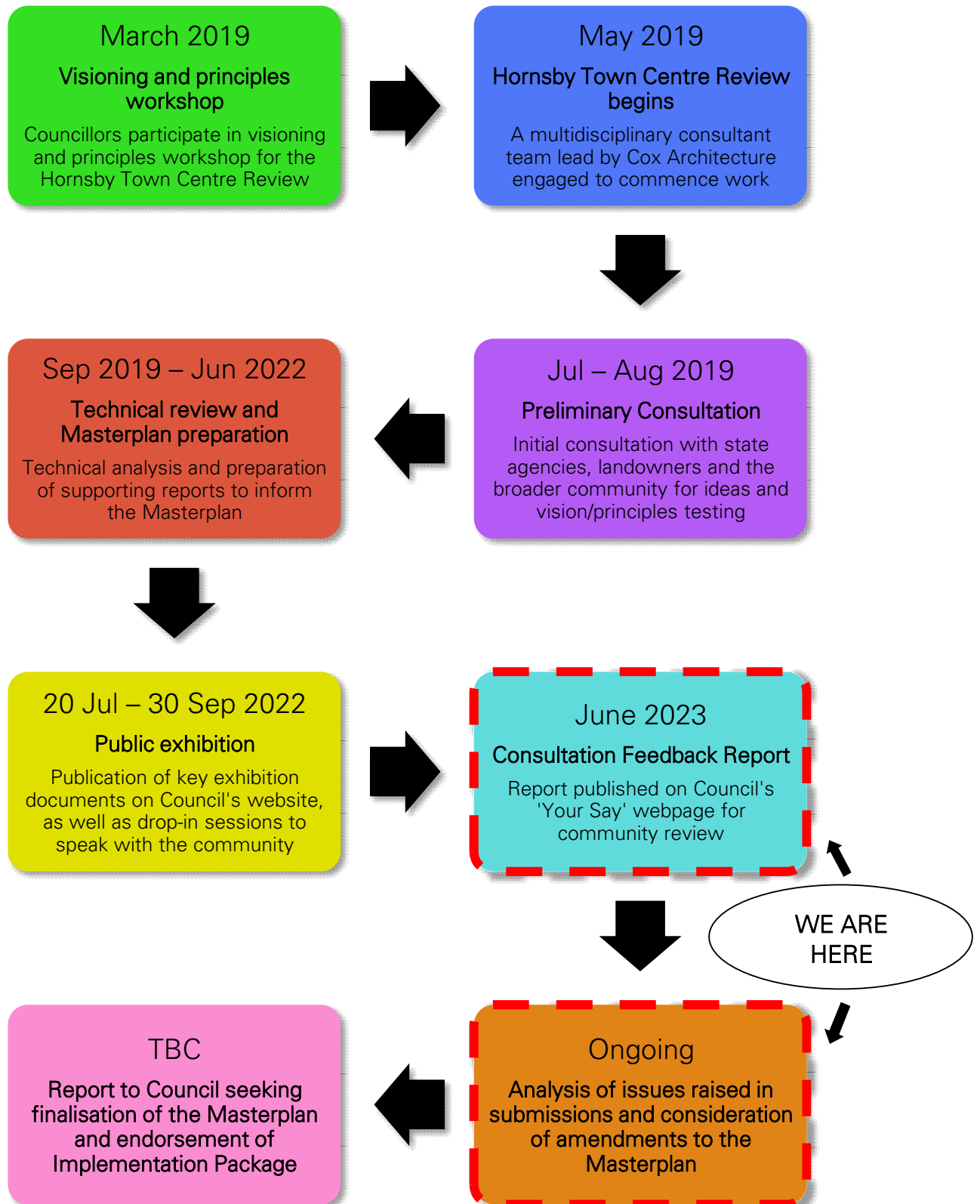
Over three years, COX, its multidisciplinary team, and Council staff undertook technical analysis and prepared a suite of supporting technical documents to inform the creation of the draft Hornsby Town Centre Masterplan.

At its meeting on 13 July 2022, Council resolved to endorse the public exhibition of the draft Hornsby Town Centre Masterplan for a period of two months. Exhibition commenced on 20 July 2022 and closed on 30 September 2022.



Figure 2 – Hornsby Town Centre Study Area

3 Where are we now?

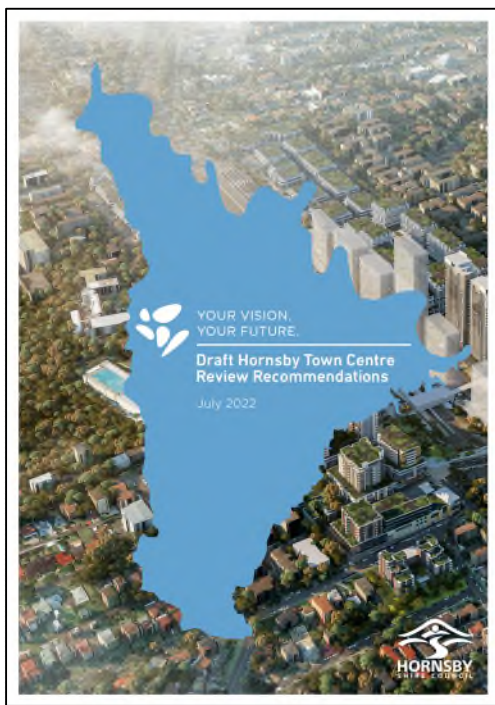


4 How we consulted

Key consultation strategies used for the public exhibition of the Masterplan involved both online and physical opportunities to discuss matters with community stakeholders. In-person drop-in sessions at the Hornsby Library and a dedicated 'Your Say' webpage was used effectively during the public exhibition and discussed in further detail below.

4.1 Public Exhibition Documentation

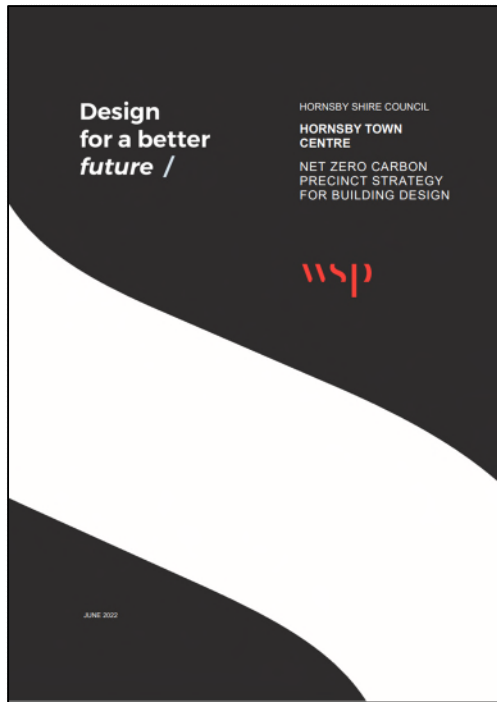
Several key Masterplan documents were available to the public during the exhibition period including:



Draft Hornsby Town Centre Review Recommendations
Report
(HTCR Project Team – June 2022)



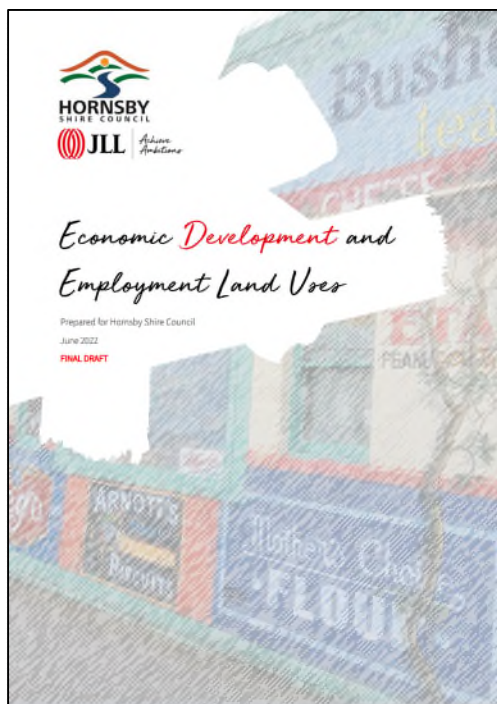
Transport Plan
(WSP – June 2022)



Net Zero Carbon Precinct Strategy for Building Design
(WSP – June 2022)



Landscape and Public Domain Plan
(HTCR Project Team – 28 March 2022)



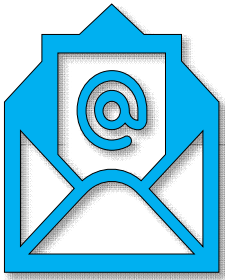
Economic Development and Employment Land Uses
Report
(JLL – June 2022)



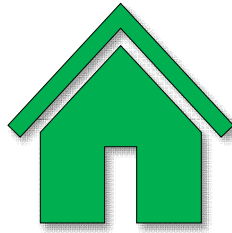
Stage 2 Stakeholder Engagement Outcomes Report
(HTCR Project Team – undated)

These documents were made available both online (via Council's 'Your Say' webpage) and in hard copy (at Council's Customer Service, Libraries and during drop-in sessions at Hornsby Library).

4.2 Public Exhibition Collateral



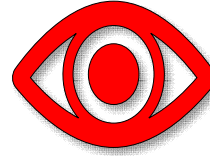
Over **6,000 letters and emails** sent to various stakeholders



Over **55,000** Council Rates Notice Flyers posted to property owners in Hornsby



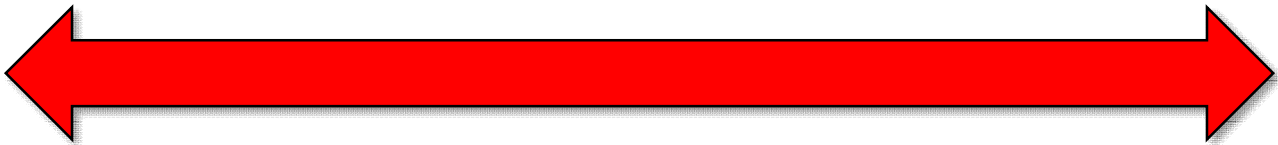
Advertising in **local newspapers**, broadcast coverage on **Channel 7 & 9** and segment on **Triple H radio**



Council's E-Newsletter notification and posts on **Council's Facebook page**




Physical and digital signage along George St and Peats Ferry Road



4.3 'Your Say' webpage


As part of the exhibition of the Masterplan, a dedicated webpage was prepared using the Social Pinpoint web platform (yoursay.hornsby.nsw.gov.au). Social Pinpoint is a web-based engagement platform that provides a single place to find and participate in community engagement projects for Hornsby Shire Council. It contains a diversity of ways to share information, collect feedback, and act as a central warehouse for consultation data, analysis and reporting.


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[Projects](#)
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Hornsby Town Centre

The northern gateway where the city meets the bush


[Follow](#)



Home / Draft Hornsby Town Centre Masterplan

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

- Adopted Vision Statement for Hornsby Town Centre




Draft Hornsby Town Centre Masterplan

The draft masterplan seeks to set the future direction for a thriving centre that reflects its bushland setting. Additional housing and jobs are proposed to support the growth of our major Town Centre in a way that achieves design excellence, sustainability, accessibility and liveability.

The draft masterplan was on exhibition from 29 July to 30 September 2022. Council officers are now reviewing all submissions received and will prepare a Feedback Outcomes Report and Report on Submissions to be presented at a Council Meeting in 2023 for consideration of the feedback and next steps.

Exhibition material and future updates on the progression of the draft masterplan will continue to be available to the public on Council's Your Say website.

Draft Masterplan Report



Draft Masterplan Map Summary

This plan shows the key features of the draft masterplan.

[View here >](#)

Supporting Technical Documents

Various technical studies have shaped the draft masterplan and can be read in conjunction with the Hornsby Town Centre Recommendations Report.

[View here >](#)

FAQ

- Why has Council prepared the draft masterplan?
- Why are tall towers proposed?
- What infrastructure is proposed?

[See more](#)

Timeline

- October-December 2022 - Review Submissions**
Council officers and the consultant team will review submissions and feedback received on the draft masterplan.

[See more](#)

Drop-in sessions









5 full day drop-in sessions were provided for the community to come along to the Hornsby Library to speak with Council staff about the draft Hornsby Town Centre masterplan during the public exhibition.

[Click here to see the session dates and times >](#)

For enquiries

Name: Strategic Land Use Planning Branch
Phone: (02) 9547 6726
Email: lsu@hornsby.nsw.gov.au

Key Features of the Draft Masterplan

 <p>4,500 new homes</p> <p>Residential towers 10% affordable housing Seniors housing</p>	 <p>5,000 new jobs</p> <p>Creation of employment opportunities</p>	 <p>Sustainability</p> <p>Low emissions buildings 63,000m² of solar panels More trees for cooler streets Electric vehicle infrastructure</p>	 <p>New community facility</p> <p>Library Cultural and creative space</p>
 <p>New public spaces</p> <p>Town Square Opens space park on Berridge Street Larger Council Park Plaza in Jersey Street</p>	 <p>New foot bridge</p> <p>Additional pedestrian overpass Northern access to station platforms</p>	 <p>Traffic and transport</p> <p>Relocation of bus interchange Staff access to buses Road and intersection upgrades</p>	 <p>Walking and cycling</p> <p>Improved walkability Cycling links Active transport connections</p>

Council recognises the Traditional Owners of the lands of Hornsby Shire, the Dharug and Gadigal peoples, and pays respect to their Ancestors and Elders past and present and to their Heritage.

We acknowledge and uphold their historic connections and continuing relationships to Country.

If you are deaf, hard of hearing or have difficulty speaking or communicating, contact us through the [National Relay Service](#).

Contact Us

Have questions or want to learn more about a project, contact us below:

Phone: (02) 9547 6880
Email: lsu@hornsby.nsw.gov.au
Website: www.hornsby.nsw.gov.au

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socialpoint

Figure 3 – Council's 'Your Say' webpage

Over 9,400 people visited and viewed the 'Your Say' webpage during the exhibition period. A total of 301 submitters completed 318 online feedback forms during this same period. The Online Feedback Forms were logged in Council's data management systems as formal submissions and the matters raised in each submission were considered as part of the public exhibition of the Masterplan. The table below outlines usage and access statistics for the draft Hornsby Town Centre Masterplan 'Your Say' webpage.

Activity Overview		
Number of webpage <i>views</i>		24,436
Number of <i>visits</i>		15,407
Percentage of visits that last a minimum of 1 active minute		41.88%
Number of <i>visitors</i>		9,405
Number of returning visitors		280 (3%)
Number of Online Feedback Forms completed		318
Number of contributors		301
Number of project followers (project followers = number of visitors who have subscribed to the website)		77
Referral types (How people reached the 'Your Say' webpage)	Direct	5,029
	Websites (e.g. <i>hornsby.nsw.gov.au</i>)	1,385
	Search Engines (e.g. <i>Google, Bing</i>)	1298
	Social Media (e.g. <i>Facebook, LinkedIn</i>)	1272
	Campaigns (e.g. <i>Council E-News</i>)	1071

Table 1 – Usage and access statistics for Council's 'Your Say' webpage

The 'Your Say' webpage went live on 20 July 2022, the first day of the public exhibition period. Information related to accessing the webpage was sent via the following methods:

- Notification letters with information on commencement of the public exhibition and how to access the website were sent to all people located inside the Hornsby Town Centre study area, as well as property owners adjoining the town centre
- Approximately 55,000 flyers with a QR code to directly access the 'Your Say' webpage were sent to property owners in Hornsby Shire
- Information postcards with a QR code to directly access the 'Your Say' webpage were made available at Council facilities including the Council Chambers, Customer Service and Hornsby Library
- Council's E-Newsletter notification and posts on Council's Facebook page with direct links through to the 'Your Say' webpage.

The graph below shows activity on the website during the public exhibition period, including visitors, views and visits. Activity on the website peaked during the first two weeks of the exhibition period with some smaller spikes of activity occurring throughout the remaining exhibition. The spikes in activity generally aligned with notification letters being received by residents, notification via Council's E-Newsletter or posts on Council's Facebook page.

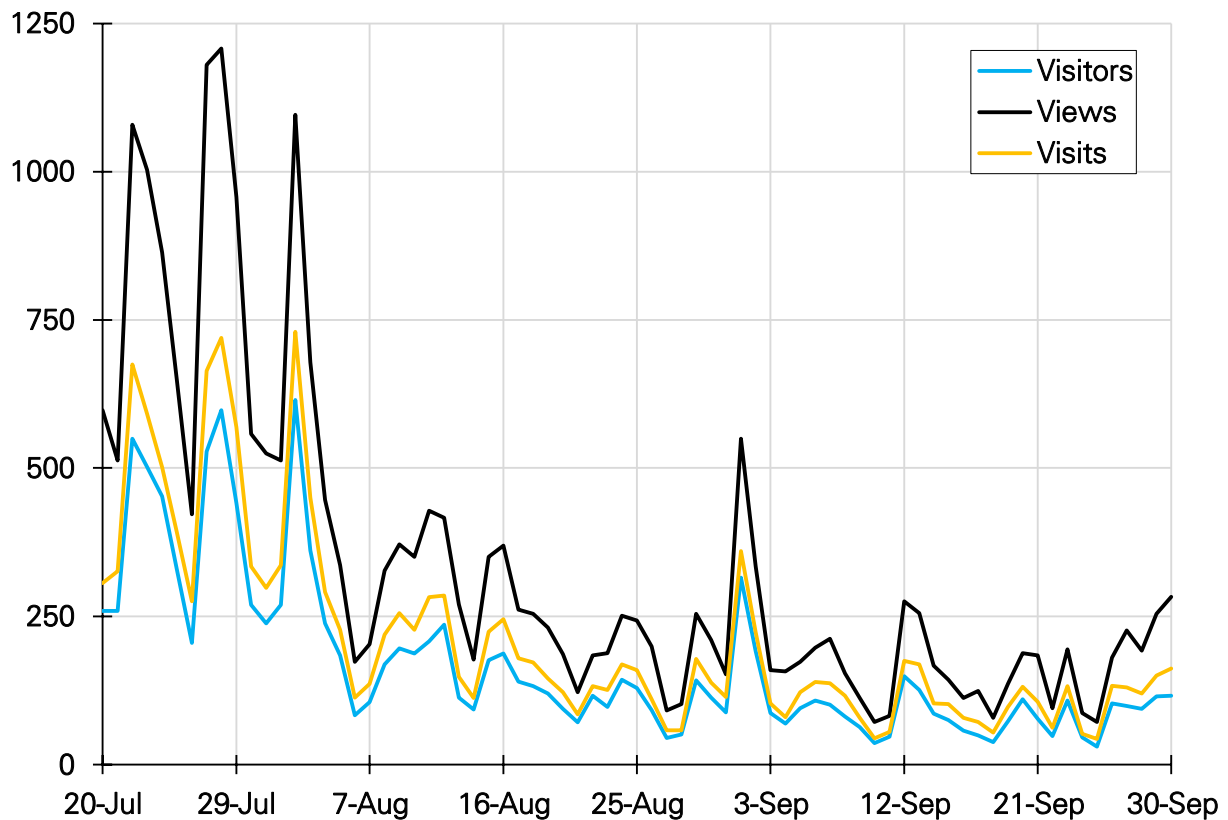


Figure 4 – Visitors, views and visits to Council's 'Your Say' webpage

Note:

- » 'Visitors' are number of unique users that have entered the website.
- » 'Views' are total number of times a visitor views any page on the website.
- » 'Visits' are number of individual browsing sessions a visitor has on the website.

Online Feedback Forms received through the 'Your Say' website are discussed in more detail below under Part 5 'How you responded' and Part 6 'What you told us' of this report.

4.4 Drop-in sessions

Community drop-in sessions were held to maximise community access to exhibition material by allowing it to be viewed over a number of full days. Council staff undertook nine full day face-to-face drop-in sessions at Hornsby Library. At the drop-in sessions, physical and digital information was displayed and Council staff were available to answer questions. This form of consultation was utilised to provide opportunities for people to have a face-to-face conversation with staff rather than just viewing the exhibition documents in isolation.

The following tables and graph show the date, times, level of attendance for each session:

No.	Date	Session Times	Attendance	% of Overall Attendees
1	Tuesday 9 August	12pm – 8pm	60	10.2%
2	Thursday 11 August	10am – 8pm	93	15.9%
3	Saturday 13 August	10am – 4pm	93	15.9%
4	Tuesday 16 August	10am – 8pm	67	11.4%
5	Thursday 18 August	10am – 8pm	52	8.9%
6	Saturday 20 August	10am – 4pm	73	12.5%
7	Tuesday 13 September	10am – 8pm	54	9.2%
8	Thursday 15 September	10am – 8pm	49	8.3%
9	Saturday 17 September	10am – 4pm	45	7.7%
TOTAL			586	100%

Table 2 – Drop-in session dates, times and attendance

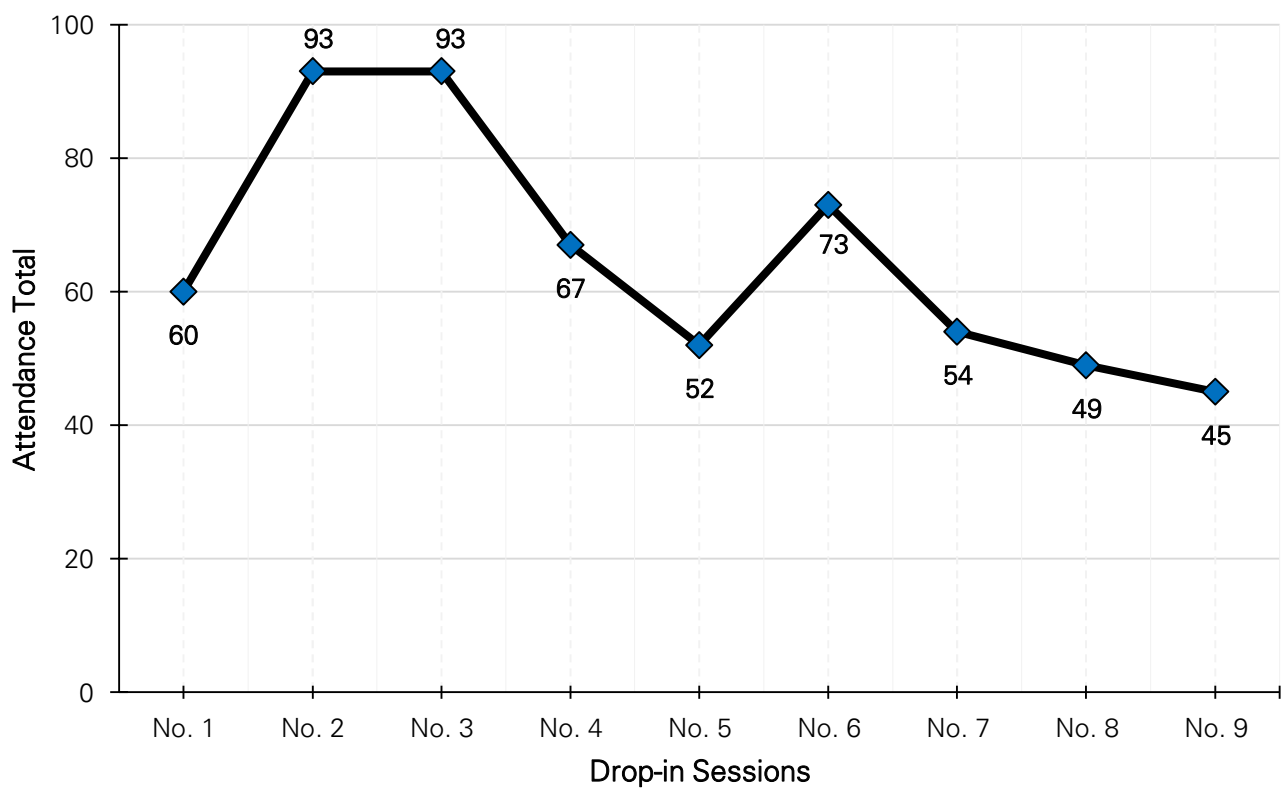


Figure 5 – Drop-in session attendance

Location	No. of attendees	% of total attendance
Hornsby Shire LGA	534	91.2%
Outside Hornsby LGA	26	4.4%
Not Provided	26	4.4%
Total	586	100%

Table 3 – Location of attendees at drop-in sessions

A total of 586 people attended the nine drop-in sessions. Thursday 11 August and Saturday 13 August were the most popular sessions with 93 people attending. Of the attendees that identified their home suburb, Hornsby was the most represented with 349 people attending the drop-in sessions.

Physical copies of exhibition documentation were available for viewing at each session, including the Recommendations Report, Transport Plan, Net Zero Carbon Precinct Strategy for Building Design, Landscape and Public Domain Plan, Economic Development and Employment Land Uses Report and Stage 2 Stakeholder Engagement Outcomes Report. A flythrough of the Masterplan was shown in high definition on a large television with seating available for people to view the vision for the town centre.

Key maps and diagrams were displayed as a series of posters around the drop-in session room to provide greater clarity for proposed development in the town centre. Information postcards and brochures were available for attendees with QR codes that directed people to Council's 'Your Say' webpage. Multiple computers were setup to allow attendees to directly submit formal comments via an Online Feedback Form on Council's 'Your Say' webpage. Written submissions received during the drop-in sessions were registered as formal submissions and included in the summary of submissions.

Figure 6 below shows the room setup for the community drop-in sessions. Figure 7 on the next page shows an example of the information postcard with QR code provided to people attending a drop-in session:



Figure 6 – Drop-in session location at the Hornsby Library



Figure 7 – Information postcards with QR code

5 How you responded

A total of 496 submissions were received in response to the exhibition. In some instances, multiple submissions were received from a single author. There are 472 authors represented by submissions. Multiple submissions were also received from members of the same household. There are 452 households represented by submissions.

The formal exhibition period closed on Sunday, 30 September 2022. However, late submissions from individuals, organisations and State agencies were received after the close of the exhibition period. Where possible these have been included in the analysis contained in this report. All submissions have been registered through Council's records system and Councillors have been provided with a copy of all submissions addressed in this report, as well as the summary of submissions from government agencies.

The following graph shows the total number of submissions, and the number of authors and households represented by submissions.

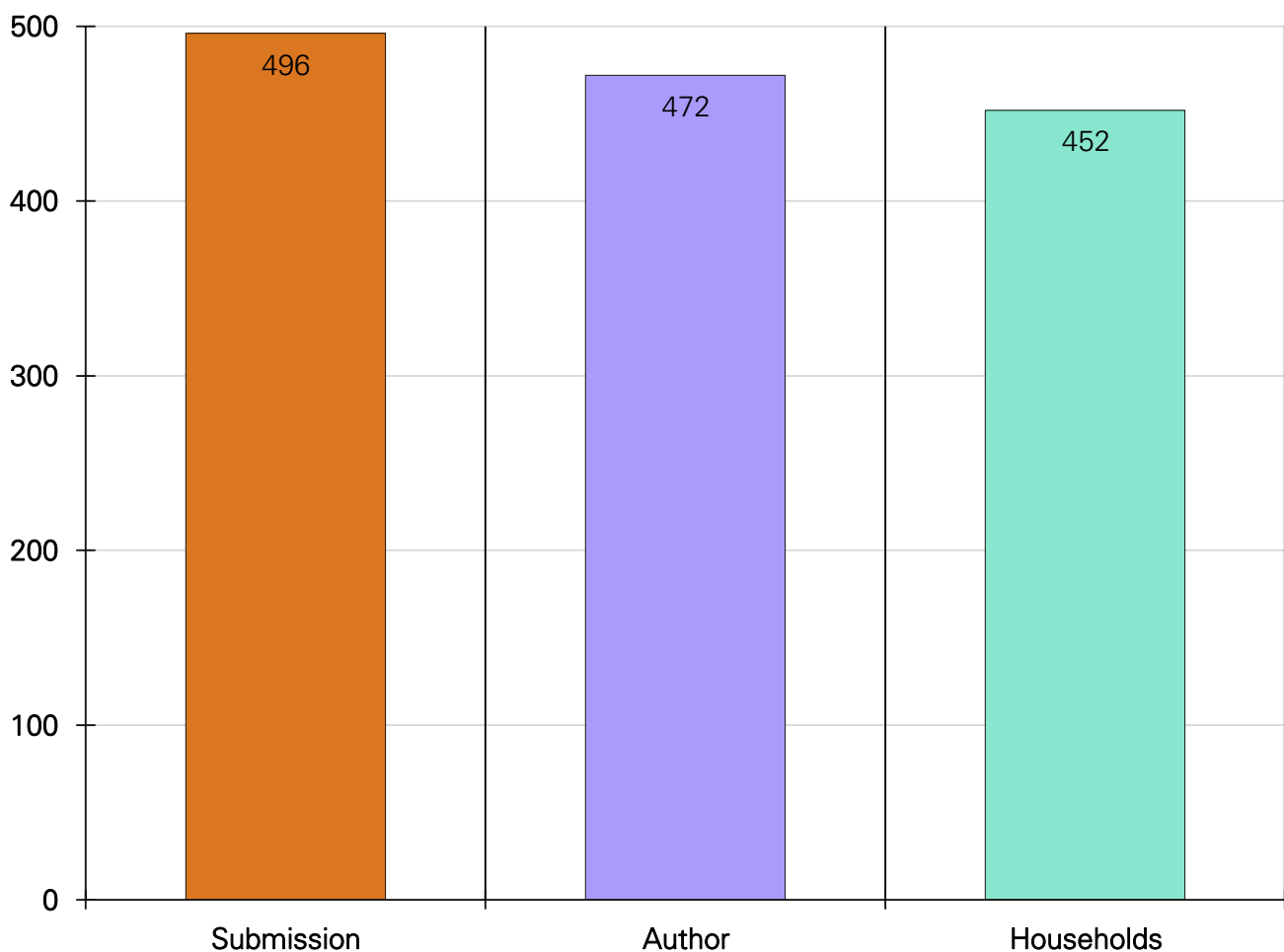


Figure 8 – Overall Authors and Households

5.1 Submission Types

A variety of submissions were received in response to the exhibition, with the majority of submissions individually prepared. The submission types are further described below:

- Individual letter / email – submission with unique comments.
- Online feedback form – submission via Council's 'Your Say' webpage with unique comments.

- Form letter – submission with standardised content sent separately by multiple individuals.

The following graph and table provide a breakdown of the submission types received:

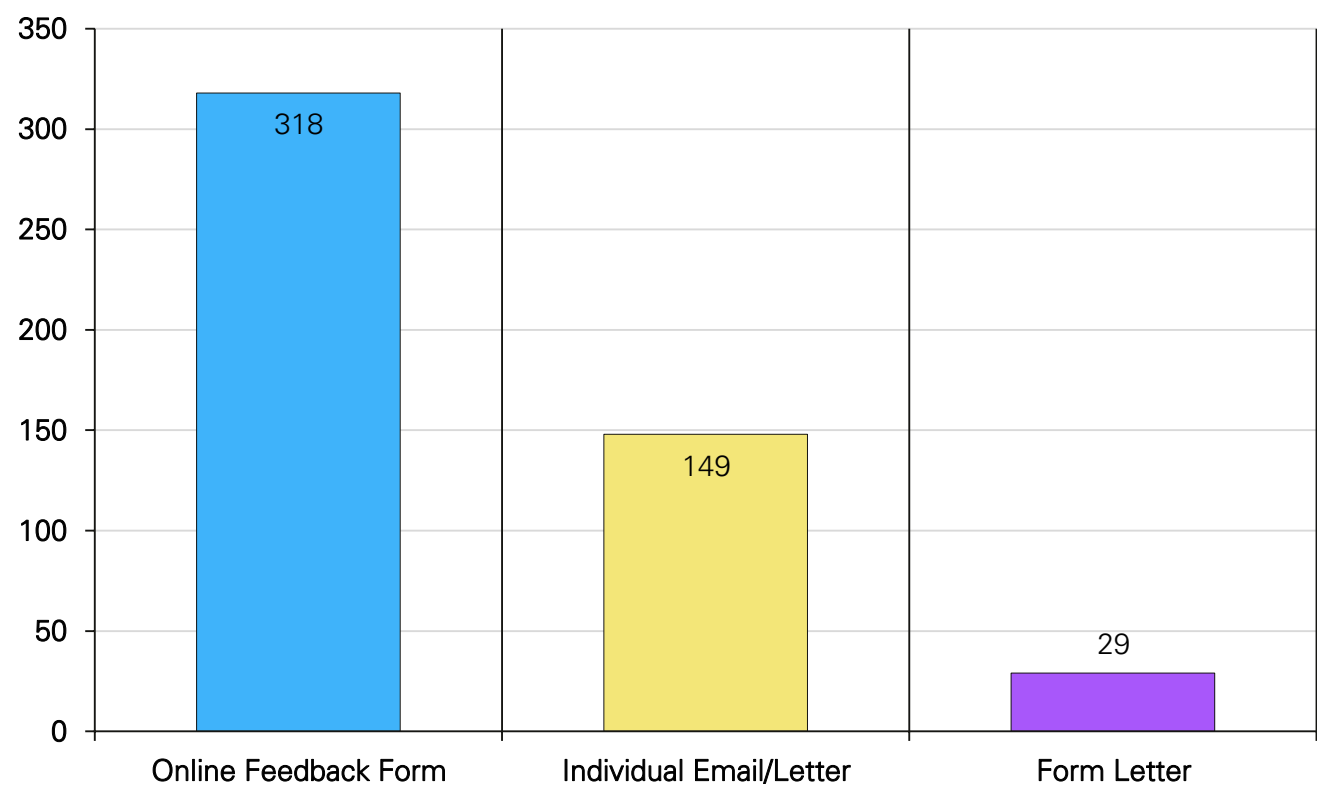


Figure 9 – Submission Types

Stakeholder Group		Number received	Percentage
Individual (i.e. email, letter, online feedback form)	Online feedback form	318	64%
	Individual letter or email	149	30%
	Sub-total	467	94%
Form Letters		29	6%
Total		496	100%

Table 4 – Submission Types

Individually prepared submissions account for 467 or 94 per cent of all submissions. This includes 149 individually prepared letters or emails and 318 responses to the online feedback form. The format and questions included in the online feedback form are provided in Appendix A. The feedback received via the online feedback form has been included as part of the overall feedback in this report.

Form letter submissions account for 29 or six per cent of all submissions received. There was one type of form letter submission received. A copy of the form letter type is provided in Appendix B. The feedback in form letter submissions has been included as part of the overall feedback in this report.

5.2 Stakeholder Groups

The majority of submissions are from individuals, with remaining submissions from organisations and government agencies. The following graph and table provide a breakdown of the submission authors by stakeholder group:

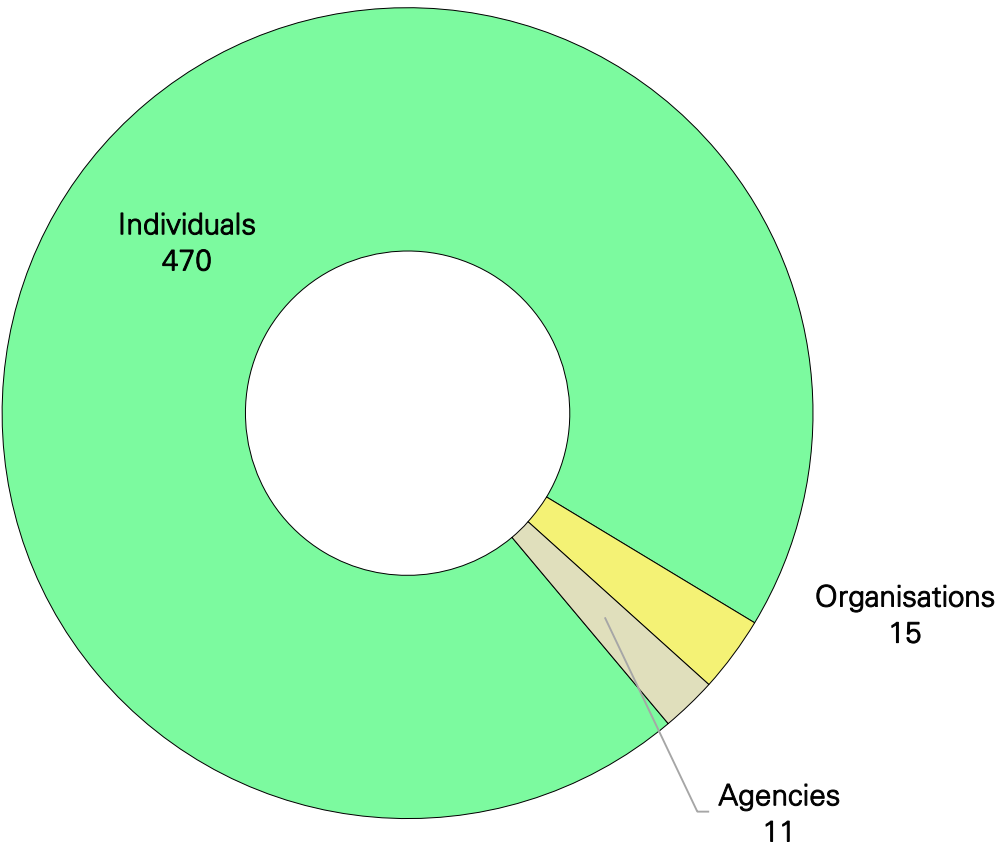


Figure 10 – Stakeholder Groups

Stakeholder Group		Number received	Percentage
Individual		470	95%
Organisations	Community Groups	7	1.4%
	Education Facilities	2	0.4%
	Charities	2	0.4%
	Not-for-profit organisations	4	0.8%
	Sub-Total	15	3%
Government Agencies		11	2%
Total		496	100%

Table 5 – Stakeholder Groups

The submissions from 'Organisations' comprise of submissions received from authors that have identified as an organisation from the sub-category listed above, including:

- Community groups
- Non-for-profit organisations
- Charities
- Education facilities.

The input from each stakeholder group has been summarised under Section 9 'What government agencies told us' and Section 10 'What organisations told us'. Feedback is also included in the overall feedback of this report.

5.3 Location of Submitters

The majority of submissions were from people who identified as living within Hornsby Shire. A small proportion of submissions were from people outside the Hornsby Local Government Area (LGA) or people who did not identify their home location.

The submissions from people who identified as living in, or outside, the Hornsby LGA have been further identified based on suburbs as stated. A graph and table showing the number of submissions based on author location is provided below:

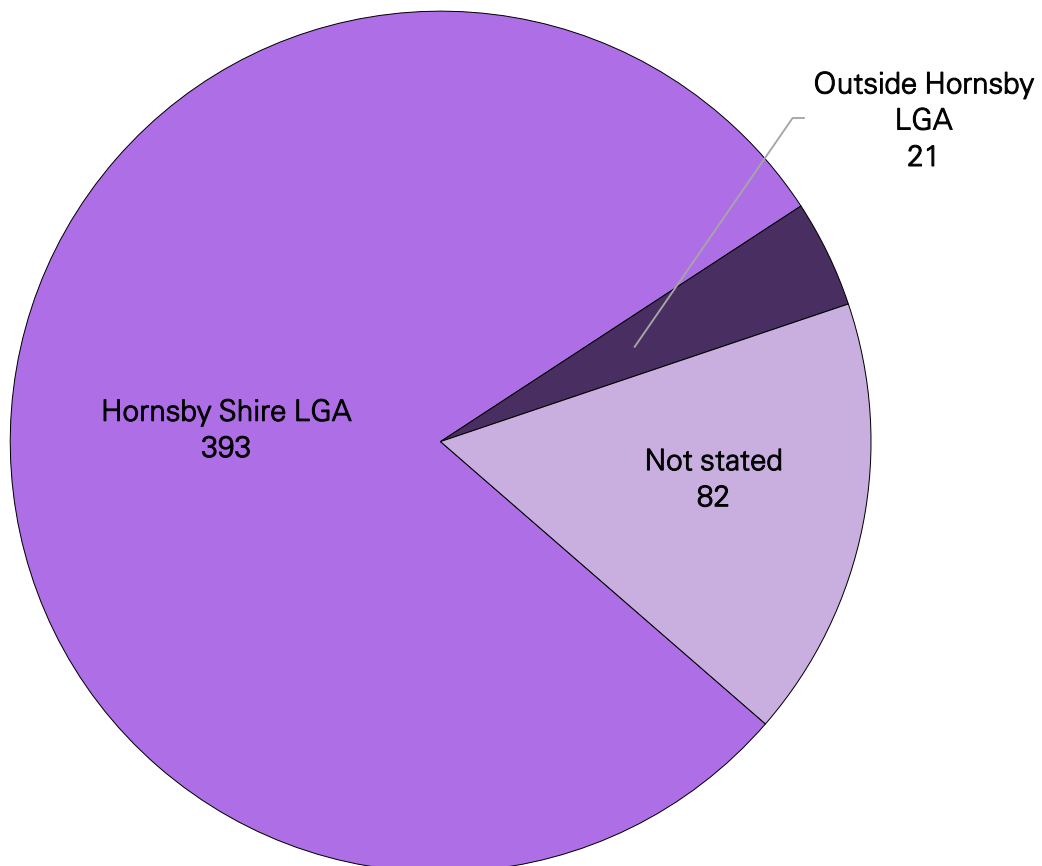


Figure 11 – Location of Submitters

Location		Number received	Percentage
Hornsby Shire LGA	Hornsby	220	44.4%
	Hornsby Heights	40	8%
	Asquith	22	4.4%
	Mount Colah	21	4.2%
	Thornleigh	14	2.8%
	Westleigh	11	2.2%
	Normanhurst	10	2.0%
	Berowra	9	1.8%
	Waitara	9	1.8%
	Pennant Hills	7	1.4%
	Cherrybrook	5	1.0%
	Wahroonga	5	1.0%
	Galston	4	0.8%
	Mount Kuring-Gai	3	0.6%
	North Epping	3	0.6%
	Arcadia	2	0.4%
	Berowra Heights	2	0.4%
	Beecroft	1	0.2%
	Berowra Waters	1	0.2%
	Berrilee	1	0.2%
	Cowan	1	0.2%
	Dural	1	0.2%
	West Pennant Hills	1	0.2%
	Sub Total	393	79.3%
Outside Hornsby LGA	Carlingford	4	0.8%
	St Ives	3	0.6%
	Sydney	3	0.6%
	Parramatta	2	0.4%
	Turramurra	2	0.4%
	Castlecrag	1	0.2%
	Cheerio Point	1	0.2%

Location		Number received	Percentage
	Gordon	1	0.2%
	Narara	1	0.2%
	Pymble	1	0.2%
	Sydney Olympic Park	1	0.2%
	Warrawee	1	0.2%
	Sub Total	21	4.2%
Not Stated		82	16.5%
Total		496	100%

Table 6 – Location of Submitters based on Suburb

Submissions from Hornsby residents represent 79.3 per cent of all submissions. Of the submissions received from Hornsby Shire LGA residents, the majority were from residents within the suburbs of Hornsby, Hornsby Heights, Asquith and Mount Colah.

Submissions from people outside the Hornsby LGA represent 4.2 per cent of all submissions. Of the submissions received from non-Hornsby Shire residents, the majority were from residents within the suburbs of Carlingford, Sydney and St. Ives.

Submission from people who did not disclose an address represent 16.5 per cent of all submissions.

6 What you told us

This section discusses the views on the Masterplan and key themes and topics that submitters raised in submissions received during the Masterplan public exhibition period.

6.1 General views on the Masterplan

The views on the Masterplan represented in the submissions include those in support of the Masterplan, those against, those neutral and those with undecided views on the Masterplan and its recommendations.

Submissions categorised as 'support' express general support for the Masterplan in a letter or email or have selected 'Support' or 'Somewhat Support' in an Online Feedback Form. Submissions categorised as 'Against' express clear objections to the Masterplan in a letter or email or have selected 'Against' or 'Somewhat Against' in an Online Feedback Form. Submissions categorised as 'neutral' do not support or object to the Masterplan in a letter or email or have selected 'Neutral' in an Online Feedback Form. Submissions categorised as 'undecided' stated indecision for the Masterplan or have selected 'Undecided' in an Online Feedback Form.

The Online Feedback Form submissions that have been categorised into 'support', 'against', 'neutral' and 'undecided' in Figure 12 and 13 have been further broken down and discussed under Section 6.2 'Views based on Submission Type'.

Figure 12 shows the general views expressed based on total submissions. The general views based on total authors and households are presented in Figure 13.

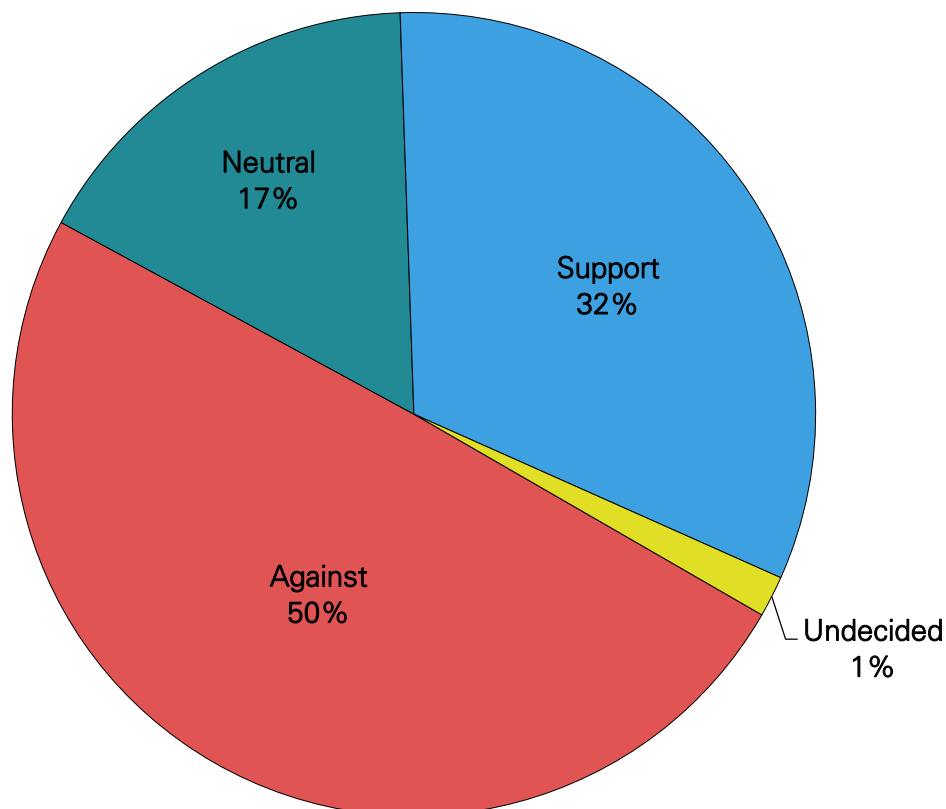


Figure 12 – General views based on total submissions

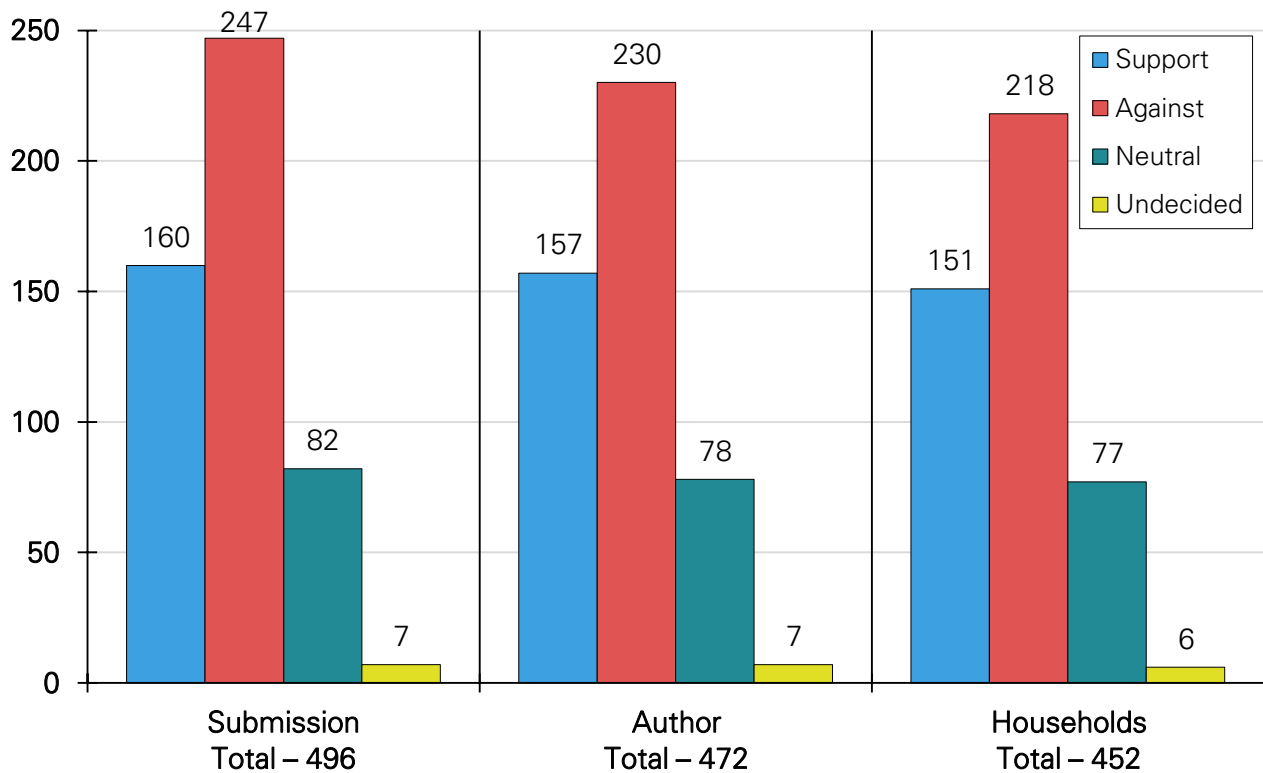


Figure 13 – General views based on Authors and Households

Figures 12 and 13 illustrate that approximately half (50 per cent) of submissions indicated general objection to the Masterplan. However, the remaining half of submissions (50 per cent) either indicated support, neutrality or indecision for the Masterplan.

6.2 Views based on Submission Type

As detailed in Section 5.1 'Submission Types', the majority of all submissions received were Online Feedback Forms (64 per cent) that include a sliding scale level of support. A breakdown of the Masterplan views based on type of submission is shown below in Figure 14.

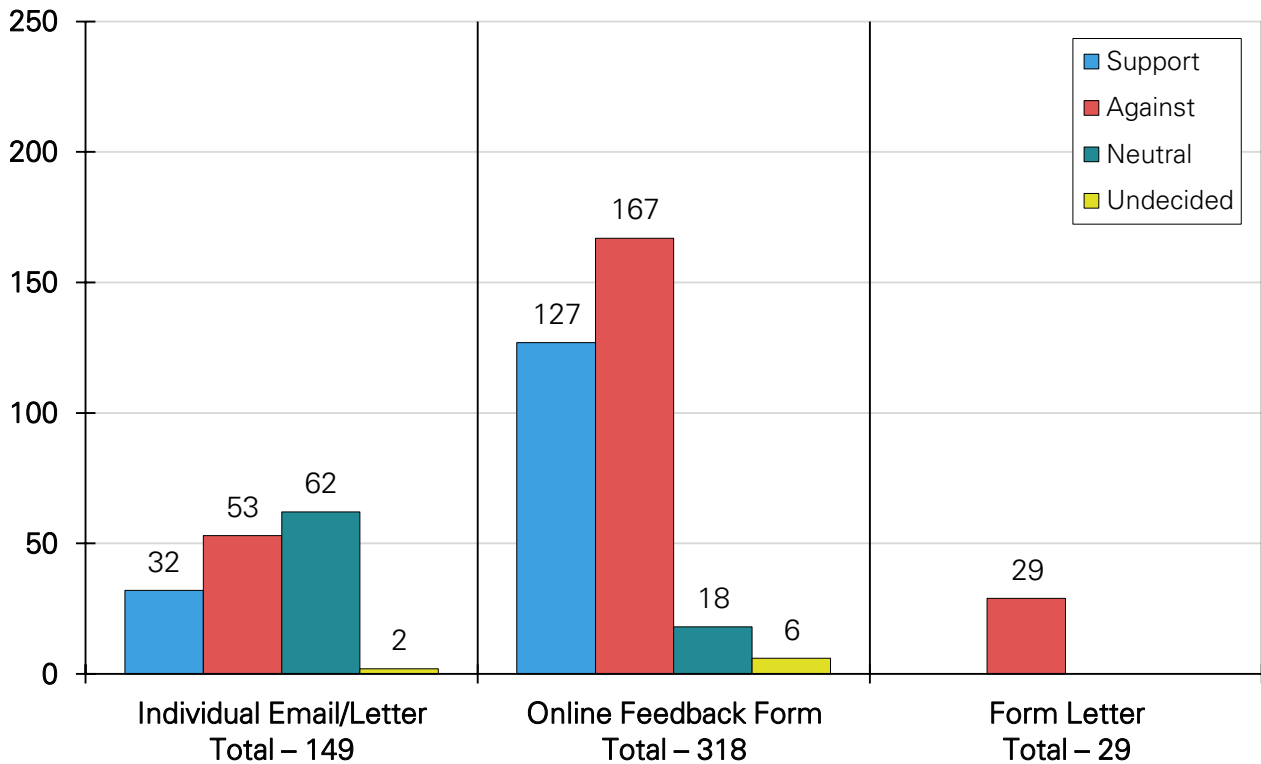


Figure 14 – Views based on Submission Type

Individuals using an Online Feedback Form to present their views were required to answer a number of 'What is your view on the draft Hornsby Town Centre Masterplan?' with several options to answer including 'support', 'somewhat support', 'neutral', 'somewhat against', 'against' and 'undecided'.

A breakdown of Online Feedback Form only submissions is shown in Figure 15 below.

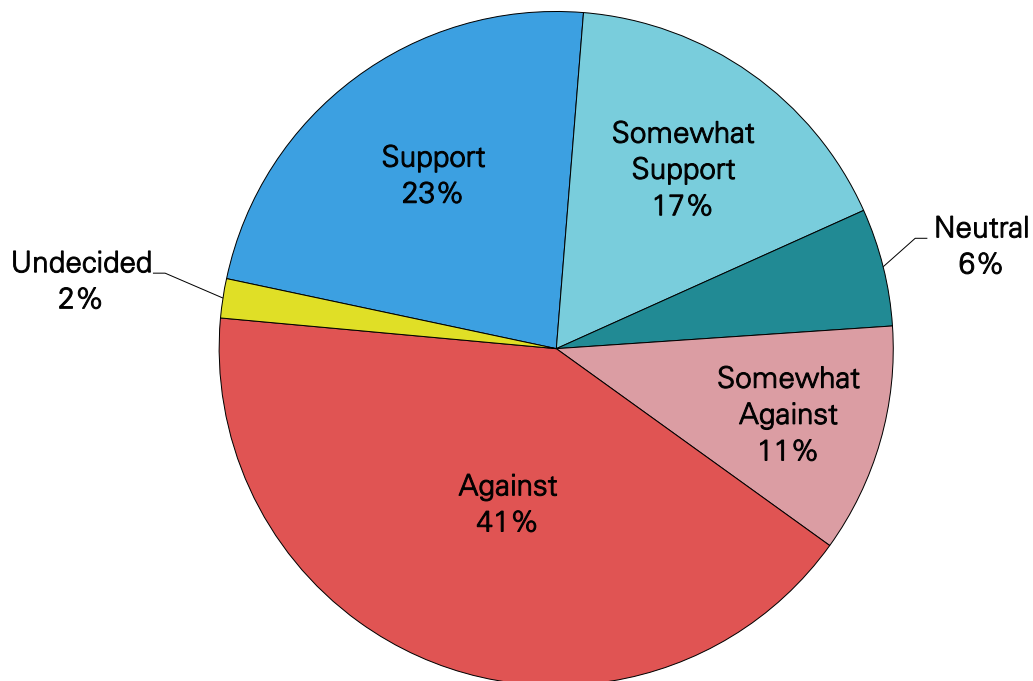


Figure 15 – Views based on Online Feedback Forms

A copy of the Online Feedback Form published on Council's 'Your Say' webpage is provided in Appendix A.

6.3 Views based on Location

The views in submissions based on where submitters live is provided below in Figure 16.

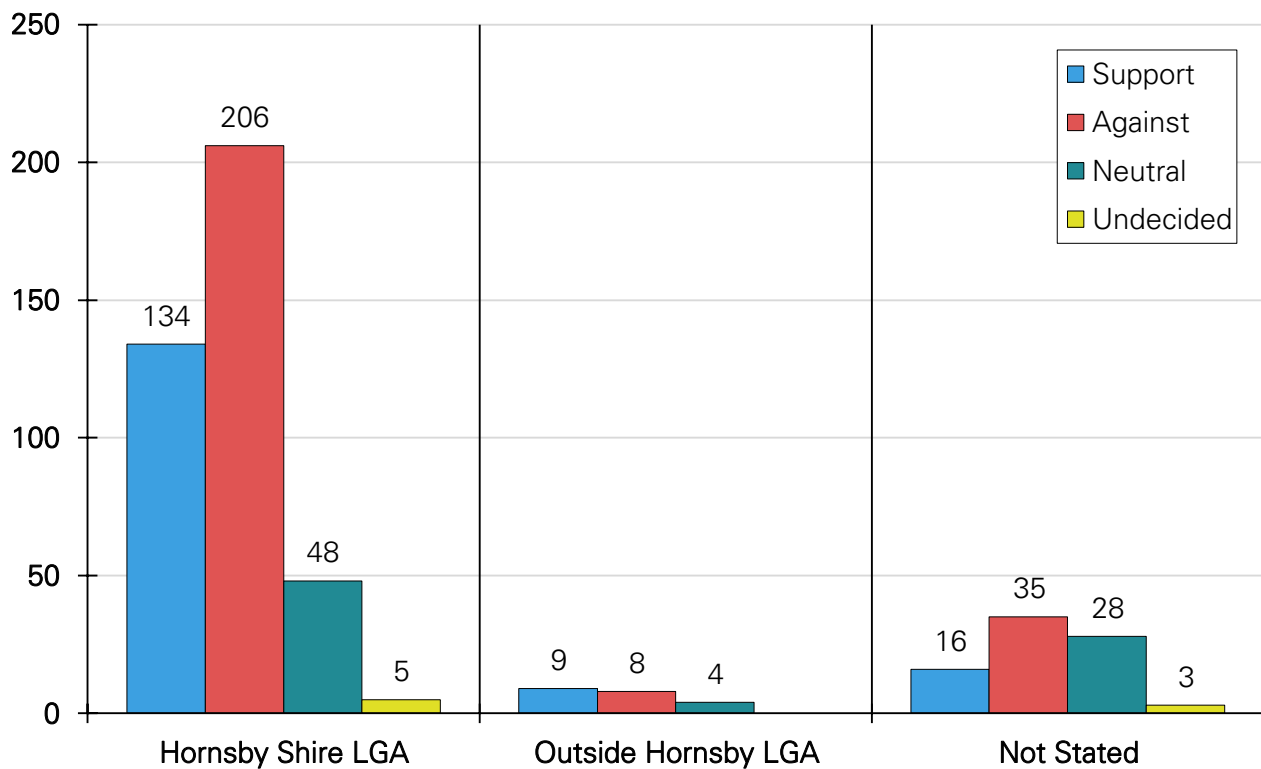


Figure 16 – Views based on Location

Figure 16 shows that of the submissions from people who identified as living in Hornsby Shire LGA, 52 per cent did not support the Masterplan or aspects of the Masterplan. The remaining 48 per cent of submission from Hornsby Shire residents either supported, were neutral or undecided on the Masterplan.

Of the submissions from people who identified as living outside of Hornsby Shire LGA, the levels of support and non-support were split (40 per cent each), with the remaining neutral (20 per cent) on the Masterplan. The majority of submissions from people not stating their location did not support or held a neutral view on the Masterplan or aspects of the Masterplan.

6.4 Key Matters Raised

Analysis of the submissions identified several key words arising frequently. The key words identified are visually represented in the word cloud with larger font demonstrating greater frequency of mentions in submissions.



Figure 17 – Word cloud of key matters raised

The key words identified in submissions have been categorised into several key matters for consideration and are discussed in more detail below under Section 6.5 'What you liked', Section 6.6 'What you didn't like' and Section 6.7 'Other ideas you told us'.

6.5 What you liked

Of the 496 submissions, 172 submissions (34.7 per cent) told us what they liked about the Masterplan. Figure 18 shows the positive aspects identified in all submissions. As noted, business/employment opportunities, green/open spaces and community facilities are considered the most positive aspects of the Masterplan.

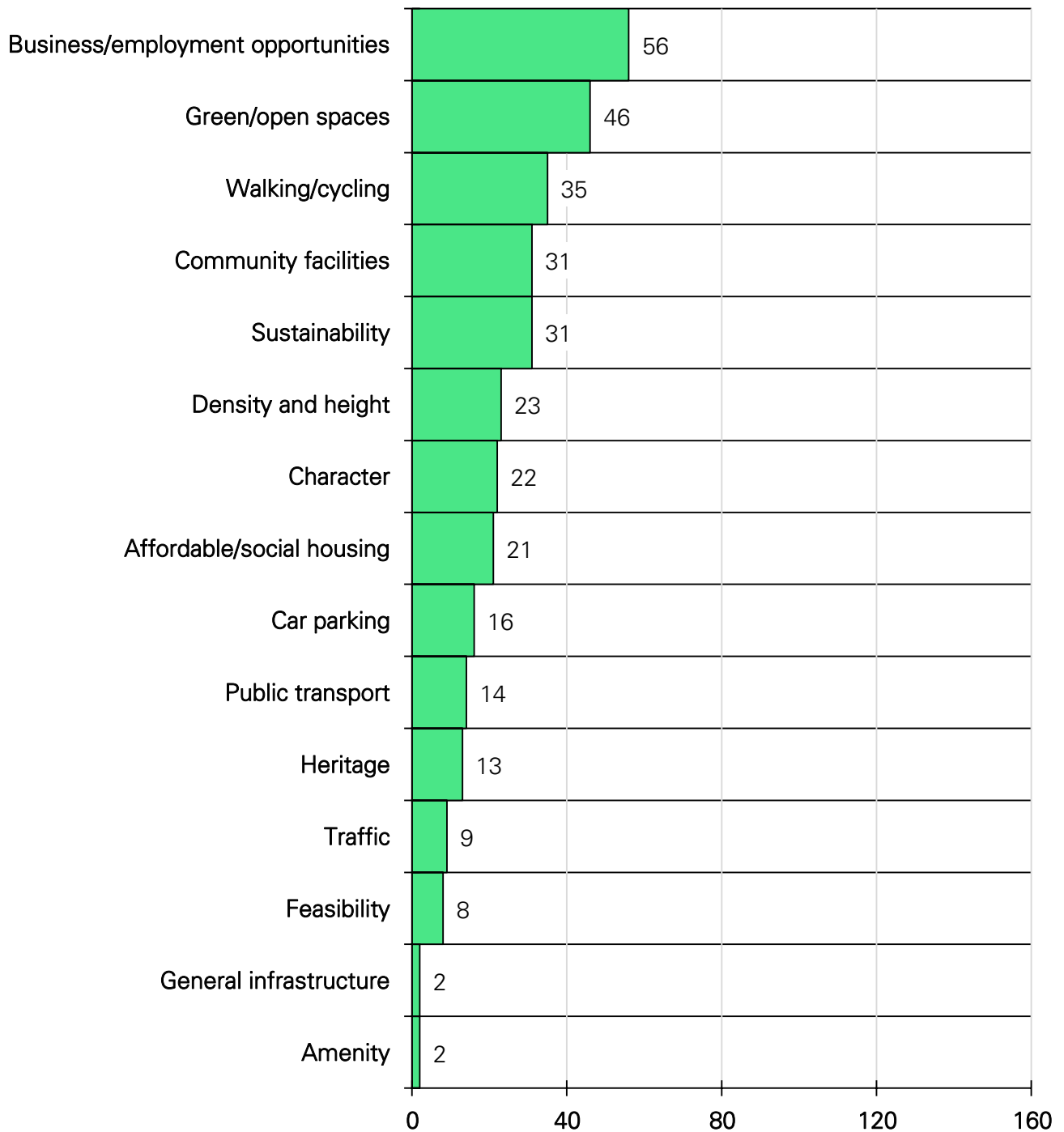


Figure 18 – Positive aspects of the Masterplan

Note:

- » The total number of submissions for each key positive aspect is for all submissions received regardless of overall view. Some submissions have provided more than one positive aspect.
- » Twenty submissions (4 per cent) indicated general overall support for the Masterplan without noting positive or negative aspects of the Masterplan

The following discusses the positive aspects, or 'what you liked', as outlined within submissions during the public exhibition period:



Business/employment opportunities

- ✓ A more developed town centre means an increase in economic and business opportunities.
- ✓ Will support small business owners in the town centre.
- ✓ Proposed mixed use will help to provide additional retail space for more diversity.
- ✓ Redevelopment and growth is essential to Hornsby Shire's future.
- ✓ Better working conditions for employees.
- ✓ Potential redevelopment of Hornsby Westfield.
- ✓ Hornsby RSL development.



Green/open spaces

- ✓ Youth activities and accessibility in community spaces.
- ✓ Hornsby Square and Burdett Street Park.
- ✓ Addition of increased green space in town centre.
- ✓ Proposed Cenotaph Park is sympathetic to community and history of site.
- ✓ More open, green spaces in the town centre.
- ✓ Water fountain is retained.



Walking/cycling

- ✓ Active transport linkages to schools in the area.
- ✓ Proposed additional pedestrian overpass.
- ✓ Improved pedestrian links.
- ✓ Proposed cycle links.
- ✓ Connection between Hornsby Square and open spaces.
- ✓ More accessible town centre.



Community facilities

- ✓ Proposed multipurpose community facility.
- ✓ New library accessible at Hornsby Mall.
- ✓ New cultural and creative spaces.



Sustainability

- ✓ Environmentally sensitive building design.
- ✓ Solar panelling infrastructure.
- ✓ EV charging stations.
- ✓ Ecological sustainability principles.
- ✓ Greening of the town centre.
- ✓ Saving bushland in Hornsby Shire.



Density and height

- ✓ 36 storeys within the town centre.
- ✓ High density development near a train station and shops.
- ✓ Density concentrated in major centre.
- ✓ Less housing required in other suburbs.



Character

- ✓ Modernisation.
- ✓ Liveability and ambience.
- ✓ Appropriate vision for Hornsby's major town centre.
- ✓ More functional town centre.



Affordable/social housing

- ✓ Proposed provision of affordable/social housing.
- ✓ Council's commitment to minimum 10 per cent affordable housing target.
- ✓ Inclusion of affordable housing within new developments.
- ✓ Establishment of affordable housing contributions scheme.
- ✓ Proposed seniors housing development within the town centre.



Car parking

- ✓ Increase in commuter parking.
- ✓ Elderly and disabled parking provisions.
- ✓ Lowering car dependency.



Public transport

- ✓ Railway and train station will be improved.
- ✓ Access between train station and new bus interchange.
- ✓ Improved connectivity to other suburbs outside of Hornsby Shire.
- ✓ New transport hub.

- ✓ New bus interchange.
- ✓ Live bus information at stations.



Heritage

- ✓ Retention of heritage aspects on the Hornsby westside.
- ✓ Character and interest in streetscapes.



Traffic

- ✓ Use of Sherbrook Road and Bridge Road to bypass town centre.
- ✓ Improved access to Hornsby Westfield.
- ✓ Road and traffic improvements.
- ✓ One-way access along Coronation Street.
- ✓ Pedestrian zone in Station Street and around the Cenotaph Plaza.



Feasibility

- ✓ Development contributions allows delivery of community benefits.
- ✓ Option of proponent-led planning proposals.



General infrastructure

- ✓ A bigger Hornsby will necessitate improved services.



Amenity

- ✓ Opportunity to enhance residents' lifestyles in town centre.
- ✓ More options for elderly residents.

6.6 What you didn't like

Of the 496 submissions, 383 submissions (77.4 per cent) told us what they didn't like about the Masterplan. Figure 19 shows the negative aspects identified in all submissions. As noted, density and height, amenity and traffic are considered the most negative aspects of the Masterplan.

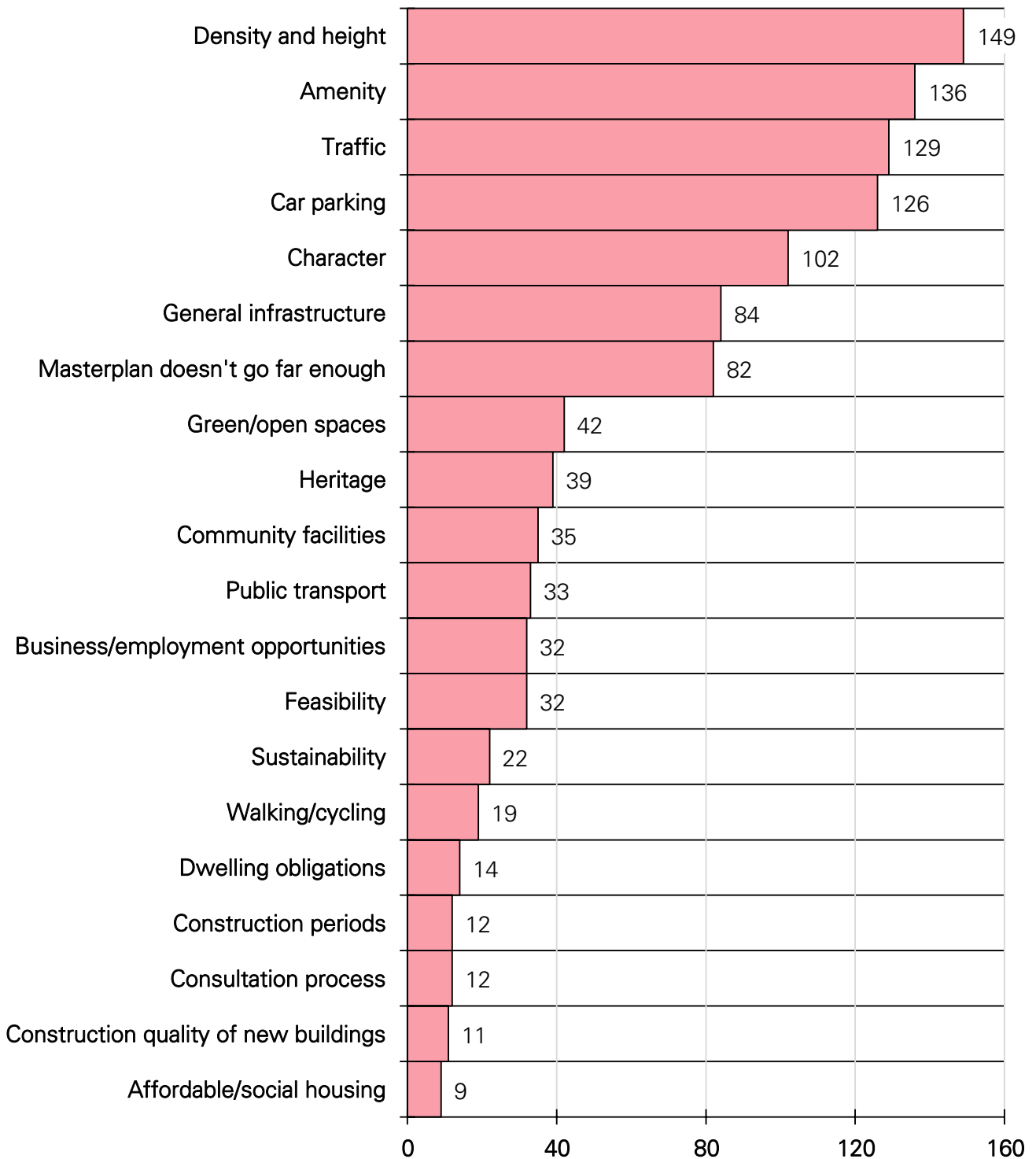


Figure 19 – Negative aspects of the Masterplan

Note:

- » The total number of submissions for each key negative aspect is for all submissions received regardless of overall view. Some submissions have provided more than one negative aspect.
- » Four submissions (0.8 per cent) indicated general opposition to the Masterplan without noting positive or negative aspects of the Masterplan.

The following categories discuss in more detail the specific aspects of the Masterplan that submitters did not like and believe could have been better considered:



Density and height

- × Too dense.
- × Too high.
- × Height transitions.
- × Hornsby RSL redevelopment.



Amenity

- × Overshadowing.
- × Privacy impacts.
- × Wind tunnelling.
- × View loss.
- × Poor ventilation.
- × Air pollution.
- × Noise.
- × More pedestrians.
- × Increased electricity use.
- × Decreased property values.
- × Decreased rental interest and rental income.
- × Crime generation.
- × Benefit for existing community.
- × Vehicular access for residents in Madison Building.
- × Potential health impacts.
- × Social and youth problems.



Traffic

- × Congestion.
- × No traffic improvements proposed outside of town centre.
- × Transport Plan is not comprehensive enough to address all traffic issues.
- × Impacts on car use.

- ✗ Congestion outside the town centre.
- ✗ Emergency vehicle access.
- ✗ Proposed road network changes on Hornsby westside counteract desire to improve traffic flow.



Car parking

- ✗ Private car parking rates inadequate.
- ✗ Visitor parking inadequate.
- ✗ Not enough commuter or public parking.
- ✗ Placing carparking in basement levels will generate crime.
- ✗ Accessible carparking is not addressed through the Masterplan.



Character

- ✗ High density development is not characteristic of Hornsby.
- ✗ High-rise developments out of place for the “Bushland Shire”.
- ✗ High density development too far away from Sydney City centre.
- ✗ Visual skyline.
- ✗ Will create a ‘concrete jungle’.
- ✗ Will create a ‘ghost town’.



General infrastructure

- ✗ Lack of childcare and schools.
- ✗ Existing schools overcrowded.
- ✗ Vague provisions on public amenities (such as public toilets, access to water and rest areas).
- ✗ Emergency services and hospital unable to effectively cater for new population.
- ✗ Sewerage inadequate.
- ✗ Electricity inadequate.
- ✗ Water inadequate.
- ✗ Internet inadequate.



Masterplan doesn't go far enough

- ✗ Study area not big enough.
- ✗ Heights not high enough.
- ✗ Zoning not flexible enough.



Green/open space

- ✗ Proposed open space is inadequate.
- ✗ Burdett Street Park design and location undesirable.
- ✗ No sporting fields provided.



Heritage

- ✗ Masterplan doesn't retain enough heritage.
- ✗ Heritage controls limit opportunity to develop Hornsby westside.



Community facilities

- ✗ Lack of detail on multi-purpose community facility.
- ✗ Population increase outweighs proposed facilities in town centre.
- ✗ Impact to existing Hornsby Library.
- ✗ Location of proposed multi-purpose community facility.



Public transport

- ✗ No improvement to rail servicing/timetable despite train station access upgrade.
- ✗ Public transport will be over capacity with new population.
- ✗ More public transport options won't lower car usage.



Business/employment opportunities

- ✗ Lack of information on how 5,000 jobs will be created.
- ✗ Masterplan won't stop retail vacancies in the town centre.
- ✗ Proposed Hornsby Square will take commercial capacity out of the town centre.
- ✗ Entertainment options are limited.
- ✗ Masterplan development negatively effects small business in town centre.
- ✗ Redevelopment will remove certain business types from town centre.
- ✗ More shops needed in Westfield before additional population.
- ✗ Hornsby not economically viable like Chatswood, Norwest or Macquarie Park.
- ✗ Replacement of light industrial business with commercial office space.



Feasibility

- ✗ Masterplan will only increase rate revenue for Council.
- ✗ Delivery of the Masterplan's vision.
- ✗ Density not feasible.
- ✗ Implementation timeline not suitable.
- ✗ Not enough options provided to accommodate the population and housing targets.
- ✗ Demographic, location and planning controls will not attract top end developers.



Sustainability

- ✖ Proposed solar energy and rainwater provisions insufficient.
- ✖ Tree planting corridors not wide enough.
- ✖ Increased density will exhaust food, water and energy resource capacity.
- ✖ Overdevelopment is inherently unsustainable.
- ✖ Proposed green roofs and walls will attract birdlife which may cause damage to buildings and noise nuisance.
- ✖ Increased heat islands due to increase in energy use and population increase.



Walking/cycling

- ✖ Shared paths not wide enough.
- ✖ Cycle paths will be underutilised.
- ✖ Pedestrian and cycle infrastructure is unsafe.



Dwelling obligations

- ✖ Too many people live here already.
- ✖ NSW Government housing targets.
- ✖ Masterplan does not justify how proposed housing targets were set.



Construction period

- ✖ Demolition and construction noise will affect amenity for an extended period.
- ✖ Road improvements and construction will affect traffic flow through town centre.
- ✖ Additional construction vehicles will impact the quality of the road network.



Consultation process

- ✖ Madison and Avanti Buildings were not consulted prior to preparation of Masterplan.
- ✖ Consultation methods used do not explain what happens to submissions and how the data will be used.
- ✖ Lack of prior consultation has resulted in speculation and uncertainty for property owners in Hornsby town centre.



Construction quality of new buildings

- ✖ Potential for poor quality builds of new developments.
- ✖ Newer developments are generally of lower quality, overpriced and faulty within years.
- ✖ No measures proposed to ensure high quality of building construction.



































































Affordable/social housing

- ✖ 10% affordable housing provision is insufficient.
- ✖ Poor range of affordable housing options.
- ✖ Public/social housing not provided.
- ✖ Homelessness not addressed.
- ✖ Affordable housing not in perpetuity.

6.7 Other ideas you told us

A number of submissions made suggestions or requested specific changes to the Masterplan. The list below outlines the specific aspects of the Masterplan that submitters suggest need change or could be considered further before finalisation.

- | | |
|--|---|
|  Hornsby Markets should remain in the town centre. |  Clarke Road, Hornsby should have smaller lots. |
|  Play equipment and Water park for children in town centre should be considered. |  Yarning circle location should be reviewed. |
|  The proposed library should be bigger. |  Sauna at the Hornsby Aquatic and Leisure Centre. |
|  Community programs/classes like art, yoga and computer programming should be provided. |  Protect and retain the Odeon Cinema. |
|  Public art should be distributed throughout the new plazas and open spaces. |  Proposed multi-purpose facility should be delivered by Council and not left to market factors for delivery. |
|  Vehicular overpass connecting with Jersey Street North and George Street should be provided. |  A temporary community facility should be provided now due to the current shortage. |
|  Commuter car parking in Westfield should be retained. |  Council should incorporate a town hall/theatre, performing arts, indoor recreation space. |
|  Accessible parking should be considered. |  Compensation should be provided for solar panels installed on Avanti Building. |
|  More train service timetabling should be provided. |  Council funds should be used to fix existing developments and restore homes. |
|  Vacant lot adjacent to the Hornsby RSL should remain vacant. |  Compensation should be provided to residents that will be impacted by development in town centre. |
|  Right turn entry/exit into Mildred Avenue along Jersey Street North should be permitted. |  Proposed public domain upgrades should be costed and further detail provided. |
|  Basement level car parking should be provided beneath the proposed community facility. |  Workshops with landowners, developers and real estate agents should be held to provide insight and market expectations. |
|  Multi-storey carparking should be provided for commuters at the Hornsby Train Station. |  An Implementation and Infrastructure Plan should be prepared before finalisation of the Masterplan. |
|  Co-education high school should be provided. |  Further economic analysis should be undertaken due to amount of time that has elapsed. |
|  Further population should not be allowed until existing infrastructure is fixed. |  Implementation of the Masterplan should be undertaken by an independent facilitator. |

- | | |
|---|---|
|  Minimum 36 storeys should be applied across the whole of the Hornsby Westfield site. |  Use of solar panels should be incentivised for new developments. |
|  Hornsby westside should be afforded minimum 36 storeys for feasible redevelopment. |  Accessibility to shops, facilities and open space should be a priority. |
|  Specific sites along George Street should be increased from 12 storeys to 20 storeys. |  Low rise/medium density developments to meet dwelling targets should be considered. |
|  Mixed Use zoning should be applied to all of the Central Heart Precinct, Commercial Core, and Northern Employment Precinct to assist with flexibility. |  State Government should reconsider long term housing and population targets. |
|  Boundary of the Study Area should be expanded to include all areas within Bridge Road to the north, Sherbrook Road to the east and Edgeworth David Avenue in the South. |  Estimated commencement/finishing dates for construction should be exhibited. |
|  Council should reconsider spreading lower densities over a larger area to limit density of taller buildings. |  Developments should be staged to minimise disruptions. |
|  Density should be increased incrementally to assess impacts and address issues as they arise. |  Compliance of new developments should be monitored for quality. |
|  Heights of new development should be uniform to ensure appropriate solar generation. |  Council should consider provision for 30% affordable housing on government land. |
|  Maximum building height along Hunter Street should be 5 storeys. |  Population should be decentralised. |
|  Hornsby westside should be kept free of new development. |  All boats/trailers should be removed from public roads. |
|  Hornsby eastside should be limited to maximum 4 storeys. |  Council should consider the reasons for no uptake on the Hornsby westside following rezoning. |
|  Maximum building height should be limited to 15 storeys. |  Council should include an elevated landscape area like the Manhattan High Line Park. |
|  No residential building should be over 10 storeys. |  Rail yards should be covered to harvest water. |
|  5 storey unit buildings should be located along Pacific Highway and Pennant Hills Road instead of town centre. |  Council stage residential site release to make dwelling feasibility more desirable. |
|  Existing building heights should remain. |  Council should extend Epping to Pennant Hills cycle path to Hornsby. |
|  Beautification works of Asquith and Mount Colah should be included in the Masterplan. |  Bike parking should be provided throughout the town centre. |
|  An additional two-lane road should be constructed from Hornsby to Mona Vale Road. |  Station Street should be closed to all traffic and be a pedestrian zone only. |

7 What State agencies told us

The following agencies were notified and made a submission:

- NSW Department of Planning and Environment (DPE)
- Transport for NSW (TfNSW)
- Schools Infrastructure NSW (SI NSW)
- Northern Sydney Local Health District (NSLHD)
- NSW Environmental Protection Agency (EPA)
- NSW Rural Fire Service (RFS)
- NSW Police Force – Ku-Ring-Gai Police Command
- Sydney Water

Other agencies that were notified that did not make a submission include The Hills Shire Council, Ku-Ring-Gai Council and Central Coast Council.

The feedback from agencies that made a submission is summarised in the following sections. A copy of the submissions from agencies is provided in Appendix C.

7.1 NSW Department of Planning and Environment

- General support for the intention of the draft Hornsby Town Centre Masterplan.
- General support for the proposed affordable housing provision, however recommends consideration of the Greater Cities Commissions Six Cities Discussion Paper recommending 30 per cent affordable housing on government owned land.
- Suggests further consideration of development controls related to height transitions, shared pathways, solar access, overshadowing, deep soil planting and pedestrian connectivity.
- Suggests urban design provisions within the Northern Employment Precinct of the Masterplan area.

7.2 Transport for NSW

Transport for NSW initially provided comments from different departments generally focusing on separate issues such as:

- Aspects of the Transport modelling (i.e. operational base, etc.) and Transport Plan (i.e. conflict areas, signals, etc.) provided as supporting technical documents in the Masterplan.
- Potential impacts on the operation and maintenance aspects of Sydney Trains.
- Concerns with the location of Jersey Street Plaza.
- Active transport considerations.
- Public transport considerations and ticketing requirements.
- Questions about the realigned bus interchange.
- Questions about residential development in rail corridor.
- Traffic improvement projects.
- Capacity and servicing and ticketing issues for rail travel.
- Lift accessibility to the northern rail platform.

Since receiving the comments, Council has undertaken further consultation with Transport for NSW seeking clarification and a confirmed position on the vision for Masterplan. A consolidated submission was received on 2 June 2023 and is summarised as follows:

- In principle support for the Masterplan.
- No objection to bus interchange realignment.
- In principle support for pedestrian overpass connections.
- In principle support for northern concourse platform access.
- In principle support for rail corridor development and over station development (OSD).
- Commitment to discussing funding strategy.
- Commitment to further discussions on proposed Jersey Street Plaza.
- Request for response to Transport Plan comments.
- Commitment to plan and implement improved rail and bus services.
- Commitment to regular meetings for continuing discussions.

7.3 NSW Department of Education – Schools Infrastructure NSW (SI NSW)

- Acknowledges that additional school infrastructure within exiting school sites will be required to support growth. To accommodate this growth, SI NSW will optimise existing assets via such ways as:
 - Realigning school intake areas
 - Monitoring enrolments
 - Renewing/reclassifying existing assets
 - Increase the size, amenity and functionality of existing schools
 - Using temporary classrooms
 - Operational actions to increase enrolments in schools with capacity.
- Requests ongoing consultation for any future developments in close proximity to existing school sites to ensure existing schools are able to continue to apply Department of Education's *'School Site Selection and Development Guide'* (2020) and Educational Facilities Standards and Guidelines (EFSG).
- General support for active transport improvements proposed in the Masterplan. It is requested that these improvements are delivered in Stage 1 of implementation.
- Requests that government schools are excluded from the payment of contributions under Council's Section 7.12 Development Contributions plan (*outside of scope*).

7.4 NSW Health – Northern Sydney Local Health District

- Notes maximum building heights within the town centre may impact the flight paths of rescue helicopters from Royal North Shore Hospital to the Hornsby Ku-Ring-Gai Hospital.
- Notes that increased traffic and demand on services at Hornsby Ku-Ring-Gai Hospital may impact emergency services vehicles for patients and car parking and access for staff, patients and visitors.

- Suggest that potential new residents in high density developments may be of a younger generation with lower uptake of private health insurance, increasing the demand for hospital services such as emergency, paediatric and maternity health.

7.5 NSW Environmental Protection Agency

- Suggests the following matters should be considered in future Development Applications:
 - Potential noise and vibration impacts on current and future sensitive receivers located in close proximity to rail lines and busy roads.
 - Enhance air quality and minimise adverse impacts from vehicle emissions on sensitive receivers (residents) close to busy roads.
 - Encourage the implementation of the *Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decision* for the proposed water sensitive urban design principles.
 - Encourage better practice waste management by referencing and guidance from the *Better practice guide for resource recovery in residential developments*, *NSW Waste and Sustainable Materials Strategy 2041* and *Circular Economy Policy Statement: Too Good to Waste*.

7.6 NSW Rural Fire Service

- Requests that any future residential development on bushfire prone land along the western side of the Hornsby Town Centre demonstrate compliance with the *Planning for Bush Fire Protection 2019*.

7.7 NSW Police Force – Ku-Ring-Gai Police Area Command

- Requests that consideration be given to the allocation of additional police services within Hornsby and allocation of a new police station and local courthouse building or proposed uplift to the current property sites.

7.8 Sydney Water

- Supports government-backed growth initiatives like the Hornsby Town Centre Masterplan and endeavors to provide services that deliver cost effective water and wastewater infrastructure for current and future customers.
- Requests additional growth data for the Hornsby Town Centre to ensure the potential for staged servicing and to meet proposed timescales.

8 What organisations told us

The use of 'organisations' here is an umbrella term that recognises entities or groups such as community groups, charities, educational facilities and non-for profits. The following organisations were either notified and made a submission or made a submission without notification:

- Association for Berowra Creek
- Berowra District Community Association
- Bicycle NSW
- Bike North
- BRAVO Hornsby Community Committee
- Community Housing Industry Association
- Friends of Berowra Valley
- Galston Area Residents Association
- Pennant Hills District Civic Trust
- Shelter NSW
- St Ives High School P & C Campaign Surveys
- Sydney Alliance
- Sydney Youth Musical Theatre
- University of Sydney
- Urban Taskforce Australia

8.1 Community groups

Summary of feedback from organisations identified as 'Community Groups' is outlined in the table below:

Community Groups	Summary
Association for Berowra Creek	<ul style="list-style-type: none"> ▪ Supports Masterplan in principle. ▪ Concerns raised: <ul style="list-style-type: none"> ○ 36 storeys is excessive. ○ Increase in retail options may result in retail vacancies in the area. ○ Quality of new builds. ○ Ability of the Hornsby Hospital to handle an increase in the population. ▪ Requests: <ul style="list-style-type: none"> ○ Bushland protection and prevent overdevelopment in residential neighbourhoods. ○ More open space with greater access to sunlight. ○ Provision for access to social housing. ○ Affordable housing be in perpetuity.

	<ul style="list-style-type: none"> ○ Water infrastructure be upgraded with additional development proposed. ▪ Notes potential conflict of interest due to Council's membership with the Urban Development Institute of Australia.
Berowra District Community Association	<ul style="list-style-type: none"> ▪ Supports the provision of EV charging infrastructure in new developments. ▪ Concerns raised: <ul style="list-style-type: none"> ○ Overall delivery of the Masterplan. ○ Over rail development will impact the provision of commuter carparking and planned rail corridor projects for access to social housing. ○ Legal liability of proposed pedestrian link through Westfield. ○ Road works required to make Jersey Lane bus compliant. ○ Impact on existing childcare, schools, sporting fields, swimming pool, playgrounds and small businesses. ▪ Requests: <ul style="list-style-type: none"> ○ Appropriate levels of private and visitor parking to reduce on-street parking. ○ Road, water, sewerage and electricity infrastructure upgrades prior to new dwelling construction. ○ A tunnel (rather than bridge) to link Coronation Street to Burdett Street due to topography and accessibility. ○ Jersey Street commuter carpark have two underground levels.
BRAVO Hornsby Community Committee	<ul style="list-style-type: none"> ▪ Requests the inclusion of a multi-purpose venue for the performing arts, including theatre spaces, dressing rooms, amenities, exhibition space, offices, technical and operational features, outdoor space and car parking. Venue could be used year-round by schools, theatre groups, performing arts schools, cultural groups and touring artists.
Friends of Berowra Valley	<ul style="list-style-type: none"> ▪ Concerns raised: <ul style="list-style-type: none"> ○ Proposed Green Infrastructure Network and Biodiversity Network is too high level. ○ Proposed development elements impacting native bird species in the Hornsby area. ▪ Requests: <ul style="list-style-type: none"> ○ Council considers the impacts on the Berowra Valley National Park in terms of erosion and sediment control, stormwater runoff, wastewater and management of pests, weeds, bushfire, amenity impacts, ecological connectivity, cultural heritage and road network design. ○ Indoor performance spaces.

	<ul style="list-style-type: none"> ○ Preparation of a funding strategy. ○ Upgrading of local wastewater treatment facilities.
Galston Area Residents Association	<ul style="list-style-type: none"> ▪ Concerns raised: <ul style="list-style-type: none"> ○ Insufficient public open space proposed in the Masterplan. ○ Green infrastructure will favour certain native birds over others. ○ Artificial lighting impact on native birds. ○ Documentation lacks information on waste and stormwater management and impacts to Berowra Creek. ▪ Requests: <ul style="list-style-type: none"> ○ Indoor performance space like Parramatta's Riverside Theatre or Chatswood's Concourse. ○ Affordable housing to remain for a minimum of 20 years. ○ Electricity infrastructure moved underground.
Pennant Hills District Civic Trust	<ul style="list-style-type: none"> ▪ Supports proposed over rail development at Hornsby Station. ▪ Concerns raised: <ul style="list-style-type: none"> ○ State government support must be guaranteed to deliver road and rail projects to relieve future traffic. ○ Accommodation future Council expenditure like garbage collection. ▪ Requests: <ul style="list-style-type: none"> ○ Light industrial/commercial areas north of Burdett Street and east of Hunter Street be included in Masterplan. ○ Advanced windows should be a development condition for building sustainability and to avoid light spillage impacting character and ecology. ○ Plan to discourage long distance traffic using local roads to bypass Pennant Hills Road. ○ Pennant Hills Masterplan to commence to avoid the current speculation and lack of investment. ○ Hornsby's Walking and Cycling Strategy be integrated into the town centre to link with surrounding suburbs. ○ Parking facilities be considered with complete traffic modelling, including drop off/pick up areas.
Sydney Youth Musical Theatre	<ul style="list-style-type: none"> ▪ General support for the Masterplan ▪ Concern raised about the timeframe for delivery of the community facility and the need for an interim one. ▪ Requests a dedicated marketing team for the operation of any future community facility.

Table 7 – Summary of feedback from Community groups

8.2 Not-for-profit organisations

A summary of feedback from organisations identified as 'Not-for-profit organisations' is outlined in the table below:

Not-for-profit organisations	Summary
Bicycle NSW	<ul style="list-style-type: none"> ▪ General support for the Masterplan ▪ Requests: <ul style="list-style-type: none"> ○ Future on/off road active transport and road safety options to assist people travelling via bike, including off-road cycleways, step/lift free access to new overpass, separated bike paths for key routes, reduction of speed limit to 30km/h in CBD streets, pedestrian and cyclist prioritisation at intersections. ○ Formation of a reference group for strategic active transport plans. ○ Further discussions with TfNSW for active transport options. ▪ Concerns raised with the amount of information provided for new overpass pedestrian bridge, shared paths, and George and Florence Street linkages.
Bike North	<ul style="list-style-type: none"> ▪ Supports: <ul style="list-style-type: none"> ○ Reduction of speed limit along Peats Ferry Road. ○ Use of Bridge Road and George Street for through traffic. ○ Shared path to town centre on Florence Street. ○ On-road cycle path to town centre from William Street. ▪ Concerns raised: <ul style="list-style-type: none"> ○ Changes to traffic flow directions and volumes outside of the town centre due to the Masterplan. ○ Proposed 'kiss and drop' zone on eastern side of Station Street is potential collision zone. ○ Lack of bike parking on both the east and westside of the town centre. ○ Lack of east/west bicycle connections through the town centre. ○ Unclear as to whether Coronation/Burdett Street overpass link is bike friendly. ▪ Requests: <ul style="list-style-type: none"> ○ Improvements to Peats Ferry Road to accommodate on-road bicycle usage. ○ Shared paths and on-street cycleways need to be included outside of the town centre to ensure connectivity and access. ○ Public charging facilities for e-bikes. ○ Bike ramps for Coronation/Burdett Street overpass link.

Shelter NSW	<ul style="list-style-type: none"> ▪ Supports: <ul style="list-style-type: none"> ○ Minimum 10 per cent affordable housing target. ○ Provision of seniors housing within the town centre as an opportunity to age in place. ▪ Requests: <ul style="list-style-type: none"> ○ Applying a one per cent affordable housing infrastructure contribution rate to non-residential land uses. ○ Annual indexation of affordable housing levy and additional provisions as an HLEP amendment. ○ Increasing affordable housing target to 15 per cent.
Urban Taskforce Australia	<ul style="list-style-type: none"> ▪ General support for Masterplan as it provides significant uplift for housing and jobs in proximity to public transport. ▪ Requests: <ul style="list-style-type: none"> ○ All Hornsby east-side precincts be rezoned to mixed-use to maximise flexibility. ○ Anticipated costs of public domain upgrades and infrastructure contributions be published to adequately assess feasibility. ○ Council maintain dialogue with TfNSW. ○ New developments comply with Sustainable Buildings SEPP.

Table 8 – Summary of feedback from Not-for-profit organisations

8.3 Charities

Summary of feedback from organisations identified as 'Charities' is outlined in the table below:

Charities	Summary
Community Housing Industry Association	<ul style="list-style-type: none"> ▪ Concerns raised: <ul style="list-style-type: none"> ○ Need for new public schools serving Hornsby and surrounding suburbs, including impacts on travel times and accessibility for students. ○ Aspects of road network improvements on surrounding area. ▪ Requests: <ul style="list-style-type: none"> ○ Further consultation with TfNSW to improve local bus and train networks, including frequency and fare structure. ○ Reconfigured bus interchange considers transfer times and accessibility between north/south terminals.
Sydney Alliance	<ul style="list-style-type: none"> ▪ Supports: <ul style="list-style-type: none"> ○ 10 per cent affordable housing provision. ○ Affordable housing contribution scheme.

Table 9 – Summary of feedback from Charities

8.4 Educational facilities

Summary of feedback from organisations identified as 'Educational facilities' is outlined in the table below:

Educational facilities	Summary
St Ives High School P & C	<ul style="list-style-type: none"> ▪ Concerns raised: <ul style="list-style-type: none"> ○ Need for new public schools serving Hornsby and surrounding suburbs, including impacts on travel times and accessibility for students. ○ Certain aspects of road network improvements on surrounding suburbs. ▪ Requests: <ul style="list-style-type: none"> ○ Further consultation with TfNSW to improve local bus and train networks, including frequency and fare structure. ○ Reconfigured bus interchange considers transfer times and accessibility between north/south terminals. ○ Pedestrian walkways linking Hornsby and surrounding suburbs follow desire lines.
University of Sydney	<ul style="list-style-type: none"> ▪ General support for the Masterplan.

Table 10 – Summary of feedback from educational facilities

9 What's next?

The high level of response to the exhibition reflects the strong level of community interest in planning for Hornsby Shire's key strategic centre and how Council seeks to accommodate population growth in the years to come. The feedback received will help Council decide on the next steps, including potential changes to the proposed development in the town centre and/or whether to support the progression of the Masterplan.

Implementation of the Masterplan is currently being considered with two options for future progression. One option is for Council to prepare a planning proposal to amend planning controls within the Hornsby Local Environmental Plan 2013. This would require further consultation with the community and assessment and final approval from the NSW Department of Planning and Environment.

The alternative option is to seek endorsement from Hornsby Council to finalise the Masterplan and allow proponent-led (property owners) planning proposals to be lodged that seek to develop sites within the Hornsby Town Centre in line with the proposed intention of the Masterplan. This may result in better outcomes for Council and the community by creating a viable environment for property owners to actively work together to facilitate development outcomes within the town centre. This option would also require further consultation with the community and consideration by the NSW Department of Planning and Environment.

Successful delivery of the key outcomes of the Masterplan will require partnership and collaboration throughout the life of the project. The progression of the Hornsby Town Centre Review project to completion involves a body of work above and beyond changes and finalisation of the Masterplan.

Further work and next steps include:

- Further consultation with State agencies, in particular Transport for NSW
- Review of feasibility testing in response to changes in market conditions
- Review of infrastructure costs in response to changes in market conditions
- Preparation of Infrastructure Funding Strategy and Contributions Plan
- Preparation of planning controls for the town centre
- Preparation of an Implementation Plan to set out the approach to realising the Masterplan.

Given the strategic importance of the Hornsby Town Centre project, Council will continue to consult with the community on any recommendations that are decided to be carried forward.

Appendix A: Online Feedback Form

Feedback Form

We invite you to have your say on the draft masterplan by 30 September 2022

+ Follow


Home / Draft Hornsby Town Centre Masterplan / Feedback Form

What is your view on the draft Hornsby Town Centre Masterplan? Required

- ☐ Support
- ☐ Somewhat support
- ☐ Neutral
- ☐ Somewhat against
- ☐ Against
- ☐ Undecided

Provide any additional comments here:

Written submissions can be uploaded below:

 Choose file...

Max files: 5 Allowed file types: pdf,doc,docx,txt,xls,xlsx,rtf,png,gif,jpg,jpeg Size limit: 10.00 MB

First Name Required

This question is required.

Last Name Required

This question is required.

Email Required

Phone Number

Age Group

Suburb

Submit

Appendix B: Standard Form Letter Submission

The General Manager
Hornsby Shire Council
PO Box 37
Hornsby NSW 2077

Re: Draft Hornsby Town Centre Masterplan

I / We reside in or a Unit owner in *The Madison* building and object to the proposed Masterplan in the strongest possible way.

My / Our main concerns are as follows:

Shadowing

The 36 and 24 storey towers proposed to surround the Madison building will substantially reduce natural light available to Madison residents. These towers are far too tall and will be a great detriment to our quiet enjoyment of our apartment.

Privacy

Being surrounded by enormous towers will encroach on our privacy and enjoyment of our apartment. With less sunlight and blinds needed for privacy we will be in darkness for much of the day which is totally unacceptable.

Wind Tunnelling

With these enormous towers planned for the town centre there will be excessive wind tunnelling in certain conditions. These buildings need to be spaced further apart and decreased in height.

Traffic Flow and Congestion

Notwithstanding the projections in the study. With over 4500 new residences and increased employment in the catchment there will now be major issues relating to traffic flow and congestion.

Parking

The draft plan does not include sufficient off-street parking which will lead to vehicle overflow being parked on residential streets which is already a major issue for streets in Hornsby with just medium density unit blocks.

Conclusion:

The Draft Masterplan might be beneficial for Westfield and many of the local businesses however ignores those people who for many years have chosen to live in the central hub because of the amenity, pace, and beauty of the suburb.

I / We are not in favour of the Draft Hornsby Town Centre Masterplan

Finally, I would request that my / our name (s) be placed on any list you have the will be used for updating residents of Hornsby concerning updates and changes it is considering for the proposed Masterplan.

Signed:

Unit or Lot number:

Date: 2022

Appendix C: State Agency Submissions

Mr Steven Head
General Manager
Hornsby Shire Council
PO Box 37
HORNSBY NSW 1630

Dear Mr Head

Draft Hornsby Town Centre Masterplan

I refer to Hornsby's exhibited draft masterplan for the Hornsby Town Centre. I would like to congratulate you on the work that has gone into this comprehensive plan and thank you for the opportunity to make commentary on Council's good work.

After reviewing the package of documents carefully the Department for Planning and Environment would like to register the below comments.

1. Consistency with Strategic Policy

1.1 Housing delivery

The Greater Sydney Region Plan *A Metropolis of Three Cities* (the Region Plan) identifies that 725,000 additional homes will be needed by 2036 to meet demand based on current population projections. The North District Plan (District Plan) 20 year growth target predicts demand for an additional 92,000 dwellings. Hornsby's share of this is 8,150 dwellings over the first 10 years, 4,350 in the 0-5 year period and a further 3,800 in the 6-10.

The Department notes that the Hornsby Local Strategic Planning Statement (LSPS) recognises that future Hornsby population growth is expected to be focussed on the Hornsby Town Centre.

According to the methodology established to track dwelling delivery, approximately 3,500 dwellings were delivered in the 0-5 year period in the Hornsby LGA. The Hornsby Town Centre Review (HTCR) predicts 1,696 dwellings will be created in the centre in the first five years following rezoning and a further 2,975 for a total of 4,671 dwellings.

These numbers would meet the 6-10 year target for Hornsby established by the Greater Cities Commission indicative housing targets as part of the Hornsby Local Housing Strategy (LHS).

1.2 Local Housing Strategy

As part of the LHS approval Council was required to submit a planning proposal required to support rezoning part or all of the masterplan to the Department for

Gateway determination by or before July 2022. The Department notes that a Gateway determination for the Hornsby RSL planning proposal (High Street and Ashley Street, in the Hornsby Town Centre) was lodged with the Department on 20 July 2022.

The proposal was for an extension to the existing Hornsby RSL club, a hotel and serviced apartments, residential shop top housing, and a seniors housing development. The proposal was the first planning proposal in the Hornsby Town Centre submitted to the Department and Gateway was issued on 23 August 2022 and this proposal is required to commence community exhibition by the end of 2022.

As discussed above, the Hornsby LHS approval also acknowledged that the Town Centre masterplan is considered necessary to support housing supply and deliver Council's 6-10 year housing supply. The Department will monitor the delivery of housing in the town centre to ensure it is adequate for Hornsby's housing needs.

1.3 Affordable Housing

The *Economic Development and Employment Land Uses* study by Jones Lang LaSalle in support of the HTCR observes that the in-kind contribution of affordable housing has a significant impact on development feasibility. Despite this acknowledgement, the Hornsby Town Centre includes provision of approximately 11 % affordable housing, which exceeds The Greater Cities Commission target of allowing 5-10 per cent of new residential floor space for affordable housing.

1.3.1 Recommendation

A Greater Cities Commission discussion paper has called for a 30 per cent affordable housing target on new developments on government lands and the HTCR could also provide commentary on this.

District Plan Planning Priority N4 emphasises creating communities where affordable housing is part of the same urban fabric as private housing and has good access to transport and employment, community facilities and open spaces and the Hornsby Town Centre plan achieves this.

1.3.2 Recommendation

Council is encouraged to prepare an affordable rental housing scheme for the LGA, starting with the Hornsby Town Centre. The scheme should be based on the Department's guideline, available on our website [here](#).

1.4 North District Plan

The North District Plan identifies that improving liveability is about creating and renewing great places, neighbourhoods, and centres. This requires place-based planning that builds on local strengths and focuses on public places and open spaces. The Town Centre masterplan meets this description, placing emphasis on green public spaces, shared spaces, and planning for the pedestrian scale.

The Town Centre masterplan responds to several actions for the Hornsby Strategic Centre under the North District Plan as it plans the revitalisation of the Hornsby commercial core, improves the integration of the Westfield into Hornsby's centre, addresses connectivity across the railway line, improves walking and cycling connections, and prioritises active and public transport movements.

The work completed around the HPCR aligns with the District Plan Priority N10 that seeks to focus growing investment, business opportunities and jobs in strategic centres. This priority identifies that the growth, innovation, and evolution of centres at train stations will underpin the economy of the North District.

2. Region and District Plan Directions

The Metro North Place Team referred the HPCR to our Urban Design Team and we provide the following comments around the Liveability, Productivity and Sustainability directions. Supporting slides are attached to illustrate our feedback and suggestions.

2.1 Liveability

Design excellence, Hunter Street, and Burdett Street

Council proposes performance bonuses of additional height and floor space ratio (FSR) for built form outcomes that can demonstrate excellence in achieving the amenity-based controls. The vision anticipates buildings of 36-40 storeys within the Central Heart Precinct.

2.1.1 Recommendation

The section of Hunter Street north of Burdett Street within the Central Heart Precinct would benefit from some additional articulation, particularly how the transition from 12 storeys to 4 storeys will be managed. It is recommended that controls for and sections through this area are included in Council's development control plan (DCP).

East-west connections

Burdett Street will be a main east-west thoroughfare that is vital for vehicular traffic, active transport, and pedestrians.

2.1.2 Recommendation

It is recommended that further details are provided around how the shared space will function, being mindful of the pedestrian connections, shared spaces, and proposed green links. Details should also be shown around the Burdett Street pedestrian train crossing and active transport link along Burdett Street.

Solar access, overshadowing, and height transitions

2.1.3 Recommendation

Solar access and overshadowing should be modelled to ensure the proposed development can meet the controls under the apartment design guide (ADG). This needs to be considered for existing residences, proposed new residential uses, and public open space.

2.1.4 Recommendation

The William Street and Ashley Street transitions of 15 or 12 storeys to 4 storeys, 8.5 storeys or single-storey dwellings should be considered further. DCP controls and sections should be provided to manage these transitions and provide a more coherent street character.

Open space and pedestrian permeability

2.1.5 Recommendation

Added green open space to the north of the Town Centre is recommended, on both sides of the rail line, to deliver a minimum of 15 per cent of the net developable land as public open space.

Consistent with District Plan Planning Priority N20, *Delivering High Quality Open Space*, open space of varying sizes within walking distance of all residents is encouraged to be delivered. These spaces create a sense of community and encourage interaction and social cohesion through outdoor recreation and exercise, play, socialising, walking and informal activities.

2.1.6 Recommendation

Five additional cross block connections are suggested in the northern quarters of the Town Centre to improve permeability and the fine grain nature of the centre. Additional connections and cycling infrastructure can be further integrated into the pattern of street blocks in the north sectors to further expand on the liveability and legibility (see encl. Urban Design Recommendations for detail).

2.2 Productivity

Hornsby is identified in the North District Plan as a Strategic Centre. Metropolitan and strategic centres provide 50% of all Greater Sydney's jobs and play a significant role in providing jobs close to home.

The Town Centre masterplan provides for 5,080 new jobs in the Hornsby Strategic Centre. The *Economic Development and Employment Land Uses* found that a range of commercial opportunities were viable for the Hornsby Centre, with the retail industry currently supporting over 40% of employees within the centre.

The report suggested co-working may be a potentially viable solution for vacant retail spaces, decreasing vacancy and generating additional foot traffic with a guaranteed daytime population. District Plan Planning Priority N10 stresses that the vitality and viability of strategic centres such as Hornsby are important to local economies and their character. Innovation through measures such as co-location of activities is encouraged to help stimulate economic activity in the Hornsby Centre.

The report also suggested an increased ratio of housing-to-non-residential uses in some precincts, with emphasis placed on development viability. This approach is consistent with the objectives of the region plans which emphasise that a balance must be struck in providing adequate mixed-use or residential zoned land around the commercial core zone to ensure new residential developments can benefit from access and services.

It is noted that Council will broadly follow the *Economic Development and Employment Land Uses* report recommendations and mixed use principles and the Department supports this approach.

2.3 Sustainability

Walking, cycling, and public transport connections

Burdett Street is a primary east-west traffic and pedestrian thoroughfare and forms a central axis of the Town Centre masterplan. The proposed green links along Burdett

Street are consistent with District Plan Planning Priority N19, as these increase urban tree canopy cover and deliver Green Grid connections.

2.3.1 Recommendation

It is recommended that further consideration and detail are given to the active transport link along Burdett Street. Details on how the Burdett Street space will be shared between vehicles, pedestrians, and upgraded landscaping is vital.

2.3.2 Recommendation

It is recommended that Cenotaph Plaza should be further integrated on a pedestrian level towards the west, as Cenotaph Plaza may be difficult to access other than from the Railway Station. The improved pedestrian links and accessibility will also reduce demand for vehicle travel.

Net Zero Carbon

The *Hornsby Town Centre Net Zero Carbon Precinct Strategy for Building Design* (Net Zero Strategy) proposes a way for Hornsby to work towards achieving net zero carbon emissions by 2035. The Net Zero Strategy looks at onsite solutions to reduce energy consumption, renewable energy options, and offsets through contributions to offsite renewable energy initiatives.

Hornsby's move towards a Net Zero Strategy is consistent with District Plan Planning Priority N21. This priority encourages a place-based approach as necessary to achieve the best sustainability outcomes, emphasising the importance of efficient usage of energy and water, lowering carbon emissions, and achieving a pathway towards net-zero emissions by 2050.

Deep soil planting and vegetation

The Department notes the Public Domain Design Principles outlined in the Draft Landscape and Public Domain. The emphasis on building green networks is supported and is consistent with District Plan Planning Priority N20, Delivering high quality open space.

2.3.3 Recommendation

It is recommended that DCP controls for deep soil provision would strengthen the delivery of adequate tree canopy and street character.

Flood impacts

It is unclear how the development of Hornsby Town Centre mitigates and distributes land use around any natural flooding risk.

2.3.4 Recommendation

It is recommended that the flood risk from Hornsby Creek is considered, to strengthen the resilience of the precinct.

3. Infrastructure contributions.

The Department notes the intent for infrastructure to be funded by a combination of sources including local and State infrastructure contributions. It is recommended that Council continue to engage with the Department to ensure appropriate mechanisms are in place to secure contributions and align infrastructure investment with

development. It is also recommended that infrastructure contribution rates are communicated early to minimise impact on development feasibility.

The Department notes that feedback from Transport for NSW has been requested.

Should you have any enquiries about this matter, I have arranged for Ms Ashley Richards to assist you. Ms Richards can be contacted on 02 8289 6776.

Yours sincerely



29 September 2022
Brendan Metcalfe
Director North District
Metro Central North

Encl: Hornsby Town Centre, Urban Design Recommendations, 21 September 2022

2 June 2023



TfNSW Reference: SYD22/00879/03

Mr Steven Head
General Manager
Hornsby Shire Council
PO Box 37
Hornsby, NSW 1630

Attention: Katherine Vickery

HORNSBY TOWN CENTRE MASTERPLAN – CLARIFICATIONS RE. TFNSW LETTER DATED 4 NOVEMBER 2022

Dear Mr. Head,

Transport for NSW (**TfNSW**) appreciates the opportunity to provide further clarifications regarding our position on various aspects of the above Masterplan, following our submission to Council dated 4 November 2022. It is also noted that Council received an email with comments from the Network Maintenance team at Sydney Trains (also part of TfNSW) on 26 September 2022.

As you may be aware, TfNSW met with Council and the Department of Planning and Environment (DPE) on 20 April 2023 to discuss Council's questions and concerns with the previous TfNSW correspondence. TfNSW has and will continue to hold internal meetings to ensure a holistic and integrated response on the Masterplan is provided to Council to assist in progressing the project.

TfNSW's detailed clarifications are provided at **Attachment A**. This attachment has been drafted in collaboration with the Transport Asset Holding Entity (**TAHE**) and various internal divisions of TfNSW including Sydney Trains. It is expected that this attachment should assist in facilitating future discussions at the regular meetings that have recently been established between DPE, Council and TfNSW. The matters raised can also be discussed in more detail at technical meetings held between TfNSW and Council prior to the exhibition of any draft Planning Proposal (**the Proposal**) in the future.

TfNSW and TAHE would like to thank Council for the opportunity to provide further comments on the Hornsby Town Centre Masterplan. We look forward to further and close collaboration and engagement in the master planning process and subsequent phases of the project in the development of critical documents such as the Proposal, Staging Plan, Infrastructure Plan, and the Contributions Plan. TfNSW shares Council's objectives to create a sustainable, vibrant and attractive town centre.

Should you have any questions or further enquiries in relation to this letter, please do not hesitate to contact Senior Manager Land Use, Carina Gregory via phone on 0403 738 876 or via email at carina.gregory@transport.nsw.gov.au and development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink that reads "RCumming".

Rachel Cumming
Director Land Use

OFFICIAL

Attachment A: TfNSW clarifications on the Hornsby Town Centre Masterplan

1. In-principle support for the Masterplan

- TfNSW acknowledges the importance of Hornsby as a strategic centre as identified in the Greater Sydney Commission's *North District Plan* (March 2018). This means:
 - Prioritising public transport investment that seeks to deliver the 30-minute city objective.
 - A target increase of between 3,700 and 7,700 jobs by 2036 compared to 2016 levels.
 - Revitalisation, place-making, better and more convenient active transport connections.
 - Improved and new public open spaces.
 - Unlocking of development potential east of the centre and attraction of mixed uses on the western side, whilst integrating the two sides of Hornsby.
- TfNSW supports Council's objectives to increase active transport linkages, reduce car parking rates for new private developments, enhance open space and locate additional housing close to the railway station and interchange.
- Further clarification regarding what protected active transport infrastructure is proposed should be provided in the exhibition of the Proposal in the future. Active transport infrastructure planning should:
 - Consider the TfNSW *Design of Roads and Streets Guide*, the TfNSW *Cycleway Design Toolbox*, TfNSW's *Walking Space Guide*, and *Network Planning in Precincts Guide*.

2. Relocation of the transport interchange

- In-principle, TfNSW does not object to the splitting of the bus interchange to provide a new interchange area on the eastern side of the railway station (adjacent to the western side of George Street) and move some of the bus zones currently in the service road adjacent to Station Street to a location further north on Jersey Street. The specifics pertaining to this matter should be addressed and thoroughly examined through the subsequent phases of the planning process.

3. Over Station Development (OSD) and station precinct enhancements

- TfNSW and TAHE are supportive in-principle of development opportunities that contribute to an improved customer experience and place-making at public transport interchanges. However, it must be noted that the nature of this development is quite complex and requires sophisticated engineering and funding mechanisms when developing adjacent to or above live rail infrastructure.
- Realising an enhanced and vibrant new station precinct for Hornsby will require ongoing cross-government collaboration. This is particularly important when determining a feasible infrastructure delivery pathway that can maximise funding opportunities for the proposed town centre initiatives.
- The current scope of Council's masterplan proposes a limiting yield due to the reduced area of developable land currently used for transport purposes compared to the 2017 vision. It is suggested that the masterplan area could be further expanded to include TAHE land not currently identified, to support the implementation of the town centre vision and place-making objectives. Creating the opportunity for appropriate uplift and redevelopment of TAHE land at this pivotal location will enable opportunities to plan for and realise state government priorities in this community, such as affordable housing and employment opportunities, to be delivered in a cost effective and integrated manner.

- Council is requested to consider an integrated approach to infrastructure provision and development by continuing to collaborate with TfNSW and TAHE throughout the masterplanning and rezoning process with the aim of maximising the potential benefit to be derived for the community from State owned land.
- Further development of the masterplan in the station precinct in collaboration with TfNSW and TAHE will further advance the design and feasibility of proposed initiatives such as new pedestrian overpass connections, platform enhancements, changes to the bus interchange/s and over-station development. Central to this work will be understanding future planning, stabling, maintenance and operational requirements and constraints associated with multiple functions and teams of TfNSW, including Sydney Trains.
- New and augmented pedestrian overpass connections across the rail corridor/railway station are supported in-principle. A northern concourse would assist in improving accessibility to and from the station, bus interchange and two sides of Hornsby town centre.
- Any OSD design needs to make provision for a Platform '0' and sixth track on the eastern side of the train station to ensure that the 'Faster Rail' program plans can be implemented. It also needs to consider access to the rail corridor for maintenance and operational purposes. These matters should be considered as part of the Proposal in the future.

4. Timing and funding for transport and open space works in the public domain

- TfNSW supports Council's objective of maximising the cost neutrality of providing new transport infrastructure, which is proposed to be achieved through developer contributions, Council land purchases, and State land sales.
- TfNSW requests to be involved in the drafting and finalisation of the infrastructure and contributions/funding plan. The latest estimated costs of delivering transport infrastructure items should be provided to TfNSW for review, along with infrastructure staging and expected TfNSW commitments, and giving due consideration to the latest developer contributions framework, e.g., the potential for a new *Housing and Productivity Contribution* (new State contributions framework proposed to commence 1 October 2023). These will help to inform the feasibility of proposed land uses and transport interventions prior to the exhibition of the Proposal for the masterplan in the future.

5. Jersey Street Plaza

- TfNSW has previously raised concern with the Jersey Street Plaza concept. The Plaza is currently proposed on TAHE land which continues to be used for operational purposes by Sydney Trains. Whilst TfNSW supports the intended uses of the proposed Jersey Street Plaza for youth programs, sports and play in a heritage civic setting, it is not feasible in the absence of alternative arrangements being made for the current land uses to safely continue. The proposed location of Jersey Street Plaza in relation to the Hornsby train station entrance will require further joint investigation between Council and TfNSW for optimal aesthetic improvement, community benefit and infrastructure operations.

6. Traffic improvements

- TfNSW raised concerns with methodological aspects of the Transport Plan completed by WSP in August 2022. This included comments on the report as well as the VISSIM model developed.
 - A major concern was raised with respect to the office/retail trip generation rates.
 - Medium level concerns were raised with the use of 2019 (pre-COVID) traffic data, comprehensiveness of reporting, optimisation of signal operations, pedestrian crossings overlapping with signal heads, and question as to whether previous issues raised during the review of the model in 2020, and current issues, have been addressed prior to developing the future models.

- TfNSW requests that Council or WSP provide a response to the concerns raised above, to enable TfNSW to be in a position to endorse the traffic improvements identified in the Transport Plan.

7. Ability for rail and bus networks to support anticipated increase in population

- TfNSW will continue to plan for and implement improved rail and bus services to ensure that the planned increases in population, employment and public domain users can be appropriately supported by the public transport system.

3rd November 2022

The General Manager
Hornsby Shire Council
PO Box 37
Hornsby NSW 2077

Attn: Hornsby Strategic Land Use Planning Branch, hsc@hornsby.nsw.gov.au

RE: SINSW SUBMISSION – HORNSBY TOWN CENTRE MASTERPLAN

School Infrastructure NSW (SINSW), as part of Department of Education (the Department), welcomes Hornsby Shire Council's invitation to provide comments on draft Hornsby Town Centre Masterplan (the draft Masterplan).

SINSW has reviewed the draft Masterplan and provided detailed commentary in the Attachment below. SINSW understand that the draft Masterplan is projected to result in approximately 4,500 dwellings to be delivered across two stages. Stage one is proposed to deliver 1,515 - 1,696 dwellings in 0-5 years, with the remainder to be delivered in 5+ years to 2036. The town centre is split into 5 sub-precincts; Central, Northern Employment, Western Heritage, Retail Core and Transport Corridor.

Should you require further information on this submission, please contact the SINSW Strategic Planning Team at Strategicplanning@det.nsw.edu.au.

Yours Sincerely,



Lincoln Lawler
Director of Statutory Planning and Sustainability



ATTACHMENT – SINSW SUBMISSION – HORNSBY TOWN CENTRE MASTERPLAN

Demand for Educational Facilities

The draft Master Plan falls within the intake areas for Asquith Public School (PS), Hornsby South PS, Hornsby North PS, Waitara PS. Secondary school intake areas are currently under review. Nearby secondary schools include Asquith Boys High School (HS), Asquith Girls HS, Ku-Ring-Gai HS, Turramurra HS and St Ives HS. Based on a review of the existing education infrastructure and the projected demand expected to result from the draft Masterplan, additional school infrastructure (within the existing school sites) will likely be required to support this growth.

As a first preference and where appropriate, the Department of Education will optimise use of existing assets through:

- Realigning school intake areas to appropriately manage growth in existing facilities where possible.
- Monitoring enrolments to provide priority to students living in the local school intake area.
- Renewing and/or reclassifying existing assets to provide contemporary teaching spaces and learning environments for students.
- Increasing the size, amenity and functionality of existing schools to manage growth whilst providing greater curriculum choices where possible
- Using temporary classrooms to manage short term fluctuations in enrolment levels
- Working with schools and the wider department in identifying operational actions to increase enrolments in schools where there is capacity

The above options are subject to project funding and due diligence work to support proposed upgrades.

In cases of sustained and stable enrolment that are unable to be met through expanded facilities, The Department of Education provides new schools as necessary, having regard to the context and prioritisation of needs across the state. There are currently no announced primary or secondary school projects for the Hornsby LGA.

SINSW is committed to working with Council to ensure schools are supporting community needs and continue to be appropriately resourced to respond to changes in the student population

Development in the Vicinity of Existing Schools

Future development around existing schools should be undertaken in consultation with SINSW to ensure that the school is central to the place values of this development and that existing schools can continue to comply with each of the relevant controls contained to DoE's *'School Site Selection and Development Guide'* (2020) and DoE's Educational Facilities Standards and Guidelines (EFSG). This includes compliance with sun access and overshadowing controls.

SINSW request ongoing consultation regarding any future development in close proximity to existing school sites.

Active Transport and Access

SINSW has reviewed the Transport Plan (prepared by WSP) and note that connections to schools form part of the transport directions for the draft Masterplan. SINSW also supports the utilisation of the NSW Governments Movement and Place Framework (MAPF) to guide transport planning for the study area.

The MAPF's core 'Amenity and Use' and 'Primary Schools' Built Environment Indicators are of particular importance to SINSW, as these encourage urban designers to consider the impact on adjacent places/uses, as well as emphasising movement that supports place. The 'Primary Schools' indicator provides two specific metrics to judge the effect of infrastructure on the accessibility of public schools in an area; these being walkability and public transport access. These metrics require designers to assess whether proposed infrastructure facilitates access to primary school facilities (or public transport connections to schools) or whether it exacerbates gaps in the network.

The primary school-focused MAPF amenity indicator can be accessed via the link below:

<https://www.movementandplace.nsw.gov.au/place-and-network/built-environment-indicators/primary-schools>

While SINSW is generally supportive of the active transport improvements proposed under the draft Plan, it is unclear that how these will connect with the wider LGA's active transport network, in particular how these will connect to existing school transport paths. Further, SINSW request that the proposed active transport infrastructure be delivered as part of Stage 1 of the draft Plans implementation, as early implementation of these works will achieve greater active transport mode share for the Town Centre.

Infrastructure Contributions

It is unclear from the exhibited documents whether the existing local contributions framework will be amended to accommodate the draft Masterplan (if approved).

Separate to the matters addressed above, SINSW note that Council's Section 7.12 Development Contributions Plan currently levies contributions on 'Educational Establishments' over \$100,000. No specific exemptions are apparent for state education facilities. SINSW requests that Council consider amending this plan to explicitly exclude government schools from the payment of contributions. This is considered appropriate, as:

- DoE, in conjunction with SINSW, provides essential social infrastructure for the direct benefit of the local community.
- Development provided by the Crown with an underlying philosophy of community service, such as a school, should not be levied a contribution as the

material public benefit that is derived from the development exceeds any demand that it creates on existing infrastructure.

- Public schools in NSW are required to provide a suite of complementary facilities (such as open space) to service the needs of the student population. Further, these sites are often made available for community use (outside school hours) as a result of joint use agreements, facilitated via a Memorandum of Understanding with the local Council.

In addition to the above, SINSW request that Council also consider amending the LGA's Contribution Plans to include the following:

- Requirements for public domain, transport and other infrastructure works required to support public schools around the core study area.
- The collection of specific contributions from new residential developments. These could be used to support, amongst other things, social education programs around active transport within the Hornsby town centre.

The implementation of these recommendations within the relevant local contribution plan for the LGA will ensure projected growth resulting from the draft Masterplan is appropriately accommodated for and allow greater sustainable travel to and from schools. This also corresponds with the content of Planning Circular D6 (as updated) which relates to the application of contributions to crown development.

Mr Steven Head
General Manager
Hornsby Shire Council

Email: hsc@hornsby.nsw.gov.au

Dear Mr Head,

Re: Draft Hornsby Town Centre Masterplan

Thank you for the opportunity to provide feedback on the draft Hornsby Town Centre Masterplan (the Masterplan).

Northern Sydney Local Health District (NSLHD) is committed to ensuring the built environment fosters places and spaces that support the health and wellbeing of individuals and the wider community. Our Healthy Built Environments team, made up of population health and urban planning professionals, is well-placed to comment on the Masterplan and has considered potential impacts to liveability and health.

The Masterplan will greatly transform the Hornsby Town Centre impacting Hornsby Ku-ring-gai Hospital (HKH) and the whole of the Hornsby Local Government Area (Hornsby LGA) by:

1. Having taller residential tower buildings up to 36 storeys or 127m¹ allowed in the Hornsby Station, George Street, Hunter Street, Hornsby Westfield and the Hornsby Town Centre locations (refer plan and image copied below).
2. The taller residential tower buildings will provide 4,500 new homes including around 470 affordable homes.
3. Support for employment to create 5,000 new Hornsby Town Centre jobs.
4. A hotel and seniors housing at Hornsby RSL.

HKH is located in proximity to the Hornsby Town Centre.

The Masterplan may impact Ambulance Service of NSW's RNSH flight path of rescue helicopters to HKH. Further advice on this matter should be pursued by Hornsby Council with NSW Ambulance aero-medical department. Further, there will also be an increase for the demand on essential services at HKH, increased traffic that will impact emergency service vehicles, increased demand for HKH car parking and transport that will impact HKH staff, patients and visitors.

The likely residents living in the proposed 36 storeys tall residential tower buildings will be the younger generation who have a lower uptake of private health insurance. Due to the anticipated changing demographics, it is anticipated that the RNSH Emergency Department, the paediatric and maternity health services will experience increased demand.

¹ For height calculation see reference at link: https://www.researchgate.net/figure/Typical-tall-building-height-calculator-according-to-CTBUH-a-Left-Residential-60_fig3_317510960

Northern Sydney Local Health District is located on the traditional lands of the Eora Nation

NSLHD hopes to be kept informed of the outcome of this Proposal and the public domain initiatives planned. For any questions regarding this submission, please contact:
Mary.McCafferty@health.nsw.gov.au.

Yours sincerely



Lee Gregory
Acting Chief Executive

Date: 1.2.22

Northern Sydney Local Health District is located on the traditional lands of the Eora Nation

All correspondence to be emailed or sent to:

NSLHD-Mail@health.nsw.gov.au

Northern Sydney Local Health District

ABN 63 834 171 987

PO Box 4007
Royal North Shore Hospital LPO
St Leonards NSW 2065
Tel (02) 9462 9955 Fax (02) 9463 1029



DOC22/704621-02

Ms Katherine Vickery
Manager, Strategic Planning
Hornsby Shire Council
296 Peats Ferry Rd
HORNSBY NSW 2077

By email: hsc@hornsby.nsw.gov.au

Dear Ms Vickery

Thank you for providing the NSW Environment Protection Authority (EPA) with the opportunity to comment on Hornsby Shire Council's Master Plan (the Plan), which is currently on exhibition until 30 September 2022.

The Plan makes a series of recommendations to facilitate the revitalisation of Hornsby as a growing strategic centre and encourages mixed use development around the Hornsby train line and station.

The EPA provides its comments on the Plan below at **Annexure A**.

If you have any further questions about this submission, please contact Lauren Musgrave, Strategic Planning Unit, on (02) 9585 6840.

Yours faithfully

A handwritten signature in black ink, reading 'Justin Hillis'.

Justin Hillis
A/Unit Head, Strategic Planning Unit
29/9/2022

Annexure A

Noise impacts

The Plan envisages that medium and high-density residential housing and commercial uses will be developed in proximity to the Hornsby town centre.

The Plan would be strengthened by considering potential noise and vibration impacts on current and future sensitive receivers, including residents, who will be located in proximity to rail lines and busy roads in Hornsby. These considerations should be guided by the *Development near rail corridors and busy roads – interim guideline 2008* (Department of Planning, 2008) (Interim Guideline) and the *NSW Road Noise Policy* (Department of Environment, Climate Change and Water, 2011).

Additionally, the encouragement of the night-time economy in the Plan should be balanced against the need to protect current and future residential receivers in proximity to commercial uses from adverse noise impacts.

Air quality

Given the proposed proximity of sensitive receivers to busy roads in the area, the Plan should also expressly consider ways to enhance air quality and minimise adverse impacts on residents (and other sensitive receivers) from vehicle emissions. Therefore, the EPA recommends that the Plan reference and seek to implement principles contained in the Interim Guideline regarding air quality, as relevant (see Pt C, s 4).

Water quality

The Plan encourages the implementation of water sensitive urban design principles. The EPA agrees with this approach but recommends that the Plan be amended to encourage the implementation of the *Risk-based Framework for Considering Waterway health Outcomes in Strategic Land-use Planning Decisions* (Office of Environment and Heritage and EPA, 2017). This amendment is consistent with Action 64 of the North District Plan (which applies to Hornsby), that is, to "improve the health of catchments and waterways through a risk-based approach to managing the cumulative impacts of development including coordinated monitoring of outcome".

Waste

The EPA recommends that the Plan is amended to encourage better practice waste management. The Plan should reference and encourage the implementation of the *Better practice guide for resource recovery in residential developments* (EPA, 2019). The Guide provides strategic planning tools to ensure that waste is managed effectively for mixed use residential developments. The Plan should also be guided by the *NSW Waste and Sustainable Materials Strategy 2041* (Department of Planning, Industry and Environment, 2021) and the *Circular Economy Policy Statement: Too Good to Waste* (NSW Government, 2018).



NSW RURAL FIRE SERVICE

The Council of the Shire of Hornsby
PO Box 37
HORNSBY NSW 1630

Your reference: F2018/00321-003
Our reference: SPI20220819000093

ATTENTION: Fintan Langan

Date: Friday 10 March 2023

Dear Sir/Madam,

**Strategic Planning Instrument
LEP Amendment – Draft Proposal**

Hornsby Shire Council is emailing to inform you that the draft Hornsby Town Centre Masterplan is on public exhibition

yoursay.hornsby.nsw.gov.au/hornsby-town-centre-masterplan

I refer to your correspondence dated 10/08/2022 inviting the NSW Rural Fire Service (NSW RFS) to comment on the above Strategic Planning document.

The NSW RFS has considered the information submitted and provides the following comments.

The NSW RFS notes that a small portion along the western side of the outlined area of the Hornsby New Town Centre Masterplan is mapped as bush fire prone land. This land between 316 and 296, 187 to 201 Peats Ferry Road and 2-4 Dural Road are demarcated for increase in residential density. In this regard, any future residential development on bush fire prone land must demonstrate compliance with chapter 5 and section 8.2 of Planning for Bush Fire Protection 2019.

For any queries regarding this correspondence, please contact Elaine Chandler on 1300 NSW RFS.

Yours sincerely,

Kalpana Varghese
**Supervisor Development Assessment & Plan
Built & Natural Environment**

Postal address

NSW Rural Fire Service
Locked Bag 17
GRANVILLE NSW 2142

Street address

NSW Rural Fire Service
4 Murray Rose Ave
SYDNEY OLYMPIC PARK NSW 2127

T (02) 8741 5555
F (02) 8741 5550
www.rfs.nsw.gov.au



NSW Police Force

D/2022/823857

Katherine Vickery
Manager Strategic Land Use Planning
Hornsby Shire Council
Email: hsc@hornsby.nsw.gov.au

Dear Ms Vickery,

RE: Draft Hornsby Town Centre Masterplan

After reviewing the draft town centre masterplan and noting a substantial increase in density and population I ask that council consider and make provisions in the masterplan allocation for:

- an increase in police services to cater for population increase anticipated
- an allocation for a new police station (or at least a proposed uplift to the current building address) and Local Court House services

Our concern is that the current station building size and current staff numbers would not be able to serve a community effectively without an increase in both building capability and an increase in police numbers.

Whilst understanding that funding comes from the NSW Government, the Commander and I are of the opinion that when council is master planning, consideration must be given to services required at Hornsby Police Station so we can maintain the ability to service the needs of the community in the future that's in line with your strategy, targets, density and population growth.

Yours faithfully,

M Mathieson
A/ Commander
Ku-ring-gai Police Area Command
30 September 2022

Ku-ring-gai Police Area Command

Locked Bag 5102 Parramatta NSW 2150

T 02 9476 9799 F 02 9476 9755 W www.police.nsw.gov.au

TTY 02 9211 3776 for the hearing and speech impaired ABN 43 408 613 180

TRIPLE ZERO (000)

Emergency only

POLICE ASSISTANCE LINE (131 444)

For non emergencies

CRIME STOPPERS (1800 333 000)

Report crime anonymously

30 September 2022

Fintan Langan

Hornsby Shire Council
flangan@hornsby.nsw.gov.au

RE: Draft Hornsby Town Centre Masterplan

Thank you for consulting with Sydney Water regarding the Draft Hornsby Town Centre Masterplan, which sets Hornsby Shire Council's future direction for growth within Hornsby Town Centre. Sydney Water has reviewed the available documents and provides the following comments to assist in progressing the lodgement and in planning the servicing needs of the proposed development.

Sydney Water notes that projected long-term dwelling forecast predicted by the Draft Hornsby Town Centre Masterplan of 4,500 is lower than that of the 6,500-7,500 identified for the Town Centre within the Hornsby Shire Council Housing Strategy 2020.

Growth Data

- Sydney Water supports government-backed growth initiatives within our area of operations and endeavour to provide services in a timely and prudent manner that delivers cost effective water and wastewater infrastructure whilst not impacting our current customer base economically, environmentally, or unduly impacting current service levels.
- In order to do fully support all growth and developments and to fully assess proposed developments, we require the ultimate and annual growth data for this development as noted in the attached appendix, be fully populated and returned to Sydney Water.
- Sydney Water acknowledges that timescales and final growth numbers may alter however, in order to provide robust servicing advice and to investigate the potential for staged servicing to meet timescales, we require a realistic indication of demand and timescales. Failure to provide this may result in Sydney Water being unable to formulate proper planning requirements.
- **The growth data should be completed and provided within 4 weeks of this letter.**

If you require any further information, please contact the Growth Planning Team at urbangrowth@sydneywater.com.au or your Account Manager, Raniya Parappil at raniya.parappil@sydneywater.com.au.

Yours sincerely,



Kristine Leitch

Commercial Growth Manager

City Growth and Development, Business Development Group

Sydney Water, 1 Smith Street, Parramatta NSW 2150

APPENDIX 1: GROWTH DATA FORM (emailed)

NEED HELP?



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

Chinese Simplified

需要帮助吗？

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

Chinese Traditional

需要幫助嗎？

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

German

Brauchen Sie Hilfe?

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-iinterpretar (Translating and Interpreting Service) sa 131 450. Hilangin 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.

