

## 4.5 Hornsby Town Centre

The following provides controls for development in the Hornsby Town Centre. The Hornsby Town Centre is divided into three planning precincts. The location of the Hornsby Town Centre and the planning precincts is depicted in Figure 4.5(a) below.

Note: Some land in the Hornsby Town Centre is zoned R4 High Density Residential and is also subject to the applicable built form controls in Part 3 Residential of the DCP.

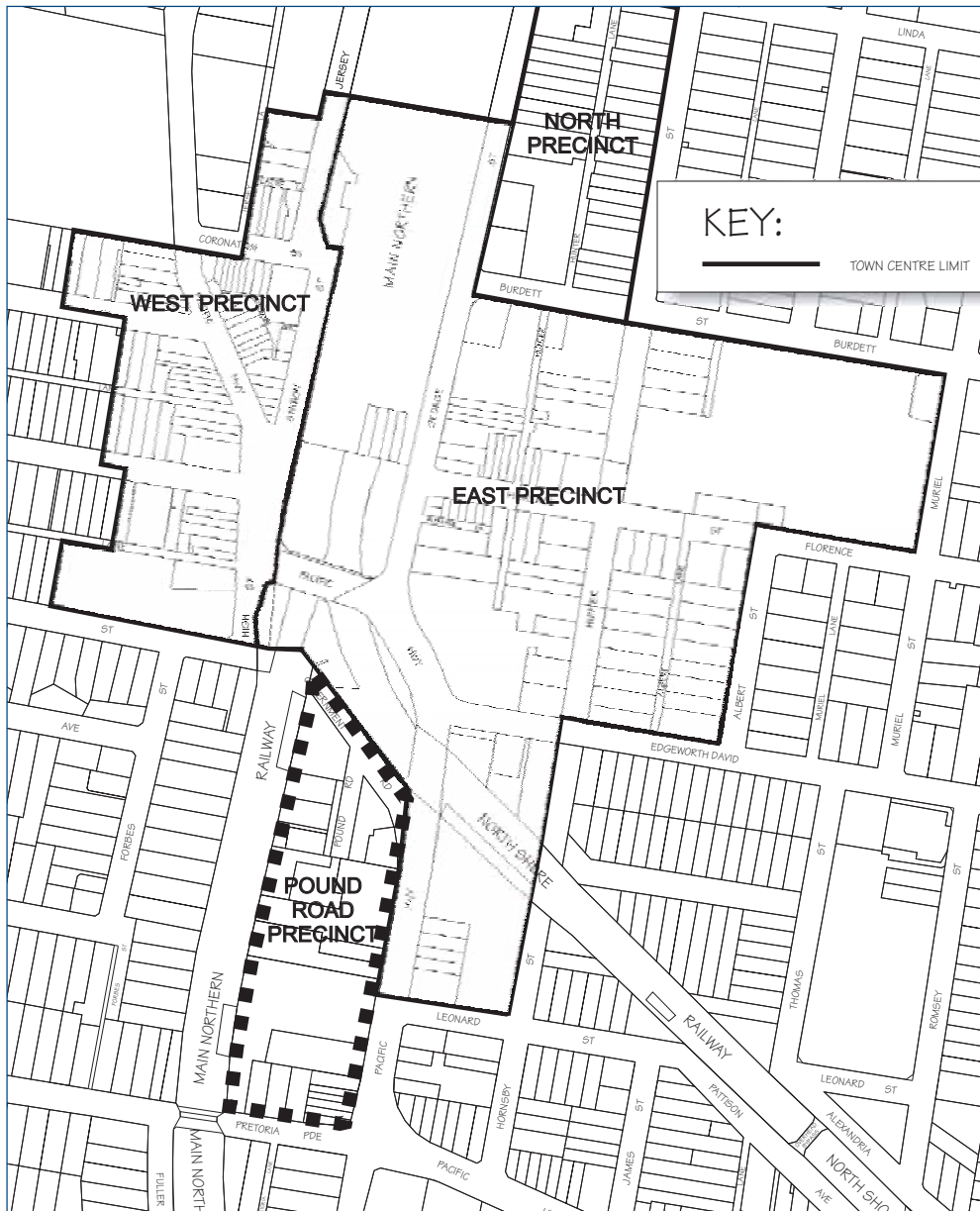


Figure 4.5(a): Hornsby Town Centre and Planning Precinct

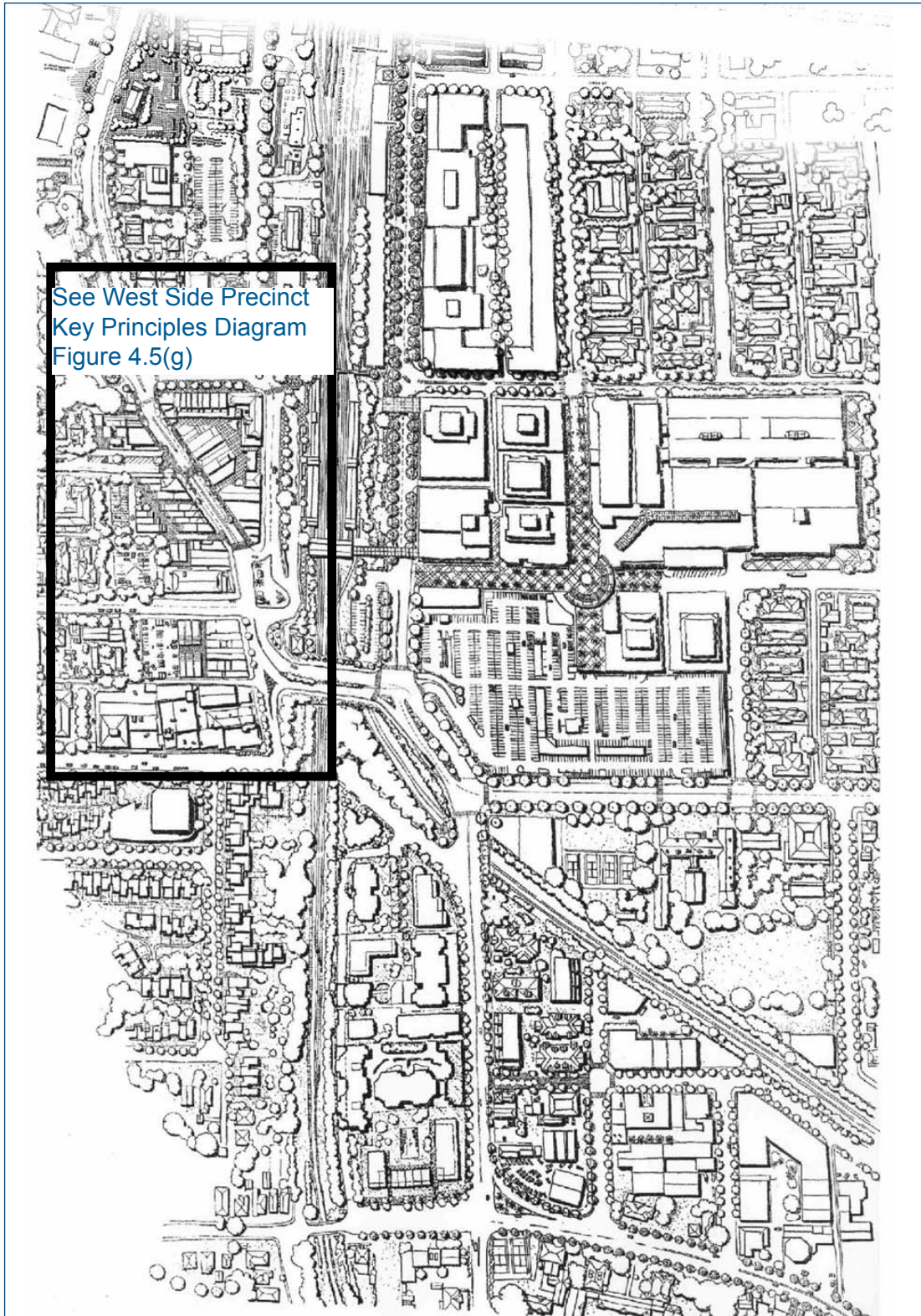


Figure 4.5(b): Hornsby Town Centre Masterplan diagram (aerial view).

## 4.5.1 Desired Future Character

### Desired Outcome

- a. Development that contributes to the desired future character of the area.

### Prescriptive Measures

- a. Development applications should demonstrate compatibility with the following statements of desired character.

The Hornsby Town Centre will be a vibrant and attractive place to live, shop, work and visit and provide a diversity of goods, services and employment opportunities.

The Town Centre encompasses a commercial core surrounded by light industrial, civic/community and residential development of varying density. Development within and adjacent to the core should provide or support the provision of offices and services of sub regional strategic significance.

Development within the Town Centre will be consistent with the urban form and public domain improvements depicted in the Masterplan Diagram in Figure 4.5(e). The design and use of buildings will incorporate active uses adjacent to public streets and places to contribute to the vibrancy of the area. Building design will promote pedestrian comfort and amenity through the inclusion of building features that enhance a pedestrian scale at the base, shade and shelter, safety and security and access for people with a disability. Development will improve physical connections across the railway line, linking the older, western, and newer, eastern parts of the Town Centre.

Buildings at gateways, arrival points or feature points will incorporate elements that signify the focal point of the Town Centre. Avenues of street trees along the main vehicular and pedestrian links will enhance the visual quality of the area.

The Town Centre has developed into three distinctly identifiable precincts, to the east and west of the Hornsby Transport Interchange and north of the main commercial precinct. Development should be consistent with the individual characteristics of the precincts, as described in the following:

### East Precinct

Development in the east precinct will be consistent with the role of much of the precinct as the commercial core, being the major focus of retail and commercial activity within Hornsby Shire and the sub regional area.

Building design will provide a pedestrian scale at the base and incorporate a podium. Upper levels will be set back to maximise solar access to the public domain and reduce the impact of the building bulk on the streetscape.

The lower levels of buildings on the southern side of Burdett Street should incorporate active uses such as cafes, outdoor dining and other retail activities to identify the entrance to the retail core.

Buildings located adjacent to the Florence and Hunter Street Mall will integrate with the Mall. The Town Square at the junction of Florence and Hunter Streets provides a focal point for the public domain. Development adjacent to and within the Town Square should facilitate this role by the provision of seats, shade and performance areas such as steps and terraces. Ground floor uses fronting the Town Square include outdoor dining at cafes and restaurants that encourage longer and more active use of the public domain.



Figure 4.5(c): East Precinct Boundary.(C)

### North Precinct

The north precinct will provide an extension of the existing commercial centre and accommodate a wide range of living, employment and recreational activities.

Building bulk and scale will step up from the adjacent residential area (to the east of Hunter Street) to the development along George Street. The ground floor of buildings fronting Hunter Street should incorporate non-residential uses that activate the street frontage. The lower levels of buildings fronting George Street should incorporate active uses such as cafes, outdoor dining and other retail activities. Buildings will incorporate awnings to provide a pedestrian scale and to provide shelter. High density residential development located above the commercial podium should contribute to the function of the Centre and maintain after hours vitality.

Development will facilitate the provision of wide tree lined footpaths, a uniform building edge, awnings and local convenience outlets to create a distinct character and vibrant living and working environment.

### West Side Precinct

The West Side precinct is the traditional heart of Hornsby. The precinct will be a mixed use, street based centre that provides a range of housing, retail and commercial offices, food outlets, entertainment and employment opportunities to support the larger centre and service the working and residential populations in the area.

Improvements in the public domain including reconnecting Cenotaph Park to the precinct through a new public plaza that will be a gateway to Hornsby by creating a formal entry from the Rail Station through to the Pacific Highway, pedestrianising parts of Dural Lane, development of new lanes for vehicular access, footpath paving and widening, installation of bollards, provision of seating, installation of street furniture and traffic calming measures.

Development along the Pacific Highway and Coronation Street should strengthen the 'main street' shopping and dining character of the precinct and should preserve high value heritage buildings and facades that enhance the streetscape and contribute to the overall sense of place of the precinct.

New buildings should reinforce the traditional shopping centre character of the precinct though well scaled podium forms, a consistent street wall height, active frontages and continuous awnings to primary streets that together contribute to the pedestrian experience. Tower elements should be set back from the podium and be located at prominent locations to provide focal points and enclosure to the public realm.



Figure 4.5(d): North Precinct Boundary.(C)

### West Side Precinct Structure Plan and Key Principles Plan

Figure 4.5(f) illustrates the West Side Precinct Structure Plan. This plans sets out the primary guiding principles for the built form controls and public domain upgrades. The Structure Plan is supported by the Hornsby West Side Precinct Urban Structure Plan and West Side Precinct Urban Design Analysis Reports.

The Structure Plan forms the primary overlay for more specific controls that guide other aspects of development.

Figure 4.5(g) illustrates the Key Principles for the West Side Precinct. These principles illustrate the intent and strategy underpinning the Structure Plan, Public Domain Plan and more specific detailed controls in this document.

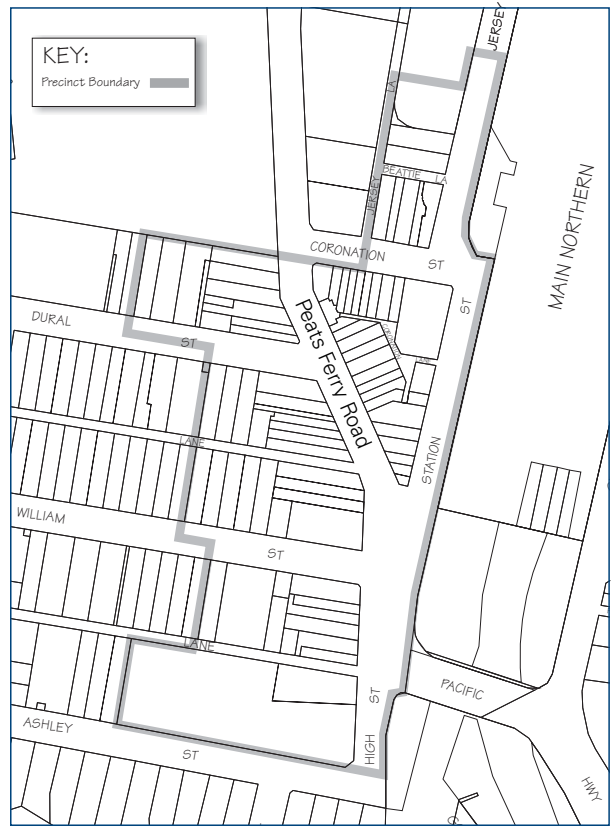


Figure 4.5(e): West Precinct Boundary.(C)



Figure 4.5(f): West Side Precinct - Structure Plan. (C)



**Strategy**  
 Re-establish the West Side Precinct as the focal point of Hornsby.  
 Reconnect the precinct with a new plaza that joins Cenotaph Park, Station Street and Peats Ferry Road to provide a high quality pedestrian experience and gateway to Hornsby.  
 Provide a mix of housing and increased residential densities within the precinct to support local business and fully utilise the public transportation network.

**Public Frontages**  
 Activate frontages to Peats Ferry Road to promote and enhance the existing main street shopping character.  
 Retain existing heritage items and important facades.  
 Zero building setback to main streets to promote active frontages and create an engaging pedestrian experience.

**Built Form**  
 Provide a consistent street wall height along major streets to encourage a well scaled pedestrian environment. Tower forms to be setback from the podium levels to reduce visual dominance.  
 Highest buildings to be located at gateway and iconic positions within the precinct.  
 Built form to scale down to the neighbourhoods to the west.

**Landscaping & Public Domain**  
 Provide consistent street tree planting to all major streets.  
 Provide a new plaza to connect Hornsby Station & Bus Interchange to Peats Ferry Road and Cenotaph Park.  
 Utilise planters and low level landscaping at pedestrian crossings, corners, outdoor dining areas and to separate carparking spaces to soften the streetscape and guide pedestrian movements.  
 Pedestrianise a portion of Dural Lane to simplify traffic movements and provide a safe and active connection between the new plaza and the neighbourhoods to the west.  
 Provide a new link across the rail line to better connect the east and west precincts of Hornsby.

**Servicing**  
 Formalise laneway system to connect Dural Street to William Street and the Council and RSL Carparks.  
 Where possible retain and expand on-street car parking along major streets.  
 Realign Station Street and share a portion of the bus interchange lanes to join Peats Ferry Road at a new intersection with High Street.  
 Where possible provide vehicle access to properties from laneways and underground carparking.

Figure 4.5(g): West Side Precinct - Key Principles Diagram. (C)

## 4.5.2 Design Quality - SEPP 65

### Desired Outcome

- a. A built form which responds to the site, locality and landscape and includes appropriate innovation to respond to technical, social, aesthetic, economic and environmental challenges.

### Prescriptive Measures

- a. Development applications should be accompanied by a design verification from a qualified designer, including a statement that:
- \* he or she designed, or directed the design, of the development,
  - \* that the design quality principles set out in Part 2 of State Environmental Planning Policy No 65 - Design Quality of Residential Flat Development are achieved, and
  - \* the design is consistent with the objectives of the Residential Flat Design Code.

Note:

Development applications should be accompanied by a statement of environmental effects which includes the following:

- \* an explanation of how the design addresses the design quality principles set out in Part 2 of State Environmental Planning Policy No 65 - Design Quality of Residential Flat Development, namely:

Context; Scale; Built form; Density; Resource, energy and water efficiency; Landscape; Amenity; Safety and security; Social dimensions and housing affordability; Aesthetics

- \* an explanation of how the design addresses the detailed provisions of the Residential Flat Design Code, namely the Better Design Practice elements and Rules of Thumb.

- \* drawings of the proposed development in the context of surrounding development, including the streetscape;

- \* demonstration of compliance with building heights, setbacks and building envelope controls marked on plans, sections and elevations;

- \* drawings of the proposed landscape area, including species selected and materials to be used, presented in the context of the proposed development and the surrounding development and its context;

- \* if the proposed development is within an area in which the built form is changing, statements of the existing and likely future contexts;

- \* photomontages of the proposed development in the context of surrounding development; and

- \* a sample board of the proposed materials and colours of the facade.

## 4.5.3 Site Requirements

### Desired Outcome

- a. Buildings located on consolidated development sites that achieve desired urban design outcomes and efficient use of land to avoid the creation of isolated sites.

### Prescriptive Measures

#### General

- a. The development site should be consistent with the site amalgamation provisions for the precinct.
- b. Where a development proposal results in an adjoining site within the precinct with a primary street frontage that is not consistent with the site amalgamation provisions, proponents should demonstrate that orderly and economic development of the site can be achieved under this DCP.
- c. Where a property is likely to be isolated by a proposed development and it cannot be demonstrated that the site can be developed to its full potential, applicants should provide documentary evidence that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value.

Note:

Refer to Section 1C.2.12 of the DCP for detailed provisions on Isolated Sites.

### North Precinct

- d. George Street properties should amalgamate in accordance with the site amalgamation diagram Figure 4.5(h).
- e. Hunter Street properties should amalgamate a minimum of 4 lots or 40 metres measured at the primary street frontage to achieve an FSR of over 2:1.

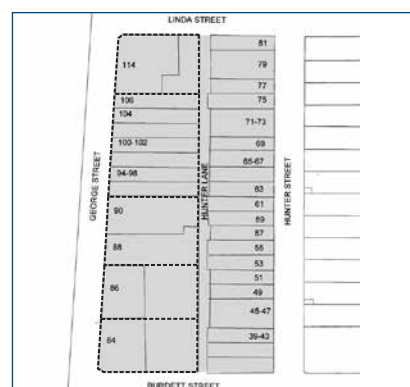


Figure 4.5(h): North Precinct site amalgamations shown dotted.(C)



## 4.5.4 Scale

### Desired Outcome

- a. Development with a height, scale and intensity compatible with the role and function of the centre under the commercial centres hierarchy.

### Prescriptive Measures

#### Floor Space Ratio

- a. The maximum floor space ratio for business lands shall be in accordance with the HLEP *Floor Space Ratio Map* as follows

HLEP Area	Maximum FSR (total)	Maximum FSR (Residential use)
T	2:1	
V	3:1 (+FSR variations for Area 8)	Area 2 - 2:1
Z	5:1	Area 1 - 2:1 Area 3 - 1:1

- b. As detailed in Table 4.5.3(a) above, the proportion of any building in Areas 1, 2, and 3 (as identified on the HLEP Floor Space Ratio Map) able to be used for residential accommodation is limited pursuant to the provisions of Clause 4.4(2A) of the HLEP.
- c. Within the West Side precinct, Council may consent to development that results in a variation to the floor space ratio shown on the Floor Space Ratio Map. The requirements regarding the floor space variation are provided in Clause 4.4 (2D) of the HLEP.

#### Notes:

As detailed in Clause 4.5 of the HLEP, the Floor Space Ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area. See the HLEP for the definition of Gross Floor Area.

### Floorplates - West and North Precinct

- d. Residential floorplates should have a maximum dimension of 18 metres, measured perpendicular to the primary retail frontage and between opposing exterior walls at any point. Balconies and terraces may project beyond this maximum.
- e. Commercial floorplates should have a maximum dimension of 35 metres, measured perpendicular to the primary retail frontage and between opposing exterior walls at any point.

### Height

- f. Sites with the following maximum building height under Clause 4.3 of the HLEP should comply with the maximum number of storeys in Table 4.5.3(b) (excluding basement carparking).

HLEP Area	Maximum building height (m)	Maximum Storeys -	Maximum Storeys Mixed Use building
I	8.5m	2 storeys	2 storeys
O	16m	4 storeys	4 storeys
S	23.5m	6 storeys	7 storeys
T1	26.5m		8 storeys
U	32.5m	8 storeys	10 storeys
V1	35.5m	9 storeys	11 storeys
V2	38.5m		12 storeys
W1	40m	10 storeys	13 storeys
X	48m	12 storeys	15 storeys
AA1	62.5		20 storeys
AA2	77.5		25 storeys

- g. Basement car parking that protrudes more than 1 metre above existing ground level is counted as a storey.
- h. Buildings within the West Precinct are to incorporate a commercial podium with a height of 2 to 5 storeys (8.5-17.5 metres), in accordance with Figure 4.5(i).
- i. Mixed use buildings within the North Precinct are to incorporate a commercial podium with a height of 3 storeys (12 metres), in accordance with Figure 4.5(j).
- j. Buildings within the East Precinct are to incorporate a commercial podium with a height of 2 to 3 storeys (8-12metres), in accordance with Figure 4.5(l).

- k. A transition in building height should be provided at sensitive interface areas adjacent to heritage items and adjacent residential areas outside the precinct boundaries.

Notes:

Building height (or height of building) means the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Storey means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

- (a) a space that contains only a lift shaft, stairway or meter room, or
- (b) a mezzanine, or
- (c) an attic.

A mixed use building described above comprises a building with a commercial podium and residential floors above.



Figure 4.5(i): West Side Precinct - Building Height Plan. (C)

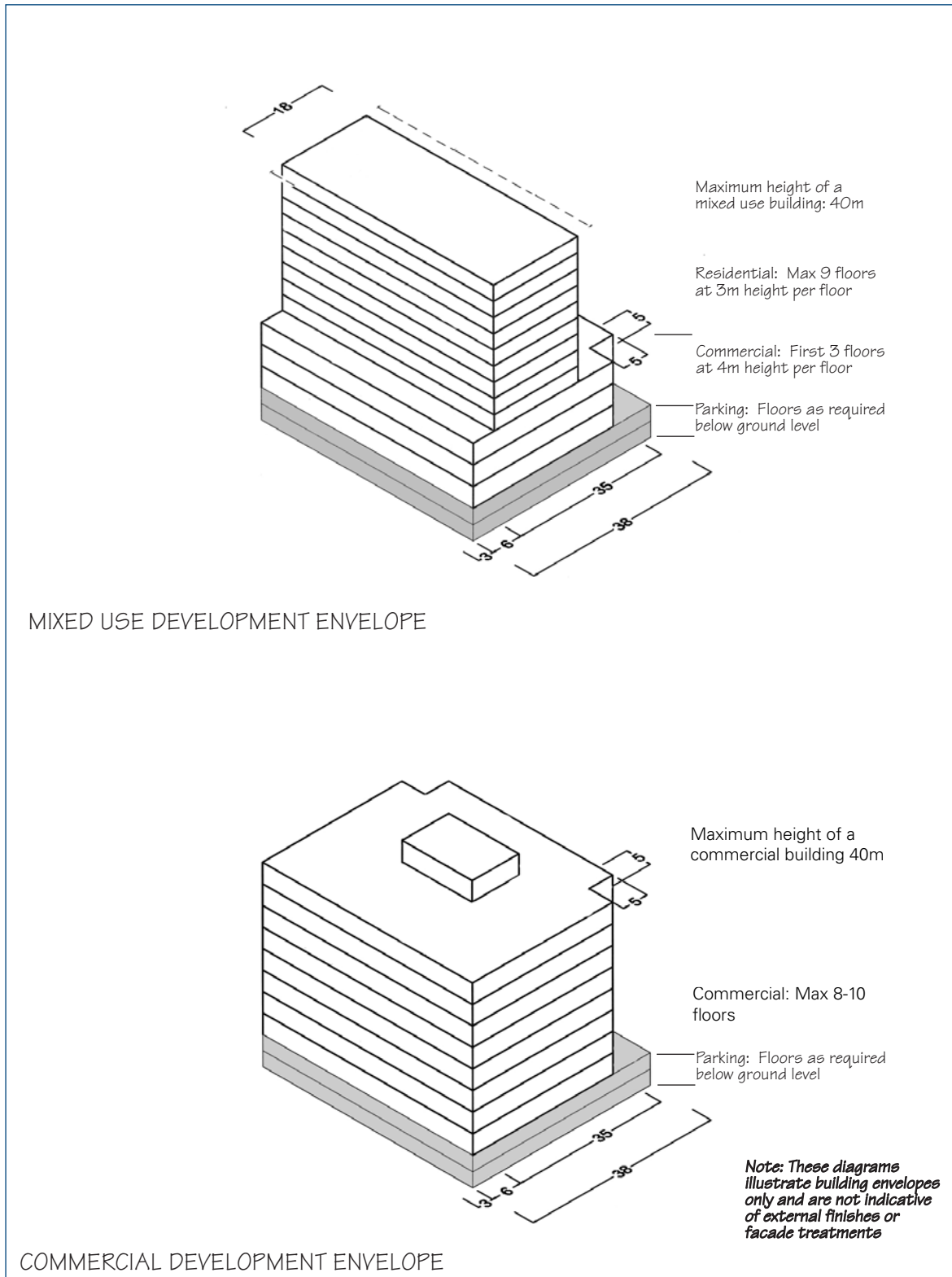


Figure 4.5(j): North Precinct (George Street) building height illustration.(l)

## 4.5.5 Setbacks

### Desired Outcome

- a. Well articulated building forms with a “pedestrian-friendly” scale that encourages commercial activity and provides for landscaping, open space and separation between buildings.

### Prescriptive Measures

#### General

- a. Buildings should generally have zero setbacks to property boundaries, except where otherwise indicated in the prescriptive precinct controls.
- b. Council may consider a different building setback than specified where it can be shown that new development will integrate with the streetscape, or where it is appropriate to modify the setback and include awnings, or colonnades, for the protection of pedestrians.
- c. The following minor structures are able to encroach into the prescribed setbacks:
  - \* Driveways or basement ramps up to 6 metres wide with deep soil verges at least 2 metres wide adjacent to the side boundary,
  - \* Roof eaves and awnings,
  - \* Sunshades and screens, and
  - \* Blade columns which support roofs or sunshades.
- d. Where a property adjoins a boundary with a residential landuse, greater setbacks may apply to the upper storeys in accordance with the separation controls in Section 4.5.7 Privacy and Security.
- e. A transition in setbacks should be provided at sensitive interface areas adjacent to heritage items.

Notes:

Greater setbacks may apply to the upper residential storeys in accordance with the separation controls in the Residential Flat Design Code.

Refer to Part 9 Heritage of this DCP for additional heritage controls.

#### North Precinct

- f. The setbacks of all buildings and structures to the boundaries of the site are prescribed in Table 4.5.4(a) for the North Precinct and illustrated in Figure 4.5(k).

Table 4.5.4(a): Minimum Setbacks - North Precinct

COMMERCIAL FLOORS and BASEMENT PARKING	
Location	Building Setback
George Street	6m
Burdett Street	3m
Linda Street	3m
Hunter Street	0m for buildings up to 8m, thereafter setback a minimum of 2.5m
Hunter Lane (rear)	A maximum rear building line as follows: George St sites - 41m measured from the George Street frontage Hunter St sites - 35m measured from the Hunter Street frontage
Side boundary	0m
Basement parking setback	As per the above, with an encroachment of up to 3m in the rear setback adjacent to Hunter Lane (for George Street properties only)
RESIDENTIAL SETBACKS	
Location	Minimum Building Setback
George Street	8.5m
Burdett Street	5.5m
Linda Street	5.5m
Hunter Street	2.5m
Hunter Lane (rear)	A maximum rear building line as follows: George St sites - 26.5m measured from the George Street frontage Hunter St sites - 18m measured from the Hunter Street frontage
Side boundary	0m

- g. Mixed use buildings are to incorporate a commercial podium adjacent to the public domain with upper level residential floors setback in accordance with Figure 4.5(h).
- h. Balconies adjacent to the street are able to encroach into the minimum residential building setbacks by 2.5 metres in the following locations:
  - \* On the floor immediately above the 3 storey commercial podium fronting George Street, and
  - \* On residential floors above the ground floor on-sites adjacent to Hunter Street.

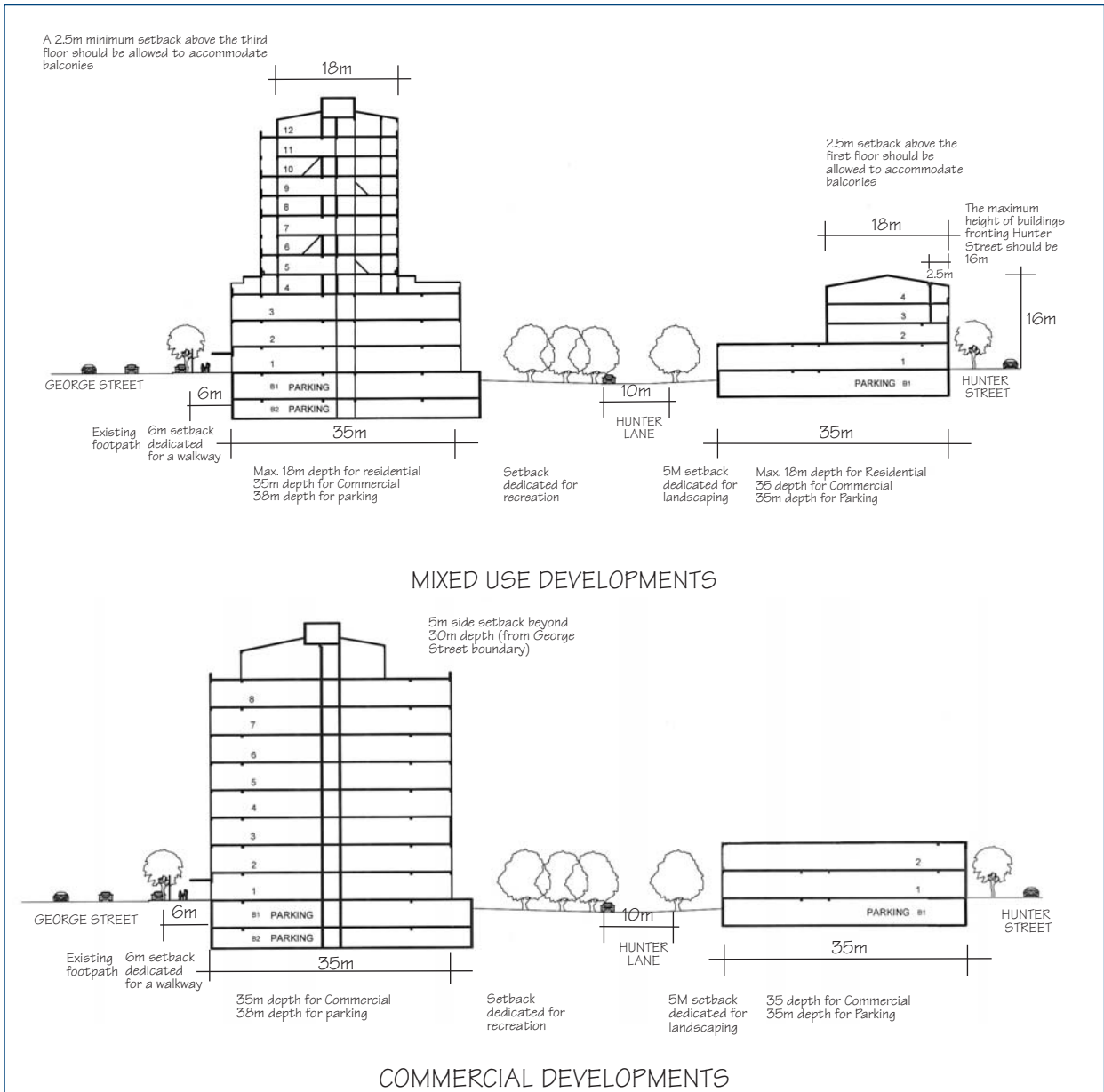


Figure 4.5(k): North Precinct setbacks in section.(C)

### East Precinct

i. The setbacks of all buildings and structures to the boundaries of the site are prescribed in Table 4.5.4(b) for the East Precinct:

Table 4.5.4(b): Minimum Setbacks - East Precinct	
Location	Building Setback
George Street (south Burdett St)	3m
Burdett Street (south)	3m
Hunter Lane (south)	2m
Pacific Highway (south of rail line)	4m
Leonard Street	3m
Side boundary	0m

- j. A pedestrian colonnade should be provided in the required building setback area as indicated on Figure 4.5(l).
- k. Buildings should incorporate a podium adjacent to the public domain with a height of 2 to 3 storeys (8-12 metres) and in accordance with Figure 4.5(m).
- l. The upper levels above the 2 to 3 storey (8-12 metre) podium should be setback in accordance with Figure 4.5(m).

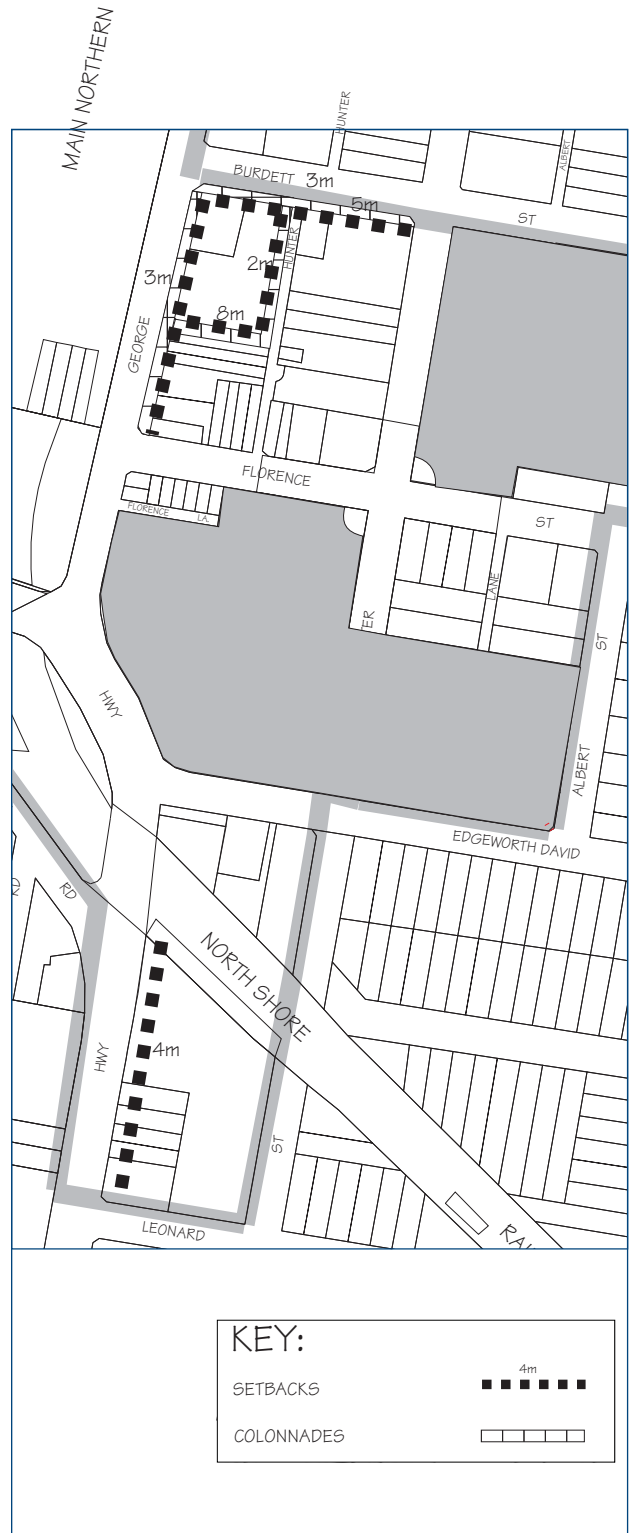


Figure 4.5(l): East Precinct podium setbacks and colonnades.(C)

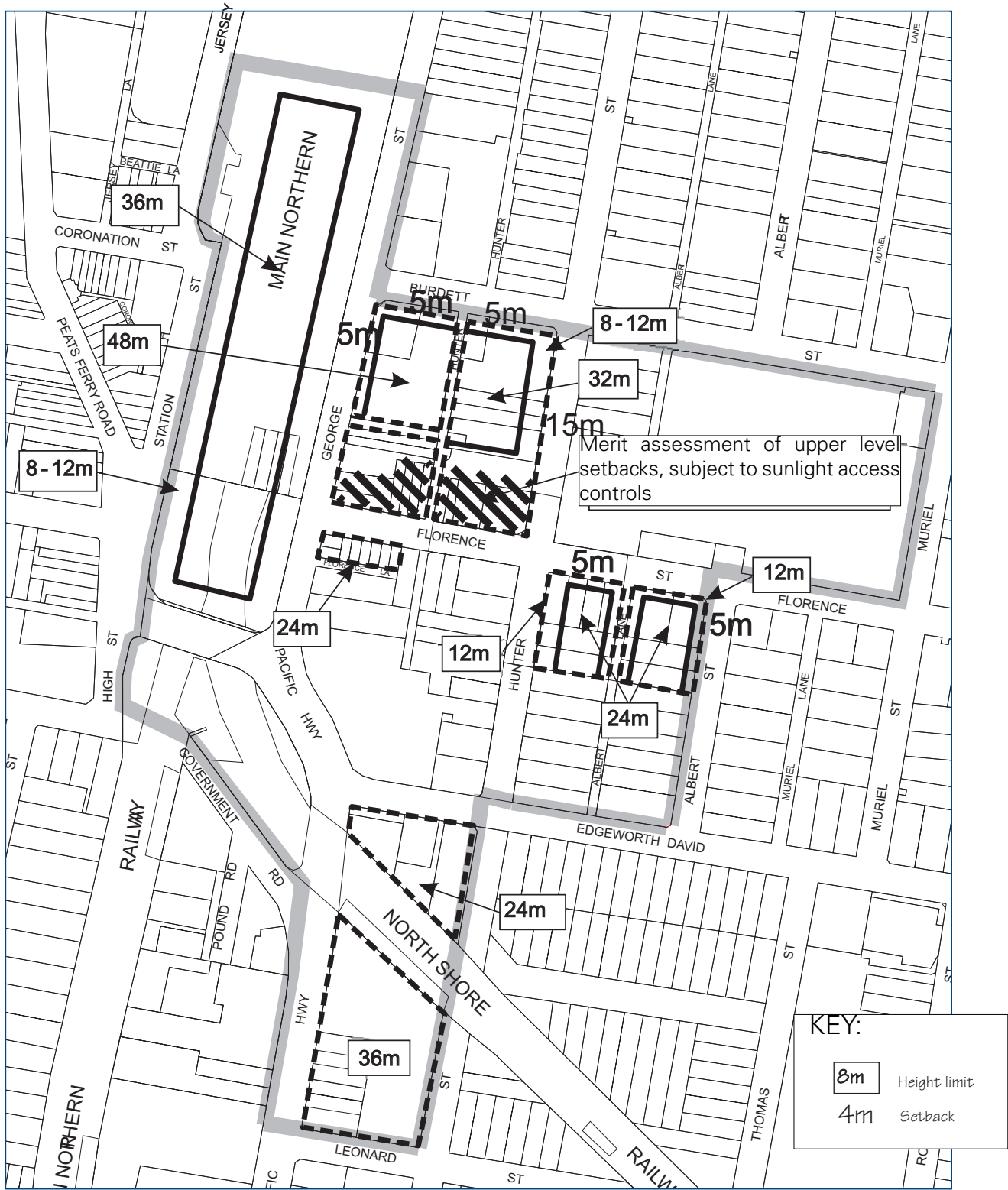


Figure 4.5(m): East Precinct heights and upper level setbacks.(C)



## West Precinct

m. The setbacks of all buildings and structures to the boundaries of the site are prescribed in Table 4.5(c) for the West Precinct:

**Table 4.5.4(c): Ground Floor Minimum Setbacks - West Precinct (Figure #.#)**

Location	Building Setback
Pacific Highway	0m
Coronation Street	0m
Station Street	0m
Jersey Street	0m
Jersey Lane	0m
Beattie Lane	0m
Dural Street (active frontage)	0m
(other frontage)	3m
Dural Lane (active frontage)	0m
(other frontages)	3m
William Street (active frontage)	0m
(other frontages)	3m
High Street	0m
Ashley Lane (active frontage)	0m
(other frontages)	3m
Ashley Street (active frontage)	0m
(other frontages)	3m
(RSL carpark frontage)	3m
Hornsby Park Edge Interface	
(active frontage)	0
(other frontages)	3m
Interface with Residential Zoning	6m

**Upper Floor Minimum Setbacks (Figure #.#)**

Location	Upper Floor Setback
Pacific Highway	6m
Coronation Street	6m
Station Street	0-3m
Jersey Street	3m
Dural Street	3m
Dural Lane	3m
William Street	3m
High Street	6m
Ashley Lane	0m
Ashley Street	3m
Hornsby Park Edge Interface	3m

- n. Despite the above table, car parking stations may be built to the front boundary where a facade is provided that presents a built form consistent with the character of commercial/retail buildings within the precinct.
- o. Ground Floor Minimum setbacks are illustrated in Figure 4.5(n).
- p. The upper levels above the 2 to 5 storey (8.5-17.5 metre) podium should be setback in accordance with Figure 4.5(o).



Figure 4.5(n): West Side Precinct - Ground Floor Minimum Setbacks. (C)



Figure 4.5(o): West Side Precinct - Podium Heights and Upper Floor Setbacks (C)



Figure 4.5(p): Upper level setbacks to Peats Ferry Road. (C)

## 4.5.6 Open Spaces

### Desired Outcome

- a. Development that incorporates passive and active recreation areas with privacy and access to sunlight.
- b. Development that increases the amount and quality of open space available for use by workers and the residential population.

### Prescriptive Measures

#### General

- a. Communal and/or public open space should be provided in accordance with the Open Space Plan at Figure 4.5(q).

#### Hornsby Park

- b. Hornsby Park should provide active and passive recreation areas.
- c. Development adjacent to the Park should engage with, and preserve and enhance the Park's heritage value.

Note: Refer to the Hornsby Park Masterplan for details regarding its development.

#### Hunter Lane

- d. A central green space should be created which acts as a gathering and recreational area for the residents and workers of the precinct.

#### Leonard Street and Pound Road Recreation Areas

- e. Street closures and passive recreation areas should be provided in Leonard Street and Pound Road. The recreation area should provide appropriate recreational amenities for residents of adjacent high density residential development.

Note: refer to Section 3.5 of the DCP for the Pound Road Precinct.

#### Cenotaph Plaza & Park

- f. Paving, landscaping, street furniture and water features should link rail station & bus interchange to the Pacific Highway through a plaza that connects Station Street to Cenotaph Park and contribute to a sense of arrival to Hornsby.
- g. Landscaping in the park should reinforce and enhance the Hornsby War Memorial and Palms.

Note: Refer to Figure 4.5(r) West Side Precinct Landscape and Public Domain Plan

#### Dural Lane

- h. Pedestrianise portion of Dural Lane at the Pacific

Highway in a similar paving material as Cenotaph Plaza.

- i. Provide low level planting, trees and bollards where necessary.

Note: Refer to Figure 4.5(r) West Side Precinct Landscape and Public Domain Plan

### Shop Top Housing

- j. Every dwelling should be provided with a principal private open space in accordance with Table 4.5.5(a).

Table 4.5.5(a): Minimum Private Open Space

Dwelling Type	Minimum Principal Private Open Space Area	Minimum Width
0-1 bed unit	10m <sup>2</sup>	2.5m
2 bed unit	12m <sup>2</sup>	2.5m
3+ bed unit	16m <sup>2</sup>	2.5m

- k. Private open spaces should be designed as "outdoor rooms" that adjoin interior living areas, with L-shaped or irregular floorplans that would accommodate a number of outdoor activities plus extensive screening to provide privacy and shade.
- l. Each dwelling should have an external air clothes drying area that is separate from the principal private open space area. This facility is to be screened from public places and communal areas.

### Communal Open Space

- m. A principal communal open space area should be provided for any development over 8 storeys with more than 10 dwellings as follows:
  - be located on a podium;
  - have a minimum area of 50m<sup>2</sup>
  - have a minimum dimension of 6 metres;
  - be landscaped for active and/or passive recreation and encourage social interaction between residents;
  - receive at least 2 hours of sunlight during midwinter;
  - be located to provide direct site lines and convenient access from the building lobby; and
  - be sited and designed to protect the amenity of adjacent dwellings.

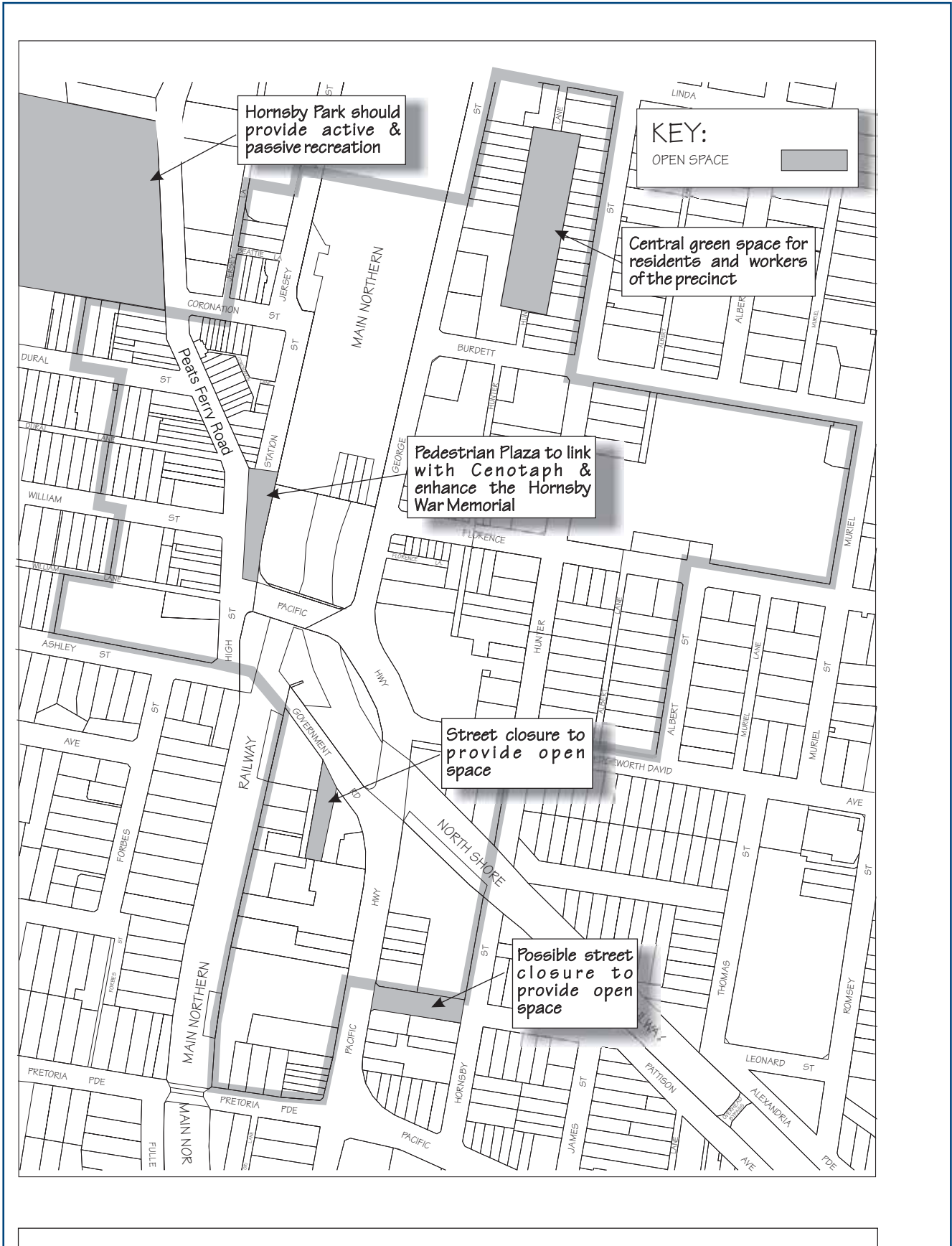


Figure 4.5(q): Open Space Plan.(C)

## 4.5.7 Landscaping

### Desired Outcome

- a. Development that contributes to attractive streetscapes by providing shade along pedestrian frontages and screen planting along boundaries.
- b. Development that preserves significant trees that add to the environmental character of the commercial centre.
- c. Development that incorporates green roofs and walls to improve air quality, amenity, ambient air temperature, building insulation, bird habitat and aesthetic quality of the urban environment.
- d. Development that incorporates edible gardens or community vegetable gardens into the design of the proposed open public spaces and/or rooftops.

### Prescriptive Measures

#### General

- a. Landscaping should be included in building setback areas to complement the appearance of the building.
- b. Setbacks from sensitive areas should be fully landscaped.
- c. Green roofs and walls should be incorporated into the design of development where appropriate.
- d. Green roofs are to be located in accessible, serviceable and visible parts of the roof, such as the lower parts of a development with varying heights.
- e. Habitable green roof areas designed for use as recreation facilities are to have a high standard of finish and design. A detailed description and plan of roof top design is to be submitted with the development application as part of the landscape plan.
- f. The design of any habitable green roof area is to address:
  - \* visual and acoustic privacy;
  - \* safety;
  - \* security;
  - \* roof maintenance and servicing; and
  - \* wind effects.
- g. Primary and secondary retail frontages should be landscaped with tree-plantings combined with paving in accordance with the following:
  - \* Trees should be planted as widely-spaced avenues along kerbsides consistent with the public domain element at Section 4.5.11 of this DCP, and
  - \* Pavements within each precinct should be of

a consistent design, constructed of durable and non-slip modular units that are resistant to fading, discolouration and chipping, and that may readily be removed and replaced following future installation of in-ground services.

### Shop Top Housing

- h. Residential levels should be landscaped with native or exotic species in planter boxes watered by recycled grey water or stormwater to provide screening.
- i. Where communal open space is required, these spaces should include lawn areas surrounded by hedges of shrubs.

### Retention of Landscape Features

- j. Buildings, driveways and service trenches should have a minimum setback that complies with AS4970 from trees that have been assessed as significant or which are visually prominent streetscape elements.

### Fencing

- k. Fencing is discouraged in the primary and secondary street frontage setbacks.
- l. Allotments adjoining residential lands should be fenced with appropriate residential style fencing.
- m. Fencing enclosing private residential courtyards may be up to 1.8 metres high if constructed from lightweight materials with the design allowing at least 50 percent openings/ transparency.

#### Notes:

Sensitive areas include any adjoining residential lands, community uses, educational uses, public open spaces and recreational areas.

The applicant is encouraged to incorporate species from Council's publication "Indigenous Plants for the Bushland Shire" available at Council's website [hornsby.nsw.gov.au](http://hornsby.nsw.gov.au) as part of the development.

Details of street tree planting plans are provided at Section 4.5.11 Public Domain and Traffic Management Works.



Figure 4.5(r): West Side Precinct - Landscape & Public Domain Plan.



## 4.5.8 Privacy and Security

### Desired Outcome

- a. Development designed to provide reasonable privacy to proposed and adjacent residential properties and high levels of security.

### Prescriptive Measures

#### Privacy

- a. For development at the interface of a commercial area and a residential zone, development should encourage views from the commercial area to the horizon rather than downward onto residential areas.
- b. The commercial and residential component of development should be distinguished in terms of building entries and private, communal and public open space.
- c. Orient dwellings living rooms and principal private open space areas primarily towards the front and rear of the site to promote privacy to dwellings.
- d. The minimum separation between residential buildings should comply with Table 4.5.7(a).

Table 4.5.7(a): Minimum Separation between buildings

Height	Separation
Up to 4 storeys/12m	12m between unscreened habitable rooms/ balconies/ principal private open space areas
5 to 8 storeys/ up to 25m	18m between unscreened habitable rooms/ balconies/ principal private open space areas
9 storeys and above/ over 25m	24m between unscreened habitable rooms/ balconies/ principal private open space areas
Facing side or rear boundaries shared with an undeveloped site	Half of the building separation required by the Residential Flat Design Code under SEPP 65 - Design Quality of Residential Flat Buildings

- e. Where communal open space is required, balconies, terraces or bedroom windows near communal areas should be screened or separated from the street and active communal areas by landscaping to protect the privacy of dwelling occupants.

- f. Common residential lobbies that face a side boundary should be screened to prevent overlooking and the transfer of noise across side boundaries.

#### Security

- g. Identify safe, clear and direct pedestrian and cyclist entrance to the building/s from the primary street frontage.
- h. Private open spaces, living room windows, commercial unit windows and lobbies should be designed and oriented to overlook the street and communal open spaces on the site.
- i. Communal hallways, including access to entrance foyers, should be limited in length and desirably provide windows, so that hallways may overlook the street or communal areas.
- j. Where a mix of land uses are proposed, separate, secure access should be provided to lift lobbies, basements and communal storage areas.

#### Notes:

All developments should comply with the minimum building setback and separation controls within this DCP which will assist in achieving the desired outcome for privacy.

A privacy screen means a screen that is at least 1.5 metres high, measured from the floor level, and has no individual opening more than 30 millimetres wide, and has a total of all openings less than 30 percent of the surface area of the screen. A privacy screen required to protect an adjacent residence is to be fixed.

## 4.5.9 Sunlight and Ventilation

### Desired Outcome

- a. Development that maximises solar access to the public domain, pedestrian areas and public open spaces.
- b. Development designed to provide reasonable solar access and natural ventilation to residential living areas and open space areas.
- c. Development that encourages the connection of buildings to available or planned district energy, water and waste systems in urban renewal areas in order to achieve additional energy, water and waste efficiency arising from a precinct-wide approach to infrastructure.

### Prescriptive Measures

#### General

- a. On 22 June, public open space areas, and plaza areas should receive 2 hours of sunlight between 9am and 3pm to at least 50 percent of the area.
- b. On 22 June, at least 70 percent of dwellings should receive 2 or more hours of unobstructed sunlight access to at least half of the dwellings principal living room windows and principal private open space area between 9am and 3pm.
- c. On 22 June, the active communal open space area should receive at least 2 hours sunlight between 9am and 3pm.
- d. Development, including new planting, should try to maintain solar access to existing photovoltaic solar panels having regard to the performance of, efficiency, economic viability and reasonableness of their location.
- e. Development should be designed and constructed to reduce the need for active heating and cooling by incorporating passive design measures including the design, location and thermal properties of glazing, natural ventilation, appropriate use of thermal mass and external shading (including vegetation).

At least 60 percent of dwellings should have dual aspect and natural cross ventilation.

Note:

SEPP - BASIX 2004 requires a BASIX certificate for new dwellings to facilitate energy efficient housing.

## 4.5.10 Housing Choice

### Desired Outcome

- a. A range of dwelling types that match the demographic diversity of Hornsby Shire and are accessible or may be adapted to meet the needs of people who have limited physical mobility.

### Prescriptive Measures

- a. Mixed-use developments should include a mix of 1, 2 and 3 bedroom dwellings. For developments with 10 or more dwellings, at least 10 percent of each dwelling type should be provided.
- b. For developments with 10 or more dwellings:
  - \* At least 30% of proposed dwellings should be adaptable housing, designed to meet the needs of residents as they age.
  - \* At least one third of adaptable units (ie. 10% of all units) are to be provided with a parking space designed for people with a disability.
  - \* Adaptable housing is to be equitably distributed through all types and sizes of dwellings.

Notes:

See Section 1C.2.2 of the DCP for more details on accessible and adaptable housing.

## 4.5.11 Vehicle Access and Parking

### Desired Outcome

- a. Development that provides for the safe and efficient movement of vehicles within and through the Town Centre.
- b. Development that provides sufficient and convenient parking for residents and visitors with vehicular access that is simple, safe and direct.
- c. Development that delivers sustainable transport options which benefit residents and/or employees.
- d. Development that minimises the rates of private vehicle use and encourages the use of transport choices within the region.

### Prescriptive Measures

#### Vehicular Access

- a. Traffic access routes to and from the Town Centre should be promoted in accordance with the Access Routes Strategy Plan at Figure 4.5(u).
- b. Primary access routes should be the main access routes for vehicles to and from the Town Centre. Direct vehicular site access to and from primary routes should be discouraged where possible in order to maintain capacity for through traffic movements. However, direct site access may be considered acceptable where it can be provided through a controlled intersection.
- c. Secondary access routes should provide a feeder role between the Town Centre and primary access routes. Direct vehicular site access may be considered acceptable subject to appropriate design requirements. Where available, access should be provided via a lower ranked road.
- d. Traffic circulation routes should be promoted in accordance with the Circulation Routes Strategy Plan at Figure 4.5(v) and should be considered in determining turning restrictions.
- e. New lane ways in the West Side Precinct to provide access and tertiary circulation to Council car parking and properties with restricted vehicular access. Refer to figure 4.5(w) West Side Precinct - Vehicular Access Plan.
- f. Vehicular access points should be consistent with Figure 4.5(t) and the following:
  - \* North precinct - vehicular access to development sites should be from Hunter Lane.
- g. For intensive traffic generating development, a traffic study may be required.

Note:

Development proposals exceeding a floorspace ratio of 4:1 should be accompanied by a comprehensive traffic assessment including modelling of relevant intersections.

#### Access Network

- h. A Framework Travel Plan should accompany any development application for development within the West Side Precinct.
- i. A final Travel Plan should be provided to Council prior to the issue of an occupation certificate.

Note:

A Framework Travel Plan is a travel demand management tool to promote the use of active and public transport to and from an entire development site. The primary purpose of the Framework Travel Plan is to coordinate a site-wide and building wide approach to influence the travel behaviour of employees, residents, clients and visitors away from single-occupancy car use towards more efficient modes of transport, including active transport such as walking and cycling, public transport such as train and bus, and car pooling and car sharing. The Framework Travel Plan is required where the future tenants are unknown.

A Travel Plan (or Final Travel Plan) is a travel management tool that promotes the development, implementation and monitoring of a coordinated transport strategy for an individual business or residential building. The primary purpose of a Travel Plan is to influence the travel behaviour of employers, employees, residents and visitors away from single-occupancy car use towards more efficient and sustainable forms of transport.

### Car parking

j. On-site car parking should:

- \* be provided behind or beneath buildings,
- \* be accessed via rear laneways or side streets where available,
- \* share carpark entrances with adjoining properties where possible,
- \* be screened from the street and other public areas, and
- \* design the carpark entrance to incorporate other facade elements such as overhanging balconies or side planter boxes in the composition of the facade.

k. Public car parking should be provided via the following:

- \* the provision of decked parking above the existing Council carpark in William Street and the Hornsby RSL Club carpark as indicated on Figure 4.5(s) and/ or
- \* the redevelopment of Site C in the East Precinct as indicated on Figures 4.5(x) and 4.5(y), which is accessed via Hunter Lane.

l. Constrained sites in the east precinct should provide a portion of required car parking in accordance with Council’s Section 94 Contribution and Table 4.5.10(a).

Table 4.5.10(a): Parking Required to be Provided via Section 94 Contribution		
Sites (see Figure 4.5(s))	On-site Parking	Parking Via S94 Contribution
Sites with limited vehicular access or site constraints	Tenant Parking at 1 space per 80m <sup>2</sup>	Balance of required parking via S94
Sites A, B, E		
Site H	A portion of parking may be provided where access and circulation for vehicles can be achieved.	Balance of required parking via S94

m. Where vehicular access and/or site constraints restrict the ability to provide any parking on-site within a commercial development, all parking should be provided in a public car park (via a Section 94 Contribution) to meet the projected demand.

Note:

Refer to Part 1 ‘General’ of the DCP for car parking and bicycle

parking rates and ancillary general design requirements

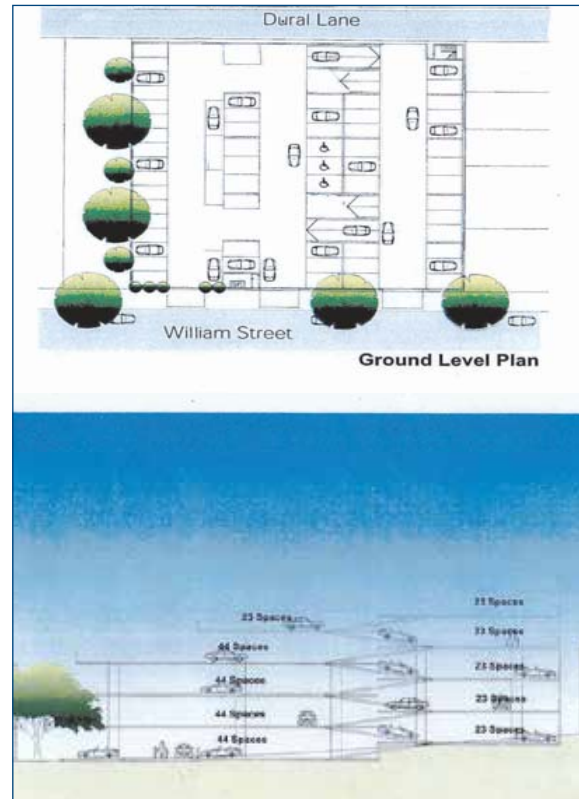


Figure 4.5(s): West Precinct public car parking concept plan.(E)

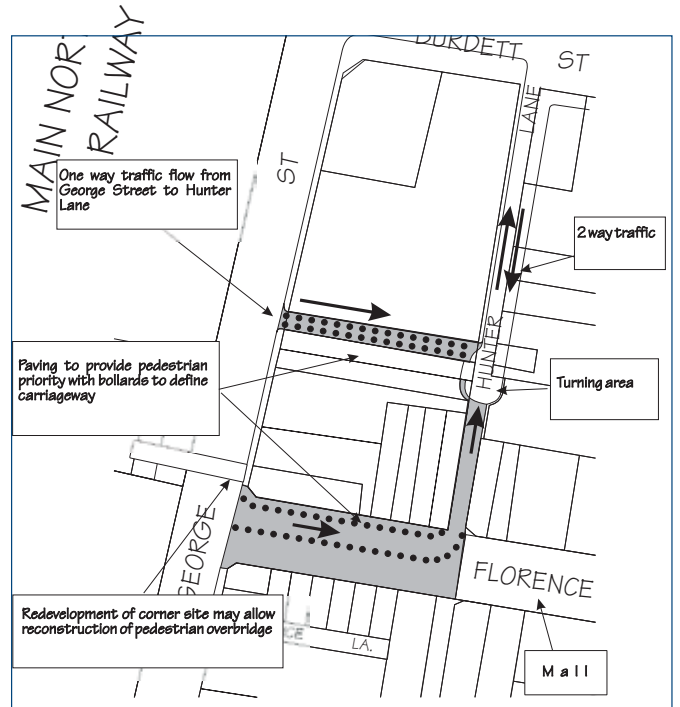


Figure 4.5(t): East Precinct Vehicular Access Plan.(C)



Figure 4.5(u): Traffic Access Routes Strategy Plan.(C)

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Figure 4.5(v): Traffic Circulation Routes Strategy Plan.(C)





Figure 4.5(w): West Side Precinct - Vehicular Access Plan. (C)

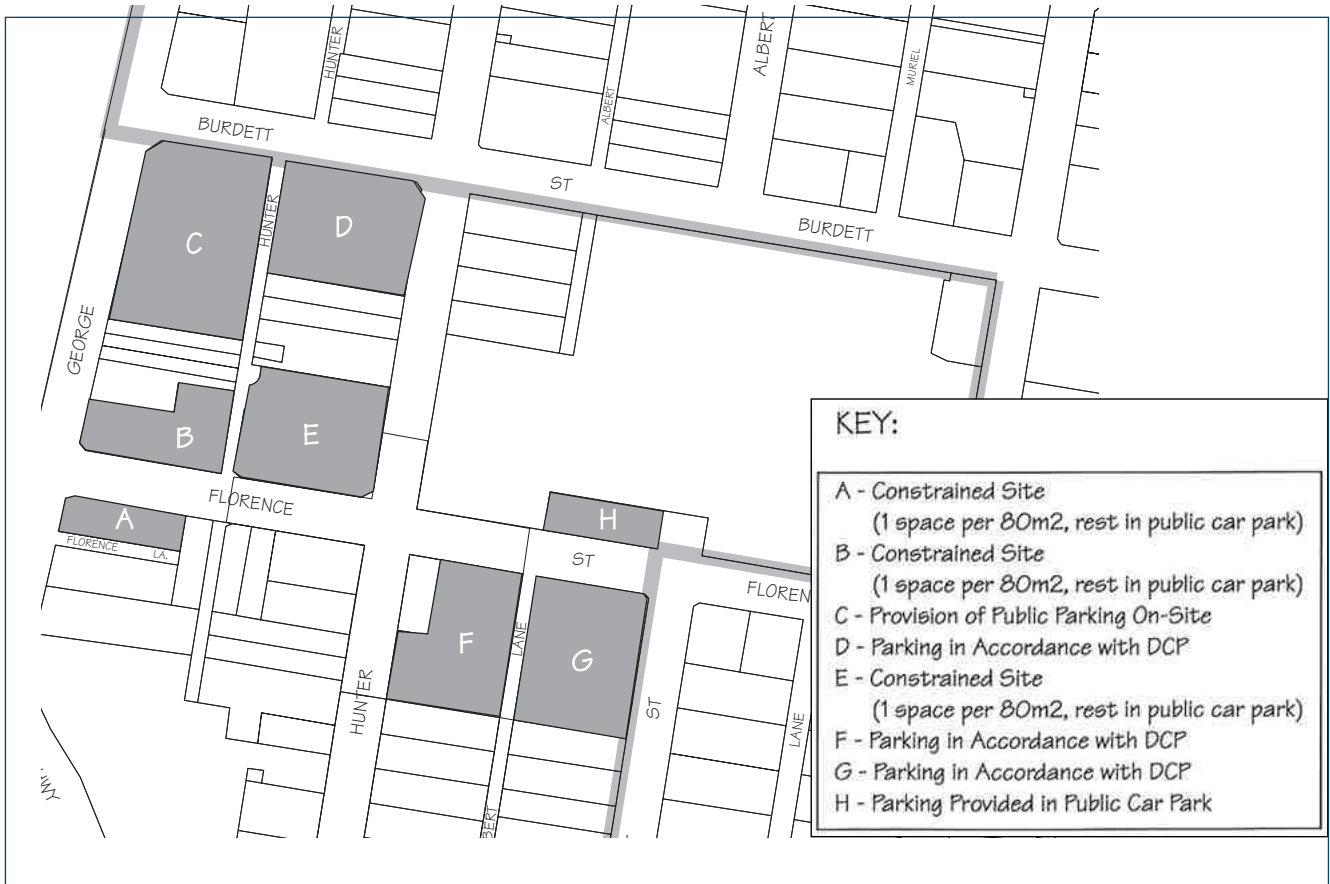


Figure 4.5(x): East Precinct car parking strategy.(C)

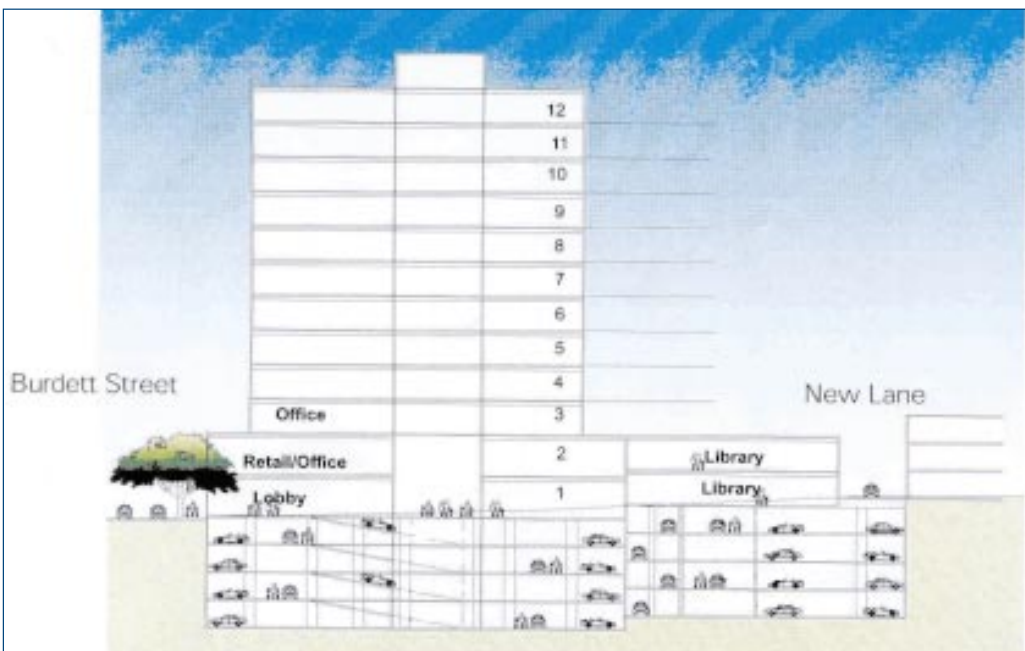


Figure 4.5(y): East Precinct public car parking concept plan - redevelopment of Site C.(E)

## 4.5.12 Public Domain and Traffic Management Works

### Street Trees

#### Desired Outcome

- a. A public domain that encourages vitality around and within development precincts.
- b. Traffic management works that provide for the safe and efficient movement of vehicles to, from and within precincts.

#### Prescriptive Measures

##### General

- a. Development of the public domain should make each precinct an attractive place that encourages development and provides amenity for workers, residents and visitors.
- b. Embellishment of the public domain should include street furniture, new street plantings, and footpath improvements.
- c. Lighting for streets, parks and any other public domain spaces provided as part of a development should be energy efficient LED lighting.

- d. Street tree planting should be provided in accordance with Figure 4.5(z)
- e. The road approaches to the Town Centre should be landscaped to provide an extension of Hornsby Shire’s bushland quality to present a distinct change in the street treatment within the Central Core.
- f. Primary street tree planting should provide formal tree lined avenues of native evergreen species along the main links to the Town Centre, located along George Street, Edgeworth David Avenue and the Pacific Highway.
- g. Secondary tree planting should be:
  - \* native evergreen species on streets running north-south, and
  - \* deciduous tree species on streets running east-west.

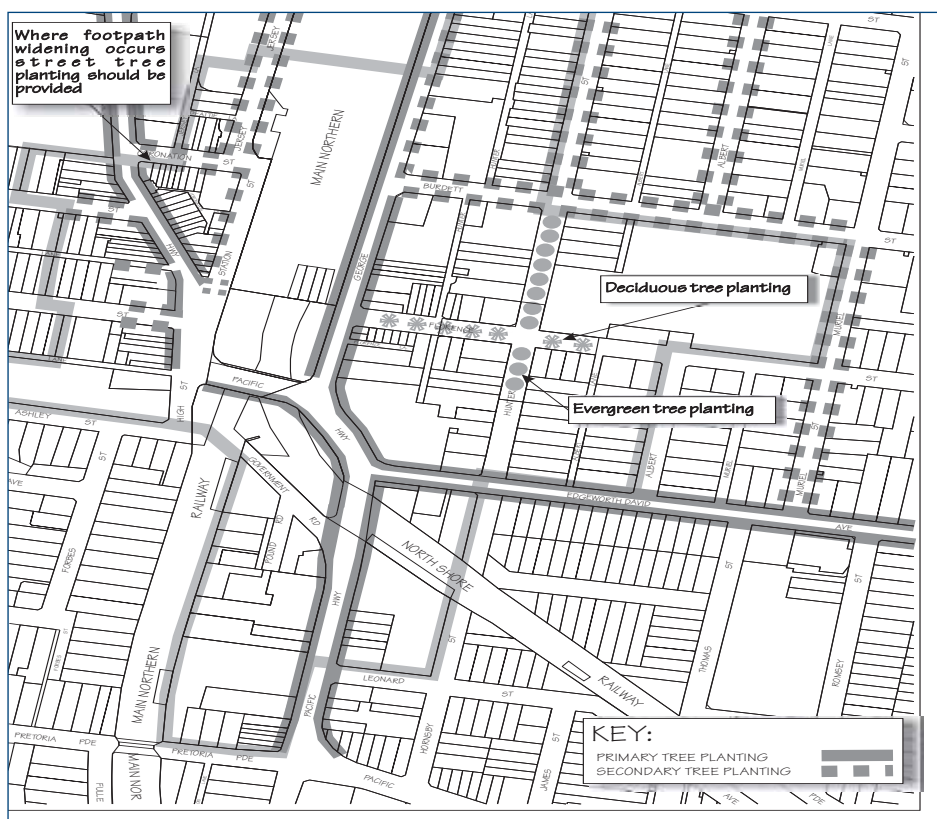


Figure 4.5(z): Street Tree Planting Plan.

### Pedestrian Links

- h. Pedestrian links should be provided in accordance with the Pedestrian Network Plan at Figure 4.5(aa) and the colonnade plan at Figure 4.5(l).
- i. External pedestrian links should provide shelter or shade by trees or covered walkways.
- j. For development incorporating shopfront awnings, the awnings should be continuous and setback from the edge of the kerb in accordance with Council or the Roads and Maritime Services requirements.
- k. Pedestrian links should have a minimum unobstructed width of 3 metres and 4.5 metres minimum height.
- l. Colonnades should have a minimum proportion of height to width of 1.5:1, with a preferred proportion of 2:1.
- m. Lights, trees, bollards and paving should be used where appropriate to define pedestrian zones and improve the quality of the environment.
- n. Seating areas and drinking fountains should be provided in the public domain where appropriate to ensure activity and facilities for pedestrians.



Figure 4.5(aa): Pedestrian Network Plan.

## Outdoor Dining

- o. Outdoor dining areas should be located in areas with good amenity, landscape, outlook, solar access in winter, shading in summer and a compatible local traffic environment.

Note: Outdoor dining proposed on Council land should comply with Council's Outdoor Dining Code.

## East Precinct Additional Controls

- p. The redevelopment of the pedestrian overpass into the Florence Street Mall should:
  - \* be incorporated into development on the north-western corner,
  - \* provide for views of the Mall for pedestrians,
  - \* facilitate direct access to the Mall, and
  - \* provide after hour access.
- q. A new pedestrian overpass should be provided at the intersection of George and Burdett Streets to link future commercial/retail development on the eastern side of George Street with the railway station on the western side of George Street.
- r. Through site pedestrian links should identify the entry to the pedestrian link by:
  - \* the use of architectural features incorporated in the building facade, awning or veranda and/or modulation of the entrance walls,
  - \* provide insets in the paving used to mark the entry and include the name of the path/arcade where appropriate, and
  - \* provide a splayed or widened entry to facilitate pedestrian circulation.
- s. Through site pedestrian links should be designed to:
  - \* comply with the minimum dimensions above,
  - \* achieve changes of level by means of ramps suitable for disabled persons (i.e. not greater than a grade of 1:14) or escalators,
  - \* be functional and practical, and
  - \* be well lit, ventilated, cleaned and maintained to standards approved by Council.

## West Precinct Additional Controls

- t. New Cenotaph Plaza to provide a direct pedestrian connection from the rail station to the Pacific Highway. Paving, trees, water features and street furniture to unify and connect the space to surrounding areas.

- u. Dural Lane closure and pedestrianisation at Pacific Highway to provide an active pedestrian route to and from the residential areas to the west.
- v. Contrasting paved or raised pedestrian crossing connecting the Cenotaph Plaza to Dural Lane.
- w. New pedestrian bridge located along the northern edge of the rail station connecting Coronation Street to George Street.
- x. Footpath widening and planting should occur along the Pacific Highway and Coronation Street where possible. Where footpath widening occurs, street tree planting should be provided in front of the existing awning line.
- y. Footpath widening along the Pacific Highway and the southern side of Coronation Street should allow for outdoor dining, cafes and restaurants to encourage active use of the public domain.
- z. Paved footpaths, paving spaces and pedestrian crossings should be installed to reduce the visual impact of the bitumen road and reinforce the pedestrian scale and character.

- aa. The bus and taxi interchange in Station Street should incorporate additional landscaping and screen planting to soften the visual impact of hard paved areas.

Note:

Refer to figure 4.5(r) West Side Precinct - Landscape & Public Domain Plan and Figure 4.5(ad) Street Network Plan

## Traffic Management Work

- ab. Traffic management works should be undertaken in accordance with the Traffic Management Improvement Plan Figures 4.5(ab) and 4.5(ac).
- ac. Buildings adjacent to Hunter Lane (between Burdett Street and Linda Street) should provide for a 4 metre widening of Hunter Lane to provide a minimum road reserve of 10 metres. The widening of Hunter Lane should provide for drainage upgrade works, two-way traffic flow and turning paths for vehicles entering and exiting sites.
- ad. Buildings on the eastern side of Hunter Lane (to the south of Burdett Street) should provide for Hunter Lane to be widened to 6.6 metres to permit two way flow.
- ae. A shared pedestrian and vehicular zone should be provided in Florence Street (west). The carriageway should provide for vehicle movements, loading/unloading and be defined with bollards and paving to provide pedestrian priority.

- af. Drop-off facilities, turning area and taxi stand should be provided at the northern end of the Hunter Street Mall.
- ag. As a future option, Hunter Street Mall should be extended to Burdett Street where drop-off facilities, turning area and a taxi stand are relocated to Florence Street (east).
- ah. Provision should be made for disabled parking and loading zones in Florence Street (east).
- ai. Closure of Dural Lane at the Pacific Highway.
- aj. New formalised lane network connecting Dural Street, Dural Lane to William Street utilising the Council carpark sites.
- ak. Closure of the intersection of Station Street and the Pacific Highway
- al. New four way intersection at High Street
- am. Station Street reconfiguration to provide for turning head, 90 degree parking and to allow traffic to enter from Coronation Street
- an. Realign the bus and taxi exit at the southern end of the station to become a four way signalled intersection with High Street and the Pacific Highway
- ao. Closure of Beattie Lane

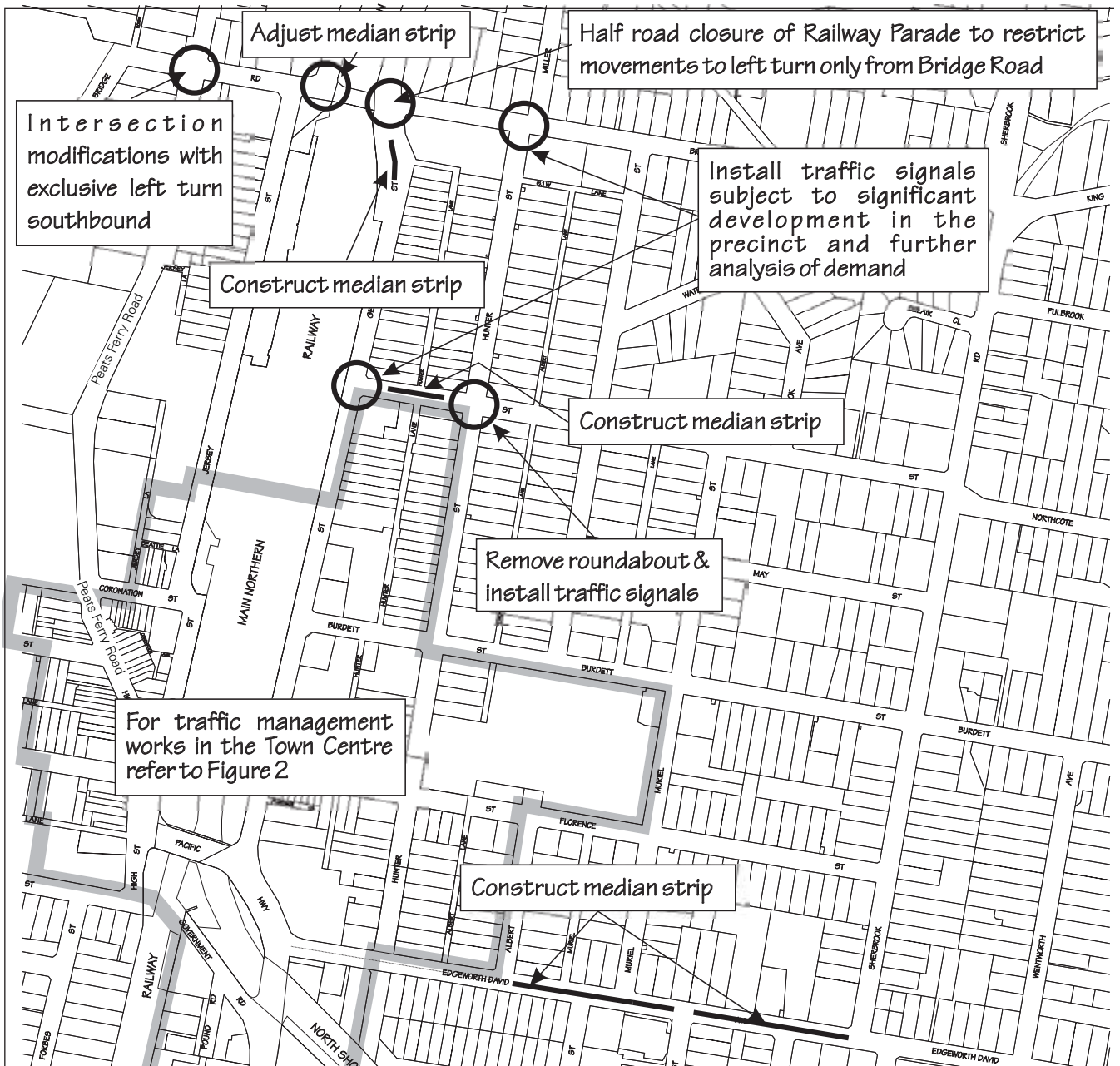


Figure 4.5(ab): Traffic Management Improvement Plan - Figure 1.(C)

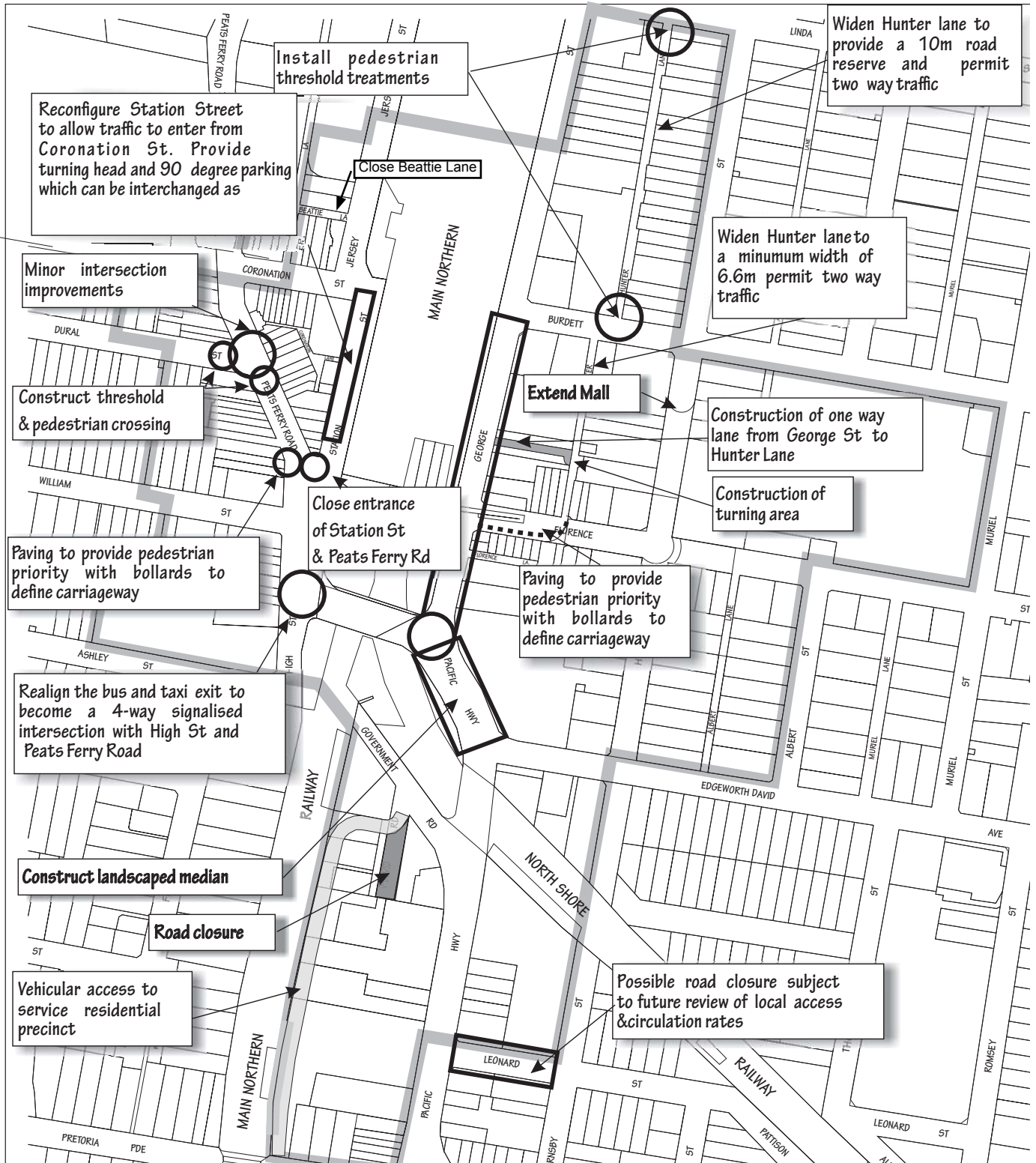


Figure 4.5(ac): Traffic Management Improvement Plan - Figure 2.(C)

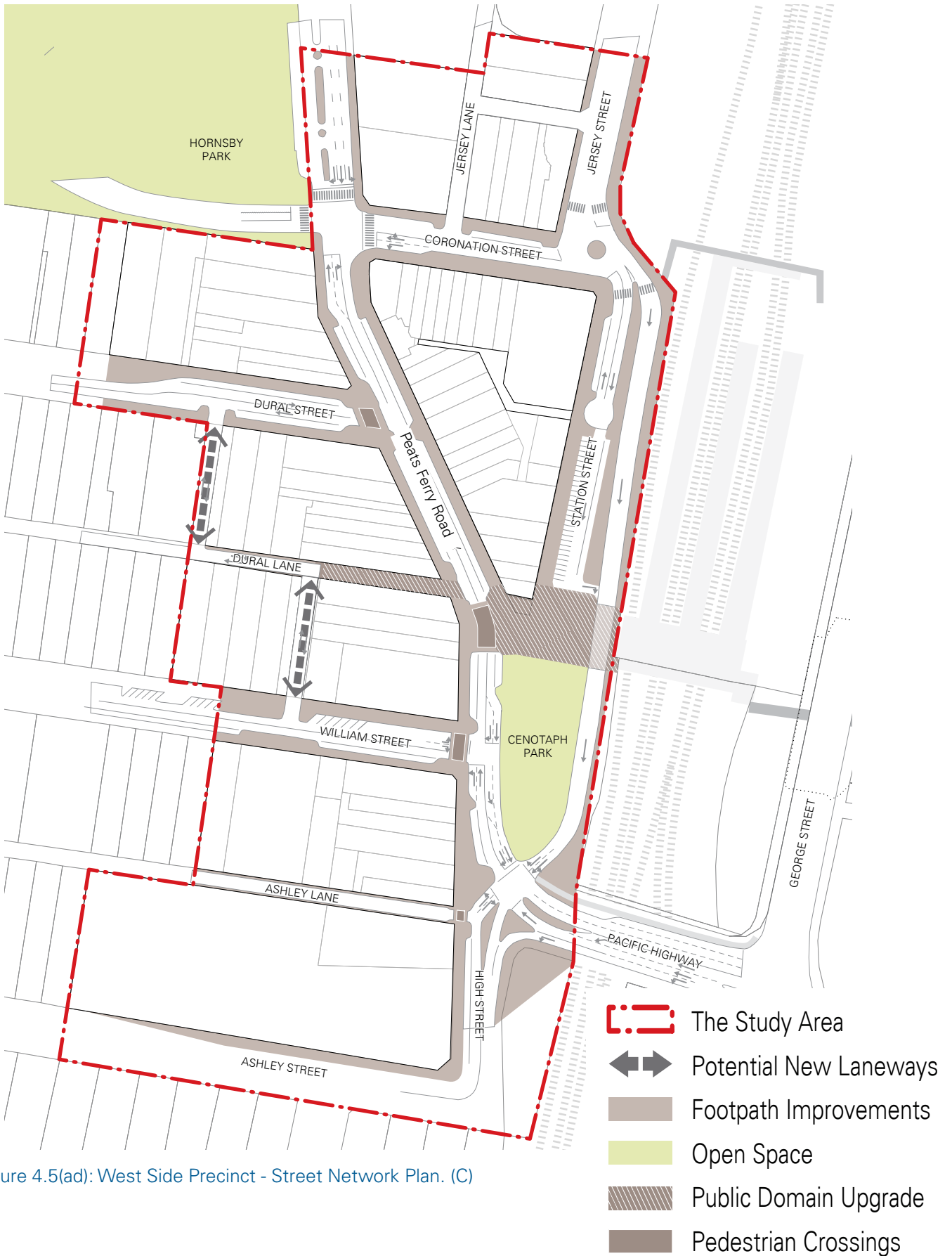


Figure 4.5(ad): West Side Precinct - Street Network Plan. (C)



## 4.5.13 Design Details

### Desired Outcome

- a. Development that contributes positively to the streetscape and the creation of a vibrant active precinct.

### Prescriptive Measures

#### General

- a. Buildings should be designed with external appearances that provide for a distinctive base, middle and a top.
- b. Tower forms should appear simple yet elegant and contribute to the overall skyline composition of the West Side Precinct.
- c. If a development site has more than one tower, they should be complementary and employ the same architectural design approach.
- d. Tower forms must have a delineated top to visually terminate the building.
- e. Towers should taper towards the sky to appear thinnest at the top.
- f. When commercial podiums are required, the podiums should have minimal gaps in the street wall and maintain a consistent building line.
- g. A balance between horizontal and vertical elements should be provided through careful placement of windows, colour patterns and building materials.
- h. Continuous awnings should be provided to provide shelter for pedestrians. Awnings should be consistent with the general alignment of awnings in the street and the desired future character of the area.
- i. Buildings should embody active living principles.
- j. Corner buildings should be designed to:
  - \* address its neighbouring buildings, dual frontage and its turning of the corner,
  - \* step up at the corner,
  - \* incorporate distinctive features to enhance the streetscape, (such as stepped parapet turrets, towers, clocks etc.), and
  - \* incorporate a splayed or square recess treatment to give form to the intersection and provide more circulation space for pedestrians at the corner.
- k. Roof fixtures and lift overruns or service plants should be incorporated into the design of the roof to minimise visual intrusiveness and support an integrated building design.
- l. Materials should relate to the context of buildings

within the precinct to achieve continuity and harmony.

- m. Security shutters should be transparent or open grill design.

### Active Frontages

- n. The design and use of buildings should encourage active uses fronting public streets and places to contribute to the creation of a vibrant precinct. Entrances to buildings should be clear, well lit and well defined.
- o. Active and semi active frontages and awning locations for the West Side precinct are shown in Figure 4.5(ag) West Side Precinct - Active Frontages and Awning Locations.

### Wind Effects

- p. A wind effects report is to be submitted with a development application for buildings higher than 40m. The report is to be prepared by a suitably qualified engineer and is to:
  - be based on wind tunnel testing, which compares and analyses the current and proposed wind conditions;
  - report the impacts of wind on the pedestrian environment within the site and the public domain; and
  - provide design solutions to minimise the impact of wind on the public and private domain.
- q. Wind effects caused by development should not exceed:
  - 10 metres per second for active frontages as shown on the Frontage Map at Figure 4.5(ag)
  - 16 metres per second for all other streets.
- r. New development should incorporate design features that will ameliorate existing adverse wind conditions.
- s. New development should minimise adverse wind impacts on recreation facilities and open space areas within development and within public domain areas.

### Facades - West Precinct

- t. Building facades should reinforce the continuity of the streetscape by:
  - u. maintaining a generally consistent street wall height and podium level,
  - v. incorporating a podium adjacent to the public domain with a height of 2 to 5 storeys (8.5m to 17.5m) in accordance with Figure 4.5(o),
  - w. maintaining consistent horizontal building elements and vertical rhythm to merge existing and heritage

facades with new development, and

- x. incorporating horizontal features that relate to the features on neighbouring buildings. Where these vary, an infill building should relate to and create a transition between the two buildings.
- y. Articulation of facades in the west precinct should relate to the established rhythm of the streetscape and incorporate appropriate vertical features such as party walls, projecting or recessed planes, columns, down pipes, changes in materials, textures or colours.
- z. Materials should relate to the context of buildings within the precinct to achieve continuity and harmony. Contrasting materials may be used to provide diversity. However, material and colour should not dominate the streetscape.

Notes:

Active Frontages require 90% of the frontage to be shop and office windows and building entrances at street level.

Semi active Frontages require 30% of the frontage to be shop and office windows and building entrances at street level.

To achieve active living principles development should have regard to NSW Health's Healthy Urban Development Checklist and the National Heart Foundation's Blueprint for an Active Australia.

Horizontal features include window heads and sills, verandas, balconies, balustrades, parapets, changes in materials, textures or colours and sun hoods.

## Heritage Considerations - West Precinct

- aa. Retain or incorporate heritage buildings and high quality facades where possible according to Figure 4.5(ah) West Side Precinct - Heritage and Facade Retention Plan

Note:

See Part 9: Heritage of this DCP

## Gateway Areas

- ab. The following areas represent the gateway to the Town Centre and require special treatment (see Figure 4.5(ae)).
  - \* The Pacific Highway adjacent to the Council Chambers and the TAFE College,
  - \* Intersection of Burdett and George Streets,
  - \* Intersection of the Pacific Highway with Edgeworth David Avenue, and
  - \* Intersection of the Pacific Highway with Pretoria Parade and College Crescent.
  - \* Cenotaph Plaza and entry to the Hornsby Rail

Station

- ac. Buildings on or adjacent to gateway areas should:
  - \* Incorporate landmark features including a tower, or other vertical element or emphasis in the design, and/or
  - \* Form a pair with another building to enhance the perception of entry.
- ad. Where overhead bridges are proposed in accordance with the Public Domain element, the bridges should be designed to promote a gateway or arrival point.

## Arrival Points

- ae. The following areas represent arrival points within the Town Centre and require special treatment:
  - \* Intersection of the Pacific Highway with Coronation Street.
  - \* Intersection of the Pacific Highway with High Street.
  - \* George Street adjacent to Hornsby Railway Station and the Florence Street Mall.
  - \* Cenotaph Plaza
- af. Arrival points should be identified by one or more of the following elements: graphics, sculpture, architecture, urban or landscape design elements.
- ag. The pedestrian overpass into Florence Street Mall should be relocated to open views into the Town Square.

## Feature Points

- ah. Hornsby Junction at the intersection of the Pacific Highway, George Street and Edgeworth David Avenue represents a feature point and requires special treatment, including the provision of distinct features (i.e. a landscaped medium strip, planting, paving and/or flag poles).
- ai. The site fronting Cenotaph Plaza and the Pacific Highway is in a prominent position to provide a focal point and iconic structure to contribute to the overall place making of the West Side Precinct and Hornsby Town Centre.

## Views and Vistas

- aj. Development should improve or maintain views within the Town Centre, consistent with Figure 4.5(af).
- ak. Open spaces, low rise podium's or spaces between tall buildings should align with the key vistas to and from the Town Centre depicted in Figure 4.5(af).
- al. Development should maintain and enhance views into the Florence and Hunter Street Malls
- am. Where vistas are terminated by built form, such as 'T' intersections or where a change of direction occurs in the street, placing emphasis on a section of built form, the building should acknowledge the vista with special emphasis given to the axis.
- an. The Town Centre from afar should present a cohesive form. Buildings should conform to the overall concept for the built form of the Town Centre profile.
- ao. The design of taller buildings should maximise views of surrounding bushland as well as contribute to the achievement of a distinctive image for the Town Centre.

Note: Gateway development sites are identified in Figure # West Side Precinct - Building Height Plan

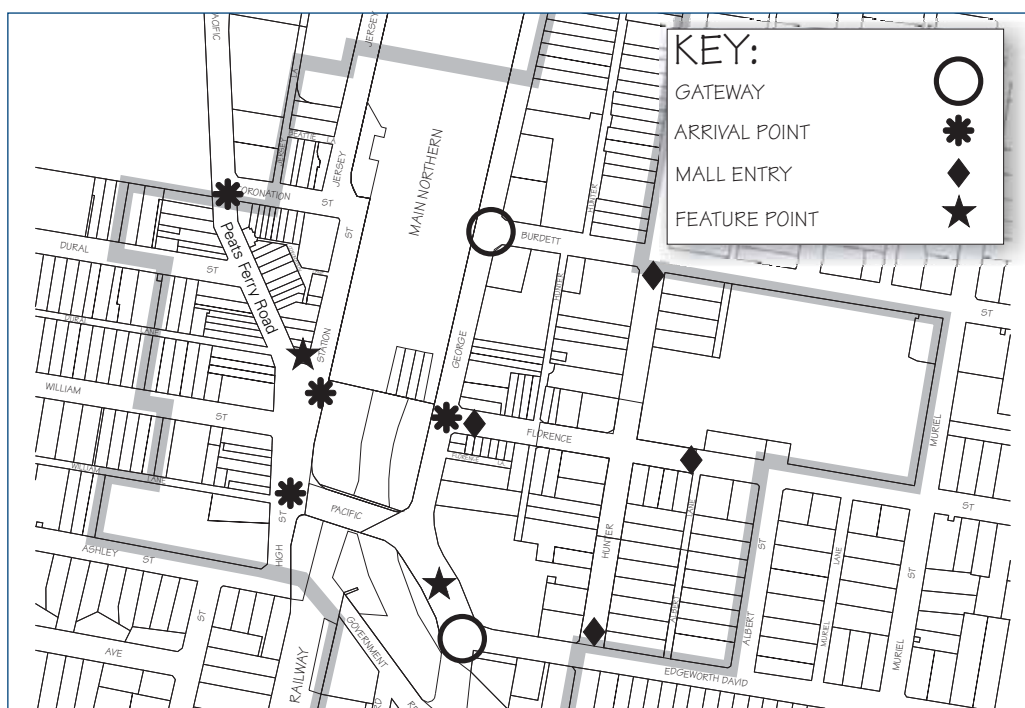


Figure 4.5(ae): Gateways, Arrivals and Feature Points.(I)

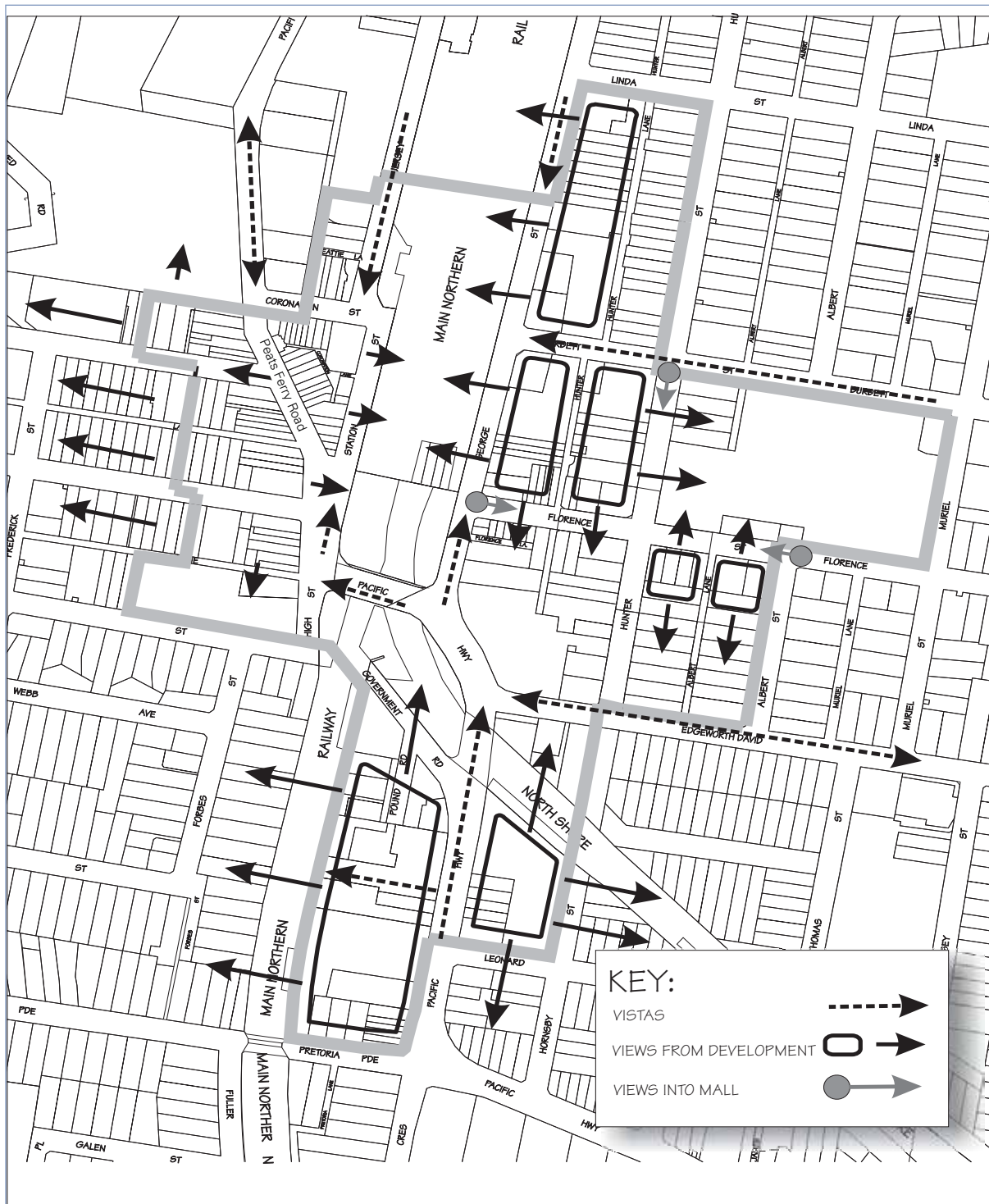


Figure 4.5(af): Views and Vistas.(C)

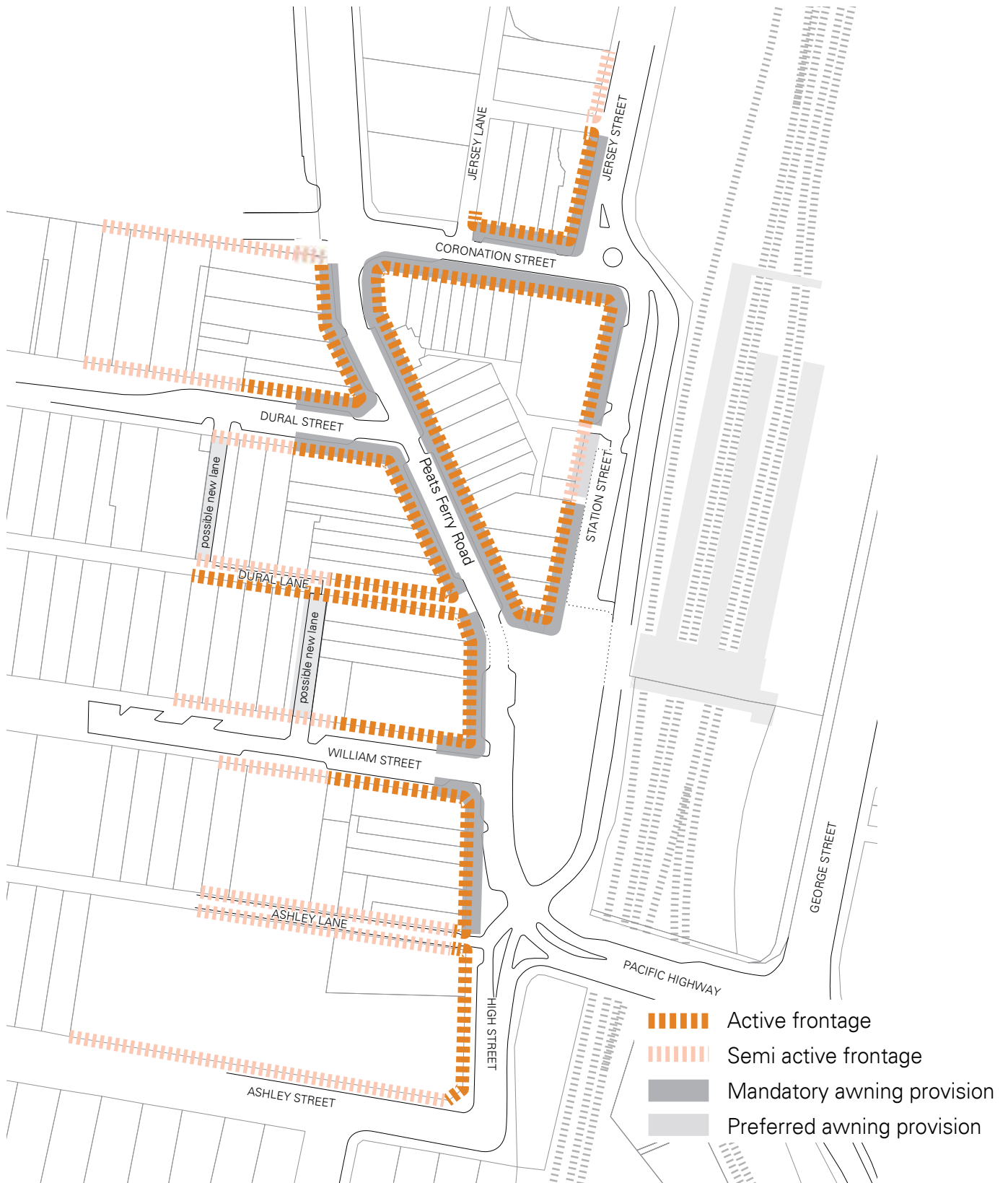


Figure 4.5(ag): West Side Precinct - Active Frontages and Awning



Figure 4.5(ah): West Side Precinct - Heritage and Facade Retention