PLANNING PROPOSAL

High Street and Ashley Street, Hornsby

November 2022

HORNSBY
SHIRE COUNCIL

CONTENTS

INTRODUCTION

BACKGROUND

PART 1 - OBJECTIVES AND INTENDED OUTCOMES

PART 2 - EXPLANATION OF PROVISIONS

PART 3 - JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

- **Section A - Need for the planning proposal**
- **Section B - Relationship to strategic planning framework**
- **Section C - Environmental, social and economic impact**
- **Section D - State and Commonwealth Interests**

PART 4 - MAPS

PART 5 - COMMUNITY CONSULTATION

PART 6 - PROJECT TIMELINE

APPENDICES

Appendix A - State Planning Framework Checklist

Appendix B - State Environmental Planning Policy Checklist

Appendix C - Section 9.1 Ministerial Directions Checklist

Supporting documents
Attachment 1 - Council report 13 July 2022
Attachment 2 - Council minutes 13 July 2022
Attachment 3 - Gateway determination
Attachment 4 - Indicative Design Concept 2022
Attachment 5 - Heritage Impact Assessment 2022
Attachment 6 - Design Statement 2022
Attachment 7 - Shadow Diagrams and Apartment Design Guide Assessment
Attachment 8 - Draft Amendments to the *Hornsby Development Control Plan 2013*

INTRODUCTION

This planning proposal is the first to give effect to the *Draft Hornsby Town Centre Masterplan* (HTC Masterplan), a key deliverable of Hornsby's *Accelerated LEP Review Program* agreement and the *Hornsby Housing Strategy 2020*. It explains the intent of, and justification for, proposed amendments to *Hornsby Local Environmental Plan 2013* (HLEP) for the following sites:

The Hornsby War Memorial Hall site, and the Hornsby RSL Club Premises and Rear Carpark (Site 01)

Site 01 consists of Property No. 2 High Street (Lot 1 DP 585721) and Property No. 4 High Street, Hornsby (Lot 2 DP 817649), Hornsby.

- Amendments to increase the maximum building height to 38.5m (12 storeys). The land is currently zoned B4 - Mixed Use and no change is proposed to the zone.

Hornsby RSL Club Parcels in Ashley Street and Webb Avenue (Site 02)

Site 02 consists of Properties No. 7,9,11,15,17 and 19 Ashley Street, Hornsby (Lots 1,2,3,4,5,6 DP222907) and Properties No. 2 and 4 Webb Avenue, Hornsby (Lots 7 and 8 DP 222907).

- Amendments to increase the maximum building height to 20.5m (6 storeys) for the purpose of seniors housing only. The land is currently zoned R3 Medium Density, and no change is proposed to the zone, which permits residential flat buildings.

The Planning Proposal was initially considered by Council at its 13 July 2022 meeting. The report to Council is provided at **Attachment 1** with associated minutes at **Attachment 2.**

will be exhibited with associated amendments to the *Hornsby Development Control Plan 2013* (Hornsby DCP) and has been prepared in accordance with the *Environmental Planning and Assessment Act 1979 (EP&A Act),* the NSW *Local Environmental Plan Making Guideline*, and the conditions of the Department of Planning and Environment's (DPE) Gateway determination of 22 August 2022 (**Attachment 3**). This planning proposal has been amended to meet the requirements of the Gateway determination.

Mapping associated with planning proposal is provided in and Part 4 Mapping.

BACKGROUND

2016 Hornsby RSL Club Planning Proposal

In May 2016, a planning proposal was submitted on behalf of the Hornsby RSL Club (RSL) to increase building heights and permit residential flat buildings as an additional permitted use at the existing RSL premises at No. 4 High Street, Hornsby and at the RSL Community Car Park at William Street, Hornsby.

The proposal also sought additional building height for a senior's living development on RSL owned land in Ashley Street and Webb Avenue, south of the club site.

Following a Gateway Determination in June 2017, the planning proposal was amended and exhibited in early 2018. Council's post-exhibition assessment identified that traffic related issues related to the proposal were unresolvable in isolation. The RSL requested withdrawal of the planning proposal in May 2019 and in August 2019 Council resolved not to proceed and to include the RSL concepts in the *Hornsby Town Centre Review.*

The current planning proposal is different from the 2016 planning proposal as it:

- no longer proposes the residential flat building additional permitted use, due to changes in the shop top housing land use definition associated with DPE's employment zone reform program;
- no longer includes the community car park site north of the club site; and
- now includes land at No. 2 High Street.

The North District Plan and the Hornsby Town Centre Review

The *North District Plan* (District Plan) was released in 2017. It identified Hornsby as a Strategic Centre and established the State government's housing supply and job creation targets for Hornsby to 2036.

In response to the District Plan, and to ensure growth would be consistent with Council policies to focus growth in established housing precincts and the Hornsby Town Centre, Council initiated the *Hornsby Town Centre East-Side Review* (HTC Review). It included a strategic analysis of planning controls and the demand for and feasibility of commercial/retail development on the east side of the Hornsby Town Centre.

In 2019, the scope of the HTC Review was expanded to include land in the Hornsby Town Centre on the west side of rail line, including the land subject to this planning proposal, and the Review became a component of Hornsby's *Accelerated LEP Review Program*. The aims of the broader *Hornsby Town Centre Review Study* were to develop a structure plan that would:

- provide for projected growth;
- strengthen the economic, employment and housing capacities of the Hornsby Town Centre; and
- improve public domain and activate Hornsby's commercial core.

Review studies included economic development feasibility and urban form analyses, transport, traffic, parking and circulation modelling, housing demand and supply analysis and infrastructure capacity.

The HTC Review has resulted in the delivery of the draft HTC Masterplan. This is a key deliverable of Hornsby's *Accelerated LEP Review Program* and a priority of the *Hornsby Local Strategic Planning Statement 2020* and the *Hornsby Housing Strategy 2020.*

The draft Hornsby Town Centre Masterplan

The draft HTC Masterplan is outlined and discussed in the *Hornsby Town Centre Review Recommendations* report, July 2022 (Recommendations report)**.** The Recommendations report and supporting by technical studies are available on Council's website. The current link for the exhibited documents is below:

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

They were exhibited for public comment from 20 August 2022 to 30 September 2022. A submissions report is scheduled to be considered by Council in 2023.

The Recommendations report identifies a series of recommendations and interventions to facilitate the revitalisation of Hornsby as a growing strategic centre, to accommodate change and to deliver diversity and density.

The Recommendations report identifies that the land subject to this planning proposal is part of the "Western heritage" mixed-use development precinct (Figure 79). Site 01 of this planning proposal are identified as Site 13 in the Recommendations report, while Site 02 is identified as Site 14.

Other recommendations include:

- Promote entertainment and dining activities at Site 1 (Figure 17);
- Introduction of seniors housing land uses at Site 2 (Figure 9);
- Increasing the maximum building height for Site 1[1] to 12 stories (Figure 47); and
- Increasing the maximum building height at Site 2[2] to 6 stories (Figure 47).

This planning proposal is consistent with the recommended development standards and objectives of the draft Recommendations report. The consistency is discussed further in Parts 1, 2 and 3 of this planning proposal.

Gateway Determination

On 22 August 2022, DPE issued a Gateway determination for the planning proposal. The Gateway determination identified several matters to be addressed before the planning proposal could be finalised.

Condition 1 amendments to the planning proposal prior to exhibition. The requirements are identified below, with a description of how the planning proposal has been amended to respond.

[1] Shown as site 13 in Recommendations report
[2] Shown as site 14 in Recommendations report

Requirement	Response
A further objective to describe the intended redevelopment proposal for this site.	Objectives have been updated in Part 1
Clarification of the land use mix as this affects the job and dwelling yield of the proposal	Land use mix and job/dwelling yield have been updated in Section 3.10 and appendices.
Update plans to remove references to land at William Street, Hornsby.	Concept plans have been updated as Attachment 4.
Update 2016 supporting studies to consider only the current planning proposal.	Support studies have been replaced with new reporting directly relevant to the planning proposal
Address additional FSR under Part 5, Clause 87 of the Housing SEPP 2021 for the senior's housing site at 7 to 19 Ashley Street in the proposal.	SEPP compliance table and attachment 7 have been updated to clarify that the clause is not applicable to Site 02.
Provide shadow diagrams clearly labelling the existing shadow footprint and proposed potential shadow footprint.	Shadow diagrams have been updated at Attachment 7 and SEPP compliance table.
Address solar access and overshadowing and demonstrate that compliance with Apartment Design Guide standards can be achieved for proposed residential land uses.	Solar access and overshadowing have been addressed in Attachment 7 and SEPP compliance table.
Identify the maximum number of car spaces needed to support the proposed seniors-housing and amend the proposal to incorporate this cap.	The site specific merit discussion (Part 3 Question 9) and supporting HDCP amendment have been updated to reflect car parking requirements.
Provide an estimated timetable for the delivery of transport and infrastructure improvements relating to this proposal.	The site specific merit discussion (Part 3 Questions 9 and 11) has been updated to reflect infrastructure requirements.

Indicative Design Concept Altis Architecture 2022

In response to the Gateway Conditions, the indicative Design Concept for the subject land was amended. It is at **Attachment 4.** The updated Concept identifies No. 2 and No. 4 High Street as Site 01 and the Ashley Street and Webb Avenue lots as Site 02.

For Site 01 (High Street sites) the Design Concept provides for:

- Six-storeys of shop-top housing over the existing club auditorium yielding 12 one-bedroom and 18 two-bedroom apartments (five apartments each level - total 30);
- A six level above and below grade car park at the at-grade car parking area to the west of the existing club site (297 new spaces providing 362 spaces total);

- An extension to the proposed car parking, including an expansion to club space and a a six-storey hotel above that with 18 rooms per level (total 126 rooms);
- Other club extensions and internal reconfigurations; and
- A possible built form to accommodate the above.

The additional height over the Hornsby War Memorial Hall will allow for its retention within an integrated and wholistic development across the whole of Site 01 and allow for the intensification of permitted land uses.

For Site 02 (Ashley Street and Webb Avenue) the Design Concept provides for:

- A mix of one, two, and three-bedroom Seniors Independent Living Units (106 units total with 237 bedrooms total)
- 137 car spaces
- A possible built form option of two buildings of four to six storeys when viewed from the street on Ashley Street, Forbes Street and Webb Avenue, with a transition in building height adjacent to surrounding residential areas.

PART 1 - OBJECTIVES AND INTENDED OUTCOMES

Objective

To progress a planning proposal to amend the Hornsby LEP to:

- Meet the approval requirements of the *Hornsby Housing Strategy 2020* and grant funding under the *NSW Public Spaces Legacy Program*.
- Give effect to the role and function of the Hornsby Town Centre in dwelling and jobs supply as identified in the *North District Plan*, the *Hornsby Local Strategic Planning Statement 2020*, the *Hornsby Local Housing Strategy 2020*, and the draft HTC Masterplan.
- Initiate the activation and revitalisation of the Hornsby Town Centre according to Council's vision for it as *'A place for people that reflects the uniqueness of the bushland setting, integrated around key public spaces, where the city meets the bush. An active, thriving centre that exhibits economic diversity, design excellence, liveability and sustainability.'*
- To facilitate extensions to the existing RSL, a hotel and serviced apartments, shop top housing and the intensification of other permitted land uses at Site 01, and to facilitate a seniors independent living complex of up to six storeys at Site 02.

Intended Outcomes

- Development that contributes to Hornsby's housing supply and job targets to 2036 by providing housing, jobs and services in mixed use developments close to transport and services and which provides dwelling choice by encouraging shop-top housing and seniors housing in an established and growing town centre.
- Development that reflects an appropriate balance of commercial, residential and community uses that will attract investment, contribute to the rejuvenation of the Hornsby Town Centre, and reinforce and strengthen its viability as a commercial core.
- High quality built-form, sustainability, and amenity outcomes consistent with the urban structure and built form for the Hornsby Town Centre identified in the draft HTC Masterplan.
- Developments that have a net community benefit, and which would not require major direct upgrades to existing public utilities and infrastructure.

PART 2 - EXPLANATION OF PROVISIONS

The subject land and intended outcomes of the proposed amendments to the Hornsby LEP are described below:

Site 01

Hornsby War Memorial Hall

Property No. 2 High Street (Lot 1 DP 585721), Hornsby is owned by the Hornsby War Memorial Hall Committee Incorporated. It contains the Hornsby War Memorial Hall which is included as Heritage Item No. 483 in Schedule 5 – Environmental Heritage of the *Hornsby Local Environmental Plan 2013*.

The site has an area of 987.5sqm, a frontage of 18m and depth of 48m, with its northern boundary along Ashley Lane and its southern and western boundaries adjoining the RSL Club premises at No. 4 High Street. The site is currently zoned B4 Mixed Use.

Hornsby RSL Club High Street Premises and Rear Carpark

Property No. 4 High Street, (Lot 2 DP 817649) Hornsby, is owned by Hornsby RSL Club Limited. It has an area of 6,698qm, a frontage of 40m and depth of 146m along its southern Ashley Street boundary. Its irregular northern boundary adjoins No. 2 High Street and Ashley Lane and its western boundary No. 14 -18 Ashley Street. The entrance to the rear carpark is at Ashley Street. The site is currently zoned B4 Mixed Use.

The planning proposal would:

- Amend the maximum building height control (Height of Buildings Map) for Site 01 from 26.5 metres (8 storeys) to 38.5 metres (12 storeys).

Site 02

Hornsby RSL Club Parcels in Ashley Street and Webb Avenue

Properties No. 7,9,11,15,17 and 19 Ashley Street, Hornsby (Lots 1,2,3,4,5,6 DP222907) and Properties No. 2 and 4 Webb Avenue, Hornsby (Lots 7 and 8 DP 222907) are owned by the Hornsby RSL Club Limited.

The lots are contiguous (there is no Property No. 13 Ashley Street). Consolidated, the lots are approximately 5,492sqm with three street frontages - Ashley Street (northern) at 90m, Forbes Street (eastern) at 60m and Webb Avenue (southern) at 90m. The western boundary adjoins No.21 Ashley Street which is occupied by a dwelling house. The sites are Zoned R3 Medium Density Residential.

The planning proposal would:

- Amend the maximum height of buildings clause (4.3 Height of buildings) and the Height of Buildings Map to allow a maximum building height of 20.5m (6 storeys) **for seniors housing development only** at all the sites, (retaining the maximum building height for all other R3 permitted land uses on the land at 10.5 metres).

More specifically, the *Hornsby Local Environmental Plan 2013* is proposed to be amended as follows:

Hornsby Local Environmental Plan 2013 Section	Proposed amendment
Height of Building Map	Amend Map Sheet HOB_017 to show the maximum building height for the following sites: 1) Property No. 2 High Street (Lot 1 DP 585721): 38.5 metres 2) Property No. 4 High Street, Hornsby (Lot 2 DP 817649): 38.5 metres Amend Map Sheet HOB_017 to define and show 'Area 1' over following sites: 3) Properties No. 7,9,11,15,17 and 19 Ashley Street, Hornsby (Lots 1,2,3,4,5,6 DP222907) and Properties No. 2 and 4 Webb Avenue, Hornsby (Lots 7 and 8 DP 222907)
Clause 4.3 Height of Building	Insert after (2) (1) Despite subclause (2), the height of buildings for development on land identified as 'Area 1' on the Height of Building Map may exceed the building height up to a maximum height of 20.5m if the development is for the purpose of seniors housing only.

Note 1: The draft clauses identified in this table are indicative only and will be subject to legal drafting. Accordingly, the draft clauses may alter in the process of preparing amendments to the Hornsby Local Environmental Plan 2013.

Note 2: The 2016 RSL Planning Proposal also sought an LEP amendment to include residential flat buildings above the RSL club premises as an additional permitted land use with consent. At the time, shop-top housing was only permissible above retail or business premises. The additional permitted use amendment is no longer required as shop-top housing is now defined as '*one or more dwellings located above the ground floor of a building, where at least the ground floor is used for commercial premises or health-services facilities*. The intent is to allow residential development over the commercial portions of the RSL, but not over the Hornsby War Memorial Hall in Site 01.

PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

Strategic Merit

Section A - Need for the planning proposal

1. Is the planning proposal a result of an endorsed LSPS, strategic study or report? Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)

Yes.

The land subject to this planning proposal is in the Hornsby Town Centre. The following strategic documents identify that the Hornsby Town Centre will provide up to 3,500 new dwellings and the bulk of commercial floorspace to 2036 to meet the Shire's long-term housing and job targets:

- The North District Plan;
- Hornsby Local Strategic Planning Statement 2020 (endorsed by the Greater Sydney Commission in March 2020); and
- Hornsby Local Housing Strategy 2020 (approved by the Department of Planning Industry and Environment in May 2021).

The recently completed *Hornsby Town Centre Review Study* explores ways to provide for the Hornsby Town Centre's projected growth and strengthen its economic, employment and housing capacities. The draft HTC Masterplan, as detailed in the Recommendations report, gives effect to the objectives and actions of the State and local strategic planning framework by establishing sustainable transport focused development opportunities and an urban structure with the capacity and development feasibility to meet the State and local housing and jobs targets.

The draft HTC Masterplan applies to the subject sites and identifies them within the "Western heritage" mixed-use development precinct and recommends increased densities. The planning proposal is consistent as it proposes amendments that will increase density and enable development that would contribute to the mix of land uses.

The planning proposal includes a building height incentive for seniors housing. This is generally consistent with the outcomes of the *Hornsby Seniors Housing Demand and Supply Review* which was endorsed by Council in 2020. The Review recommends that planning for Hornsby Shire's growing 65+ population should include looking appropriate locations for independent seniors living units and aged care facilities, as well as other housing options outside age-segregated seniors living.

2. **Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

Yes.

Proceeding with a stand-alone planning proposal is the best means of achieving the objectives outlined in Part 1.

Amendment of building heights in the HLEP is required to enable development that could feasibly contribute to employment growth, residential supply and the reactivation of the Hornsby Town Centre as identified in State and local strategic land use plans and in the draft HTC Masterplan.

These outcomes would be advanced through amendments to the Hornsby Development Control Plan, giving certainty to both the broad built form outcomes associated with height and fine grain design controls related to integration with the surrounding environment.

Section B - Relationship to strategic planning framework

3. **Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?**

Yes.

The *Greater Sydney Region Plan - 'A Metropolis of Three Cities'* (Region Plan) and the *North District Plan* (District Plan) establish the strategic planning framework for accommodating Sydney's future population growth and identify key State and local targets such as dwelling numbers, infrastructure planning, liability, sustainability, and productivity. The sites subject to this planning proposal are located within the Hornsby Town Centre which is identified as a strategic centre in the District Plan.

The planning proposal is consistent with all applicable objectives and priorities of NSW Strategic plans. The consistency of the planning proposal with the relevant objectives of the Region Plan and the Planning Priorities of the District Plan, are identified at **Appendix A.**

4. **Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan**

Yes.

The Hornsby LSPS was endorsed by the Greater Sydney Commission in March 2020. It identifies that the Hornsby Town Centre, which includes the land in this planning proposal, is a major commercial centre that it will play a critical future role in providing employment, social and retail services for residents both within and surrounding Hornsby LGA. The planning proposal is consistent as it proposes HLEP amendments that will facilitate development that will reinforce role of the Hornsby Town Centre and contribute to it providing services and meeting local housing and jobs targets.

The *Hornsby Local Housing Strategy 2020* (Housing Strategy) outlines Hornsby's 20-year vision and priorities for housing an increase of 32,000 people requiring 14,879 new homes by 2036. It identifies that the majority of new homes will be provided in existing housing precincts, the Hornsby Town Centre and the Cherrybrook Station Precinct.

Local Action 2 (LA2) of the Housing Strategy is to focus future housing opportunities in the Hornsby Town Centre. The Hornsby Town Centre would supply 3,500+ new homes by 2036, mostly in the form of high-density apartments.

A condition of the then Department of Planning, Industry and Environment's approval of the *Hornsby Local Housing Strategy 2020* is that Council submit a planning proposal with any relevant controls required to support rezoning part or all of the HTC Masterplan areas for Gateway Determination by July 2022. This requirement was satisfied by the consideration o the planning proposal at Council's July 2022 meeting and subsequent submission to DPE later that month.

5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Applicable planning studies and strategies are discussed above.

6. Is the planning proposal consistent with applicable SEPPs?

Yes.

The planning proposal are consistent with the appliable. A detailed review of the consistency of the planning proposal with the relevant SEPPs is identified in **Appendix B.**

7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?

Yes.

The planning proposal is consistent with all applicable Section 9.1 Ministerial Directions. A detailed review of the consistency of the planning proposal with the relevant Section 9.1 Ministerial Directions is identified in **Appendix C**.

Matters for Consideration – Site Specific Merit

Section C – environmental, social and economic impact

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal

No.

The planning proposal applies to land in the urbanised Hornsby Town Centre. Critical habitat or threatened species, populations or ecological communities, or their habitats would not be impacted.

9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

Yes.

The planning proposal includes an increase to the maximum building height at the transition area between the established Hornsby Town Centre and a medium-to-low-density residential area.

Depending on the future built form approved at development stage, impacts may be related to established urban form, amenity, overshadowing and the local traffic network. It may also have impacts related to heritage. The potential impacts are discussed below:

Urban Form

The new building heights proposed in the planning proposal are consistent with the development concepts in Design Concept 2022 (Design Concept), prepared by Altis at **Attachment 4** and reflect the heights and building envelopes identified for the sites in the draft HTC Masterplan 2022.

The Design Concept illustrates an indicative bult form that could be achieved within the proposed new building heights. The Design Concept **does not** represent the final building form or design, which would be determined at development stage and would be required to comply with *SEPP No. 65 – Design Quality of Residential Apartment Development* (SEPP 65), the *Apartment Design Guide* (ADG) and *State Environmental Planning Policy (Housing) 2021* (Housing SEPP).

The Design Concept reflects the design principle of stepped-down massing on both Sites 01 and 02 with a transition in building heights that taper down to the edges of the Precinct to reduce bulk and scale impacts to surrounding lower density areas. This is consistent with the hierarchy of building heights and desired future character of the Western heritage mixed-use development precinct in the draft HTC Masterplan.

New parking, setback, heritage and height control amendments to the *Hornsby Development Control Plan 2013* (HDCP) are proposed to support the planning proposal and ensure future development does not adversely impact local amenity and heritage values. They include requiring development on Site 01 to be compatible with No. 2 High Street in terms of form, style and character and establishing a car parking rate cap for Site 02 to minimise local traffic impacts. New prescriptive controls for podium heights, building height and setbacks will complement the existing controls for the Hornsby West Side.

The draft HDCP amendments are at **Attachment 8.**

As noted above, future residential development would be required to comply with the SEPP 65. Seniors housing at Site 02 would be required to comply with the more prescriptive design controls and development standards for Seniors Independent Living in the Housing SEPP.

Overshadowing and Solar Access

The Architecture Shadow Diagram and Apartment Design Guide Assessment (Cox Architecture, November 2022) at **Attachment 7** identifies the overshadowing impacts of the indicative built form illustrated in the Design Concept. The assessment also tests the proposed RSL apartments and proposed Seniors Living against the solar access requirements of the ADG, SEPP 65 and the Housing SEPP.

Overshadowing

The shadow diagrams illustrate the overshadowing impacts of the proposed additional building heights considered against:

- The existing built form of the Hornsby Town Centre and surrounds; and

- The future Hornsby Town Centre built form, assuming full development of the draft Masterplan.

The modelling identifies that most overshadowing impacts occur in Forbes Street, Ashley Street and Webb Avenue and that they are attributable to the planning proposal. The report also notes other contributory impacts from the surrounding future built form.

A future development application would be required to demonstrate consistency with relevant guidelines related to overshadowing (ADG or otherwise), including and minimisation of overshadowing of neighbouring properties during mid-winter and requires compliance with solar access criteria.

The overshadowing impacts associated with the Design Concept are indicative and thus represent one potential built form outcome associated with the planning proposal. Given the initial results, it is likely that satisfactory outcomes could be met, subject to design refinement.

Solar Access

The Solar Assessment (Cox Architecture, November 2022) concludes that the proposed residential apartments at Site 01 can meet or exceed the solar access requirements for residential dwellings in the ADG. The assessment identifies that 25 of the proposed 30 units (approx. 83 per cent) would receive at least two hours of direct sunlight during the winter solstice. The assessment also identified that 19 of the proposed units (approx. 63 per cent) would receive at least 3 hours of direct sunlight during the winter solstice. The easternmost apartments of the lower levels 1-4 would receive some direct sunlight for a short duration of time around 9:08 AM and 1:41PM on the winter solstice.

The assessment further notes that all apartments could be designed and configured during the DA stage to receive some direct sunlight during the day to living areas as well as private open space. This suggests that the overall design of Site 01 could potentially meet ADG guidelines regarding solar access.

With regards to the Seniors Living at Site 02, the Solar Assessment shows that the indicative built form would result in approx. 60 per cent of the apartments receiving at least two hours of direct sunlight during the winter solstice. This does not comply with the Housing SEPP that requires for Seniors Living that at least 70 per cent of the dwellings receive at least two hours of direct solar access between 9am and 3pm at mid-winter in living rooms and private open spaces.

This discrepancy is likely due to the transition from the previous State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (Seniors Living SEPP) to the current Housing SEPP. The Seniors Living SEPP only established that councils could not refuse consent if at least 70 per cent of dwellings received three hours direct sunlight between 9am and 3pm in mid-winter. As the Design Concept has not been significantly modified within the last year, it does not reflect the more prescriptive solar access control of the Housing SEPP.

The Solar Assessment, notes that there are significant opportunities that could be explored at later design stages or through the development application process to further improve solar access. These could include, but are not limited to:

- Reducing the amount of cut and apartments that are below the ground level of Ashley Street;
- Reorienting some of the “wings” of the buildings;
- Relocating balconies and living areas;
- Redistributing the location of 1/2/3 bedroom apartments within the floorplate, and
- Reconfiguring the built form for the RSL site that casts shadows on to the Seniors Living.

With some, or all of those, considerations above achievable, the Solar Assessment suggests that a future development application for Seniors Living could result in at least 70 per cent of dwellings receive at least two hours of direct solar access between 9am and 3pm at mid-winter in living rooms and private open spaces.

Heritage

The War Memorial Hall at No. 2 High Street is listed as Heritage Item No. 483 in Schedule 5 – Environmental Heritage of the HLEP. It is a prominent building within the Hornsby Town Centre and is of historical, aesthetic, and social heritage significance. Its heritage value is in its association with the Cenotaph on Peat’s Ferry Road and the adjacent to the RSL, its International Style architecture and glass façade, its ongoing use, memorial fixtures and layout of its rooms and its design by local architect Ross Innes Aynsley.

The draft HTC Masterplan and Design Concept illustrate building envelopes and a potential urban form outcome for Site 01 within a 12-storey new maximum height limit.

The Heritage Assessment at **Attachment 5** identifies that the envelopes allow for the retention of a two-storey built form in the location of the War Memorial Hall indicating that the proposed additional building height does not mean that the Memorial Hall would be demolished. It further concludes that its retention at the ground level alongside or as part of a new development above, is practicable.

Potential heritage impacts related to the proposed building height of 12 storeys at Site 01 will be managed through existing heritage provisions in the HLEP and existing and new heritage controls in the HDCP. The HDCP adopts a ’whole of building’ approach, applies to building exteriors and interiors, and requires that the setting of an item is considered in any development nearby.

The draft HDCP amendments include proposed new site-specific amendments to Part 9.2 – Heritage Items of the HDCP. The amendments require new development at Site 01 to:

- retain the Hornsby War Memorial Hall,
- adopt a high quality and respectful contextual design approach that is sympathetic to and complements the Hall’s significant fabric, form, setback, detail and landscaping
- be designed to provide for an integrated and holistic development outcome

The sites are also in proximity to the Peats Ferry Road and Mount Errington Precincts of the Hornsby West Side Heritage Conservation Area (HCA) and heritage items along Peats Ferry Road. Existing and proposed new controls in the HDCP will ensure development on

the subject sites does not adversely impact the heritage values of the Precincts or heritage items in the vicinity.

Traffic and Local Road Network

Many of the previously unresolved traffic issues related to the 2016 RSL Planning Proposal concerned the proposed additional building height and land uses at the RSL and Community Car Park site at William Street, Hornsby.

The Community Car Park site is not included in this planning proposal.

The *Hornsby Town Centre Review* capacity study and traffic modelling allowed for the original RSL Planning Proposal's concepts. Modelling was based on gross floor area and potential overall development yield and not broken down to hotel, residential flat building, or seniors housing land uses. The land uses vary widely with regards to required parking rates, the number of vehicles they would add to the local road network, and their trip generation and distribution local traffic impacts.

Hotel uses require one parking space per room and have varying occupancy rates, often peaking at weekends and holiday periods. Seniors housing only requires 0.5 car space per bedroom and does not usually add substantially to AM or PM traffic volume peaks. It is likely that the development enabled through this planning proposal will generate less parking demand and less additional local traffic at completion than modelled.

The exhibited *Hornsby Town Centre Review Transport Plan 2022* (available on Council's website) identifies the land included in this planning proposal as Stage 1 (0-5 years) development sites within the Western Precinct. The plan also models intersection performance and carrying capacity for the whole Hornsby Town Centre at full draft Masterplan development in 2036. It identifies that the local road network will need to accommodate an increase in traffic of 15 per cent to 20 per cent in the AM peak and 40 per cent to 50 per cent in the PM peak.

A series of transport and infrastructure improvements to support the new urban structure and plan for the envisaged density and vehicle trip increases are recommended. Those with direct relevance to this planning proposal are intersection and road improvements along Peats Ferry Road, Edgeworth David Road, Bridge Road and Station Street, access improvements to an upgraded Hornsby railway station and a redesigned intersection at Peats Ferry Road and High Street that facilitates safe connections between residential areas to the south and the interchange and adjoining precincts.

The improvements are contributions costed and have been staged according to projected development uptake and yield to 2036. Direct contribution nexus would be determined during Council's evaluation of any future development application in the Hornsby Town Centre.

No direct transport and infrastructure or traffic management improvements are required for this planning proposal as:

- the intensified land uses on the sites identified in the Design Concept are likely to generate less parking demand and less additional local traffic at completion than modelled in the *Hornsby Town Centre Review*;

- amendments to the Hornsby Development Control Plan 2014 to cap the allowable car parking for Seniors Housing at Site 02 are proposed;
- traffic generated by hotel, registered club and seniors housing uses is spread throughout the day, rather than adding substantially to AM and PM peaks;
- development will occur in draft HTC Masterplan Stage 1 (0-5 years) and can be accommodated within existing service and infrastructure capacity; and
- The sites' proximity to the Hornsby Transport Interchange, the Hornsby Town Centre and existing services reduces car reliance and use.

10. Has the planning proposal adequately addressed any social and economic effects?

Yes.

The planning proposal is supported by the technical studies and assessments prepared for the 2016 RSL Planning Proposal and during the development of the draft HTC Masterplan.

The exhibited *Economic Development and Employment Land Uses* study (available on Council's website), which informs the draft HTC Masterplan, makes observations about growth feasibility of the Hornsby Town Centre. It identifies the point at which financial viability is likely to be reached at a site to justify development. The tipping point is based on a selection of building typologies. While the study did not specifically test the sites subject to this planning proposal, it notes regarding the Western Heritage Precinct, within which the sites are located, that:

> *'Redevelopment in this precinct will in the short term be driven by major proposed redevelopments of Club owned land and 187-203 Peats Ferry Road. Our feasibility analysis showed that ……the precinct will likely be redeveloped over the medium to longer term'.*

The additional building heights proposed would allow the expansion of the RSL facilities and sufficient floorspace for a hotel development, shop top housing and other permitted uses on Site 01.[3] Their construction and operation would contribute to job and housing targets outlined in the draft North District Plan and in local strategic plans, would strengthen the social and community benefits that the RSL provides and promote greater interaction between people visiting, living and interacting in the overall development.

While the hotel will provide an economic benefit to the RSL, it would also provide new jobs in the hospitality, administration, marketing and construction/trades sectors to the local area. It may also have an attractor and multiplier benefit to the local economy as the Hornsby Town Centre is not currently serviced with high quality accommodation, function centre or conferencing facilities. An additional residential population would stimulate local goods and services demand.

The land uses proposed for Site 01 are identified in the Design Concept. They are RSL extensions, 126 hotel/serviced apartments, and 30 residential apartments in the form of

[3] Note that shop top housing is not intended to be permitted above the existing War Memorial at No. 2 High Street

shop-top housing. The land uses proposed for Site 02 are Seniors Independent Living – 106 units. Long term job creation (excluding construction) is estimated at:

Element	Job creation (operational)
Hotel rooms/serviced apartments (126 units)	72
RSL extensions ground level	27
RSL extensions other levels	48
Seniors Living	8
Total	153

The building height incentive for seniors housing on Site 02 would address the growing demand for seniors housing within the broader community in locations readily accessible to support services, transport and entertainment, encourage and facilitate seniors housing supply overall and contribute to the provision of seniors housing dwelling type choice.

Section D – Infrastructure (Local, State and Commonwealth)

11. Is there adequate public infrastructure for the planning proposal?

Yes.

Services are available in the vicinity of the site. The planning proposal would not impose any unacceptable additional demands on local infrastructure, public or community services. The sites are near existing bus and train services (approximately 400m).

The Recommendations report identifies a range of public infrastructure improvements associated with the growth of the Hornsby Town Centre to 2036. They include enhanced access to public transport, permeability, and linkage recommendations, and upgrading community facilities and open spaces. The development enabled through the planning proposal would be serviced long-term by these improvements and will contribute to their provision through monetary contributions as established and required in infrastructure and development contributions planning that is being undertaken as part of the overall Hornsby Town Centre Review.

Section E – State and Commonwealth Interests

12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Consultation would occur with the public authorities identified in the Gateway Determination, including but not limited to, Transport for NSW, NSW Police, Sydney Water and the NSW Fire Service.

PART 4 - MAPS

1. Information Maps: Location, Land Use Zones and Building Heights.

Figures 1 and 2 – Location and Site Identification Maps

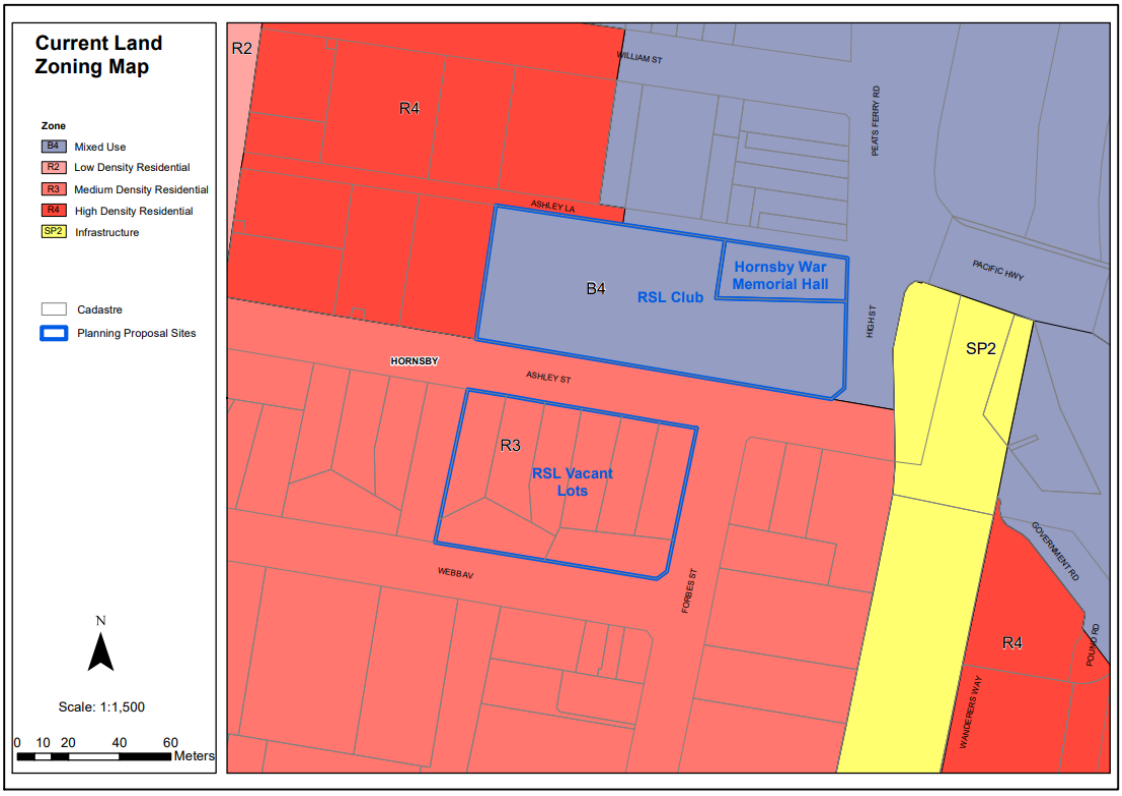
The subject sites are edged red. The Hornsby Town Centre is edged heavy blue.

Figure 1 – Subject Sites Detail

Figure 2 – Subject Sites in HTC context

Figure 3 – Existing Land Use Zones

The subject sites are identified edged blue.



2. Proposed Map Amendment: Height of Buildings Map

The Planning Proposal seeks to amend Sheet 17 Height of Buildings Map. The current maximum heights for the subject sites and their vicinity are identified in **Figure 5** and the proposed heights are illustrated in **Figure 6** below.

The subject sites are identified edged blue.

Figure 4 – Current Height of Building

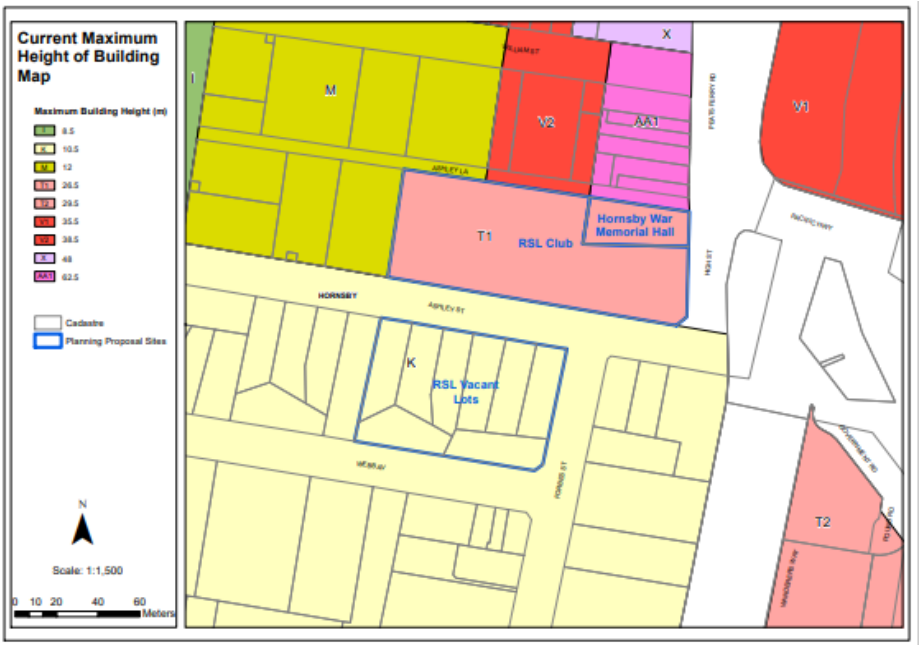
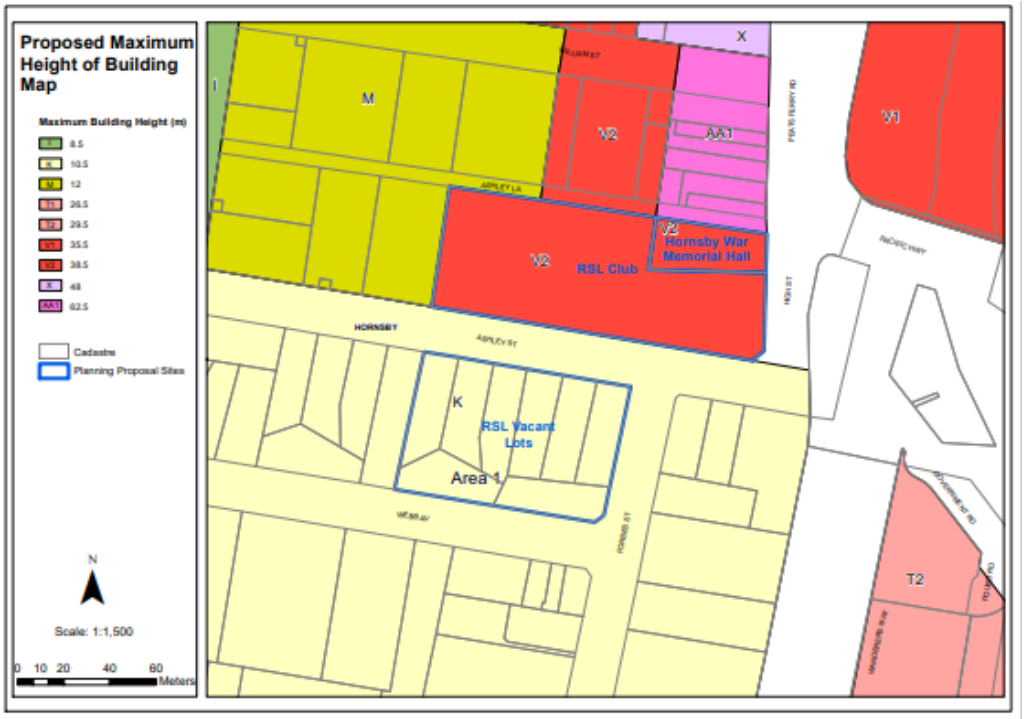


Figure 5 – Proposed Maximum Height of Building



PART 5 - COMMUNITY CONSULTATION

Consultation and outcomes undertaken with council, state agencies or authorities to date.

The development of the Hornsby Town Centre Masterplan, of which these sites form part, was informed by consultation with several state agencies and authorities. The consultation has been in the form of letters, emails, presentations at meetings and a Co-Design workshop. Agencies involved over time include:

- Department of Planning and Environment;
- Greater Cities Commission;
- Transport for NSW;
- Sydney Trains;
- NSW Health;
- NSW TAFE; and
- NSW Education.

Any community consultation undertaken, or consultation with other key stakeholders

Preliminary exhibition of the 2016 RSL Club Planning Proposal indicated that traffic was the main issue with the proposal. Council subsequently resolved not to progress with the RSL planning proposal until the traffic issues could be considered as part of the entire draft HTC Masterplan.

The draft HTC Masterplan, including supporting technical documents, was exhibited for public comment in August and September 2022. A submissions report on the draft HTC Masterplan is planned to be considered by Council in 2023.

Discussions with the community about the Hornsby Town Centre in its entirety since 2016 and during the HTC Review has included:

- Pop up sessions in Hornsby Mall;
- Exhibition of the Town Centre Vision and Principles as part of the LSPS exhibition;
- Land owner drop-in sessions; and
- A Co-Design workshop with agency stakeholders.

Consultation Strategy

The following consultation strategy is consistent with the *Hornsby Shire Community Engagement Plan 2021* and the Public Exhibition requirements of the *Local Environmental Plan Making Guidelines 2021*. It may be amended by the requirements of the Gateway Determination. It will include:

Advertisements in local Publications

An advertisement would be placed in the Hornsby Ku-ring-gai Post identifying the purpose of the planning proposal and providing a web-link to where the Planning Proposal can be viewed.

Advertisement on the Council website

The planning proposal would be exhibited on Council's 'Yoursay' public exhibition website.

ENews

An advertisement would be placed in Council's electronic newsletter.

Letters to affected owners

A letter would be sent to landowners who adjoin or are near the sites.

Displays at the Council Administration Buildings and local libraries

The Planning Proposal would be displayed at the Council Chambers, 296 Pacific Highway, Hornsby, and the Hornsby Library.

Consultation with Authorities

In accordance with Gateway Condition 3, consultation with the following public authorities will be undertaken via the Planning Portal during public exhibition of the Planning Proposal:

- Transport for NSW
- Sydney Trains
- NSW Police
- Sydney Water
- Endeavour Energy
- NSW Rural Fire Service.

Each public authority will be provided with a copy of the planning proposal and links to any relevant supporting material and given at least 25 days to comment on the proposal.

PART 6 – PROJECT TIMELINE

Indicative Project Outline - Standard Planning Proposal

Stage	Timeframe
Consultation with DPE	April 2022
Develop planning proposal	May to July 2022
Council decision	July 2022
Gateway determination	July to August 2022
Pre exhibition	August to December 2022
Public exhibition	December 2022 to January 2023
Consideration of submissions	February 2023
Council decision	April 2023
Finalisation of LEP amendment	April to July 2023

Appendix A – State Planning Framework Checklist

Relevant GSRP Objective and NDP Priority	Consistency Comment
GSRP: A city supported by infrastructure **NDP: Planning Priority N1** Planning for a city supported by infrastructure	**Consistent.** The proposal would not add to public infrastructure requirements. The sites are within walking distance of public transport (trains and buses), and a range of services are nearby including a library, parks, hospital and aquatic centre. Any specific local infrastructure requirements arising from the future development of the sites would be determined and assessed at development phase. The HTC Review recommendations include a range of public infrastructure improvements to 2036.
GSRP: A city for people **NDP: Planning Priority N3** Providing services and social infrastructure to meet people's changing needs **NDP: Planning Priority N4** Fostering healthy, creative, culturally rich and socially connected communities	**Consistent** The proposal would provide floorspace for developments that would strengthen the social and community benefits that the RSL Club provides. The senior's housing development associated with the RSL Club would provide access for future residents to community and support groups hosted by the Club and promote greater interaction between people visiting, living and interacting in the development.
GSRP: Housing the city **NDP: Planning Priority N5** Providing housing supply, choice and affordability, with access to jobs, services and public transport	**Consistent** The proposal aims to deliver dwelling supply and choice by encouraging shop-top housing and seniors housing in an established town centre close to services, shops and recreation opportunities. The proposal will contribute to the renewal and revitalisation of the HTC and is estimated to provide 106 seniors living units and 30 residential apartments in the form of shop-top housing.
GSRP: A City of great places **NDP: Planning Priority N6:** Creating and renewing great places and local centres, and respecting the District's heritage	**Consistent** The proposal aims to provide for development that reflects an appropriate balance of commercial, residential and community uses that will contribute to the rejuvenation of the Hornsby Town Centre and reinforce and strengthen its viability as a commercial core. Its built form is consistent with the urban structure and concepts identified in the draft HTC Masterplan. Potential heritage impacts related to the proposed building height of 12 storeys at Site 01 are to be managed through amendments to the building setback and height controls in Part 4.5 – Hornsby Town Centre in the *Hornsby Development Control Plan 2013* (HDCP), existing heritage provisions of the HLEP and existing and new controls Part 9 – Heritage of the HDCP including the requirement for new development at Site 01 to retain the War Memorial Hall, adopt a high quality and respectful

Relevant GSRP Objective and NDP Priority	Consistency Comment
	contextual design that is sympathetic to and complements the Hall's significant fabric, form, setback, detail and landscaping, and be designed to provide for an integrated and holistic development across Site 01.
GSRP: A well connected City **NDP: Planning Priority N12** Delivering integrated land use and transport planning and a 30-minute city	**Consistent** The proposal provides for increased densities to facilitate high quality residential, registered club and visitor accommodation uses near Hornsby Railway Station and bus interchange (approximately 400m).
GSRP: Jobs and skills for the city **NDP: Planning Priority N10** Growing investment, business opportunities and jobs in strategic centres	**Consistent** The additional building heights to allow expanded Club facilities, a hotel development and housing would assist with meeting the short term (construction) and long term (operation) job targets outlined in the draft North District Plan and in local strategic plans. The proposal may also have an attractor and multiplier benefit to the local economy as the Hornsby Town Centre is not currently serviced with high quality accommodation, function centre and conferencing facilities. Based on the land use footprints identified in the Altis Design Concept 2022, the long-term job creation is estimated at: 114 hotel rooms/serviced apartments = 70 Club extension ground level = 27 2,610sqm club extension levels 1-3 = 48. Seniors Living = 08 **Total = 153**
GSRP: Valuing green spaces and landscape **NDP: Planning Priority N16** Protecting and enhancing bushland and biodiversity **NDP: Planning Priority N17** Protecting and enhancing scenic and cultural landscapes **NDP: Planning Priority N19** Increasing urban tree canopy cover and delivering Green Grid connections	**Consistent** The proposal is limited to redevelopment within the commercial core of an established urban centre. In that, it is consistent with Council policies to retain and protect bushland and landscapes of value. The draft HTC Masterplan landscape and public domain recommendations include open and green infrastructure network including an interconnected tree canopy. Any development application would be required to be consistent with these and existing applicable tree planting requirements controls for the HTC West Precinct in the HDCP 2013.

Relevant GSRP Objective and NDP Priority	Consistency Comment
GSRP: An efficient city **NDP: Planning Priority N21** Reducing carbon emissions and managing energy, water and waste efficiently	**Consistent** The proposal applies to land near Hornsby Railway Station and bus interchange (approximately 150m), reducing the need for private vehicle usage. Any development application would be required to be consistent with the building sustainability, energy, water supply and waste requirements of Part 1 of the HDCP 2013 and be consistent with any applicable sustainability provisions of the ADG, SEPP 65 and the Housing SEPP.
GSRP: A resilient city **NDP: Planning Priority N22** Adapting to the impacts of urban and natural hazards and climate change	**Consistent** Any development application would be required to be consistent with the building sustainability, energy, water supply and waste requirements of Part 1 of the HDCP 2013 and be consistent with any applicable sustainability provisions of the Housing SEPP.

Appendix B – State Environmental Planning Policies Checklist

SEPP	Consistency Comment
Housing SEPP 2021 **Chapter 1 – Preliminary** **3 Principals of Policy** (b) encouraging the development of housing that will meet the needs of more vulnerable members of the community, including very low to moderate income households, seniors and people with a disability, (d) promoting the planning and delivery of housing in locations where it will make good use of existing and planned infrastructure and services	**Consistent** The proposal provides additional building heights for seniors housing and shop-top housing, providing a supply incentive to satisfy growing demand in a location near services, transport, retail and entertainment opportunities.
Housing SEPP 2021 **Part 5 – Housing for Seniors and People with a Disability** **84 – Development Standards - general** (c) for development on land in a residential zone where residential flat buildings are not permitted— (i) the development will not result in a building with a height of more than 9.5m, excluding servicing equipment on the roof of the building, and (iii) if the development results in a building with more than 2 storeys—the additional storeys are set back within planes that project at an angle of 45 degrees inwards from all side and rear boundaries of the site. **87 – Additional Floor Space Ratios** (2)(b)(i) for development involving independent living units—an additional 15% of the maximum permissible floor space ratio if the additional floor space is used only for the purposes of independent living units	**Consistent** The proposal provides a maximum height of buildings to 20.5m (6 storeys) for seniors housing development only on R3 Medium Density land in Site 02. Residential flat buildings are permissible with consent on R3 Medium Density land. FSR does not apply to Site 02. Consequently, neither the building height restriction of 9.5m nor the Seniors housing FSR bonus in the SEPP apply. Development controls applicable to a senior's development on Site 02 will be exhibited with the planning proposal. They are consistent with the controls of the SEPP and provide for setback and height transitions to surrounding residential development.

SEPP	Consistency Comment
Housing SEPP 2021 **93 – Site related requirements**	**Consistent** The proposal would address the growing demand for seniors housing within the broader community in a location readily accessible to support services, retail rail and bus transport within 400m and entertainment.
Housing SEPP 2021 **108 – Non-discretionary development standards for independent living units**	**Consistent** – see 84 above. With regards to Solar access, the Solar Assessment shows that the indicative built form would result in 60% of the seniors living apartments on Site 02 receiving at least 2 hours of direct sunlight during the winter solstice. This does not comply with the Housing SEPP that requires at least 70% of the dwellings receive at least 2 hours of direct solar access between 9am and 3pm at mid-winter in living rooms and private open spaces. This discrepancy is likely due to the transition to prescriptive controls in the Housing SEPP from the previous Seniors Housing SEPP which only identified where meeting certain solar outcomes could not be used to refuse consent. As the Design Concept has not been significantly updated since the introduction of the Housing SEPP, it does not fully consider the new prescriptive requirements. The Solar Assessment, notes that there are significant opportunities that could be explored at later design stages or through a Development Application process to further improve solar access. These could include, but are not limited to: • Reducing the amount of cut and apartments that are below the ground level of Ashley Street • Reorienting some of the “wings” of the buildings • Relocating balconies and living areas • Redistributing the location of 1/2/3 bedroom apartments within the floorplate, and • Reconfiguring the built form for the RSL site that casts shadows on to the Seniors Living. With some, or all of those, considerations above achievable, the Solar Assessment indicates that a future Seniors Living proposal could comply with at least 70% of the dwellings receive at least 2 hours of direct solar access between 9am and 3pm at mid-winter in living rooms and private open spaces.
Housing SEPP 2021 **Schedule 4 – Standards concerning accessibility and usability for hostels and independent living units**	**Consistent** All applicable accessibility and usability standards for seniors housing will apply to a seniors development on Site 02.
SEPP (Resources and Energy) 2021	**Not Applicable**

SEPP	Consistency Comment
SEPP (Industry and Employment) 2021	**Not Applicable**
SEPP (Resources and Energy) 2021	**Not Applicable**
SEPP (Transport and Infrastructure) 2021	**Not Applicable**
SEPP (Resilience and Hazards) 2021	**Not Applicable**
SEPP (Exempt and Complying Development Codes) 2008	**Not Applicable**
SEPP (Planning Systems) 2021	**Not Applicable**
SEPP (Precincts – Eastern Harbour City) 2021	**Not Applicable**
SEPP (Biodiversity and Conservation) 2021	**Not Applicable**
SEPP (Primary Production) 2021	**Not Applicable**
SEPP (Sustainable Buildings) 2022	**Commences October 2023**
SEPP No. 65 – Design Quality of Residential Apartment Development	**Consistent.** Subject to the lodgement of a future development application to Council, design requirements of the residential flat buildings and serviced apartments would be assessed against the SEPP and the Apartment Design Guide. The Solar Assessment concludes that the proposed residential apartments at Site 01 can meet or exceed the solar access requirements for residential dwellings in the ADG. The assessment further notes that all apartments could be designed and configured during the DA stage to receive some direct sunlight during the day to living areas as well as private open space. The proposal would also be referred to Council's Design Excellence Panel for comment pursuant to the Design Excellence provisions of the *HLEP 2013.*

Appendix C – Section 9.1 Local Planning Directions Checklist

Focus Area	Consistency Comment
Focus Area 1: Planning Systems **1.3 Approval and Referral Requirements**	**Consistent** The planning proposal does not include any concurrence, consultation or referral provisions to a Minister or a Public Authority.
Focus Area 1: Place Based	**Not Applicable**
Focus Area 2: Draft Design and Place	**Not Made**
Focus Area 3: Biodiversity and Conservation **3.2 Heritage Conservation Objective** The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance	**Consistent** Potential heritage impacts related to the proposed building height of 12 storeys at Site 01, will be managed through the existing heritage provisions of the Hornsby LEP and existing and proposed new Desired Outcomes and Prescriptive Measures of Part 9.2 – Heritage Items of the *Hornsby Development Control Plan 2013* (HDCP). The HDCP provisions adopt a 'whole of building' approach, apply to building exteriors and interiors, and require that the setting of an item is considered in any development nearby. Proposed new controls include the requirement for new development at Site 01 to retain the War Memorial Hall, adopt a high quality and respectful contextual design that is sympathetic to and complements the Hall's significant fabric, form, setback, detail and landscaping and be designed to provide for an integrated and holistic development outcome across both sites.
Focus Area 4: Resilience and Hazards	**Not Applicable**
Focus Area 5 - Transport and Infrastructure **5.1 Integrating Land Use and Transport**	**Consistent** The proposal provides increased density and high quality residential, registered club and visitor accommodation uses near Hornsby Railway Station and bus interchange (approximately 400m). No direct transport and infrastructure improvements are required for this planning proposal as: • the intensified land uses on the sites identified in the Concept Plan are likely to generate less parking demand and less additional local traffic at completion than modelled in the Hornsby Town Centre Review • traffic generated by hotel, club and seniors housing uses is spread throughout the day, rather than adding substantially to AM and PM peaks • development will occur in Stage 1 (0-5 years) and can be accommodated within existing service and infrastructure capacity • The sites' proximity to the Hornsby Transport Interchange, the HTC and existing services reduces car reliance and use.
Focus Area 6 - Housing	**Consistent**

Focus Area	Consistency Comment
6.1 Residential Zones Direction 6.1 (1) A planning proposal must include provisions that encourage the provision of housing that will: (a) broaden the choice of building types and locations available in the housing market, and (b) make more efficient use of existing infrastructure and services, and (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and (d) be of good design.	The proposal provides additional building heights for seniors housing and shop-top housing, providing a supply incentive to satisfy growing demand in a location near services, transport, retail and entertainment opportunities. The proposal will contribute to the renewal and revitalisation of the HTC. The proposal has been informed by indicative building envelopes that have taken surrounding land use and built form into consideration with regards to potential amenity and privacy impacts.
Focus Area 7 - Industry and Employment **7.1 Business and Industrial Zones** The objectives of this direction are to: (a) encourage employment growth in suitable locations, (b) protect employment land in business and industrial zones, and (c) support the viability of identified centres.	**Consistent** The proposal aims to deliver development that reflects an appropriate balance of commercial, residential and community uses that will contribute to the rejuvenation of the Hornsby Town Centre, and reinforce and strengthen its viability as a commercial core. The additional building heights to allow expanded Club facilities and a hotel development and shop top housing would assist with meeting the short term (construction) and long term (operation) job targets outlined in the draft North District Plan and in local strategic plans. The proposal may also have an attractor and multiplier benefit to the local economy as the HTC is not currently serviced with high quality accommodation, function centre and conferencing facilities. The land uses proposed for Site 01 are RSL Club extensions, hotel/serviced apartments, and shop-top housing in the form of 30 residential apartments. The land uses proposed for Site 02 are Seniors Independent Living – 110 units. Based on the land use footprints identified in the Altis Concept Plan 2022, 153 long-term jobs are estimated.
Focus Area 8: Resources and Energy	**Not Applicable**
Focus Area 9: Primary Production	**Not Applicable**

Supporting attachments

Attachment 1 – Council report 13 July 2022
Attachment 2 – Council minutes 13 July 2022
Attachment 3 – Gateway determination
Attachment 4 – Indicative Design Concept 2022
Attachment 5 – Heritage Impact Assessment 2022
Attachment 6 – Design Statement 2022
Attachment 7 – Shadow Diagrams and Apartment Design Guide Assessment
Attachment 8 – Draft Amendments to the *Hornsby Development Control Plan 2013*