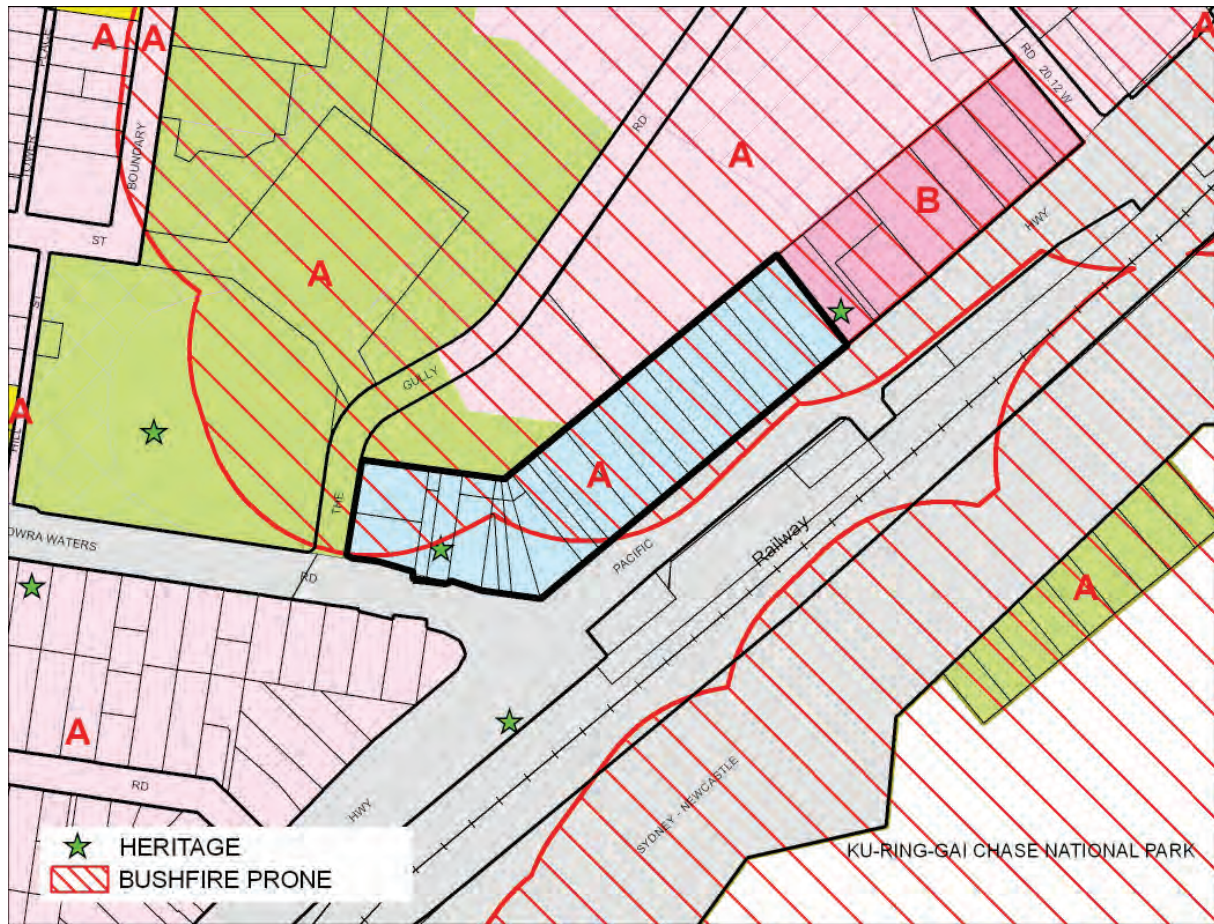




Berowra Commercial Centre BEROWRA PRECINCT

Berowra Commercial Centre

BEROWRA PRECINCT



| | |
|---|--|
| Area (subject to survey) | 19,787m2 |
| No. of Properties | 20 |
| No. of Dwellings | Commercial buildings |
| Existing Zoning(s) | Business A (General) |
| Adjoining Zones | Residential A (Low Density), Residential B (Medium Density) Special Uses B (Transport Corridor), Open Space A (Public Recreation - Local) |
| Current Landuses & built form | Mixed business premises, service station, registered club and landscaping supplies, . |
| Surrounding Landuses & built form | Low density development, open space and railway infrastructure. |
| Property Capitalisation | Characterised by a mix of building forms from a range of periods. Little recent redevelopment. |
| Amalgamation potential/ ownership pattern | Some common ownership. |

Continued over →

Berowra Commercial Centre

BEROWRA PRECINCT

| Economic issues | |
|---|---|
| Performance against Sustainable Dwelling Range | minus 477 dwellings |
| Relationship with Economic Development Strategy | Council's Executive Planner comments that increases in the population around centres will contribute to the economy of the Shire and have the potential to assist in enhancing the economic viability of the centres. |
| Other Economic issues | Strategy Division and Council's Property Development Manager comment that development in the northern areas of the Shire is more likely to result in an economic benefit to the Hornsby Town Centre and reduce escape expenditure to centres outside of the Shire. |
| Environmental issues | |
| Bushfire Prone Land | Part of the precinct is Bushfire Prone. Council's Bushfire Management Coordinator has not determined that bushfire concerns will be problematic to development other than standard construction requirements for bushfire areas. There may be opportunities for a rear fire fighting access lane to the rear. |
| Topography | Grade up to 7% are experienced along the precinct frontage to Pacific Hwy and Berowra Waters Road, falling steeply to the rear in some sections with grades up to 11%. |
| Water Quality Ranking | 8 (1 being the lowest) |
| Proximity to watercourses | This precinct is not within close proximity of a watercourse. |
| Significant trees and biodiversity | |



Significant trees
Not Present.

Potential biodiversity value
Unlikely to have biodiversity value

Continued over →

Berowra Commercial Centre

BEROWRA PRECINCT

| Infrastructure issues | | | | |
|--|--|----------------|--------|--|
| Other infrastructure | Traffic Branch and Council's Property Development Manager comment that, in general, rail infrastructure in the north and the Pacific Highway have capacity to service an increased population. | | | |
| Traffic issues - Traffic Branch has provided the following comments: | | | | |
| Adjoining Roads | Road | Road Hierarchy | Veh/hr | Capacity and Characteristics of Road Network |
| | Pacific Highway | Arterial | | The existing Level of Service is satisfactory. |
| | Berowra Waters Rd | Regional | | The existing Level of Service is satisfactory. |
| | The Gully Rd | Local | | The existing Level of Service is satisfactory and traffic flows are in line with the functional classification of this road. |
| Accessibility | Accessibility of area is considered to be adequate. There is a bus service servicing a metropolitan train line servicing the area. | | | |
| Constraints | <ul style="list-style-type: none"> The precinct is located adjacent to a sports oval and the Fire Brigade. Vehicular access to residential premises should not be permitted from Pacific Highway. | | | |
| Suitable access points for precinct | Direct vehicular access should be provided from the rear via The Gully Road. There is an existing roundabout at the intersection of Berowra Waters Road with The Gully which would facilitate turning movements. | | | |
| Required Traffic Improvements | <ul style="list-style-type: none"> A service road system for left in/left out only movements may be required along the Pacific Highway frontage to service the retail/commercial premises. Appropriate traffic and parking management strategies would be needed to address on-site traffic conflicts (vehicles and pedestrians) in respect of the requirements for customer parking and deliveries. Residential parking should be segregated from parking areas for retail/commercial premises | | | |
| General Comments | Residential parking should be segregated from parking areas for retail/commercial premises. | | | |
| CONCLUSION | The area is suitable for additional housing. The number of additional dwellings that can be provided in the precinct is subject to detailed traffic modelling. | | | |

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Berowra Commercial Centre

BEROWRA PRECINCT

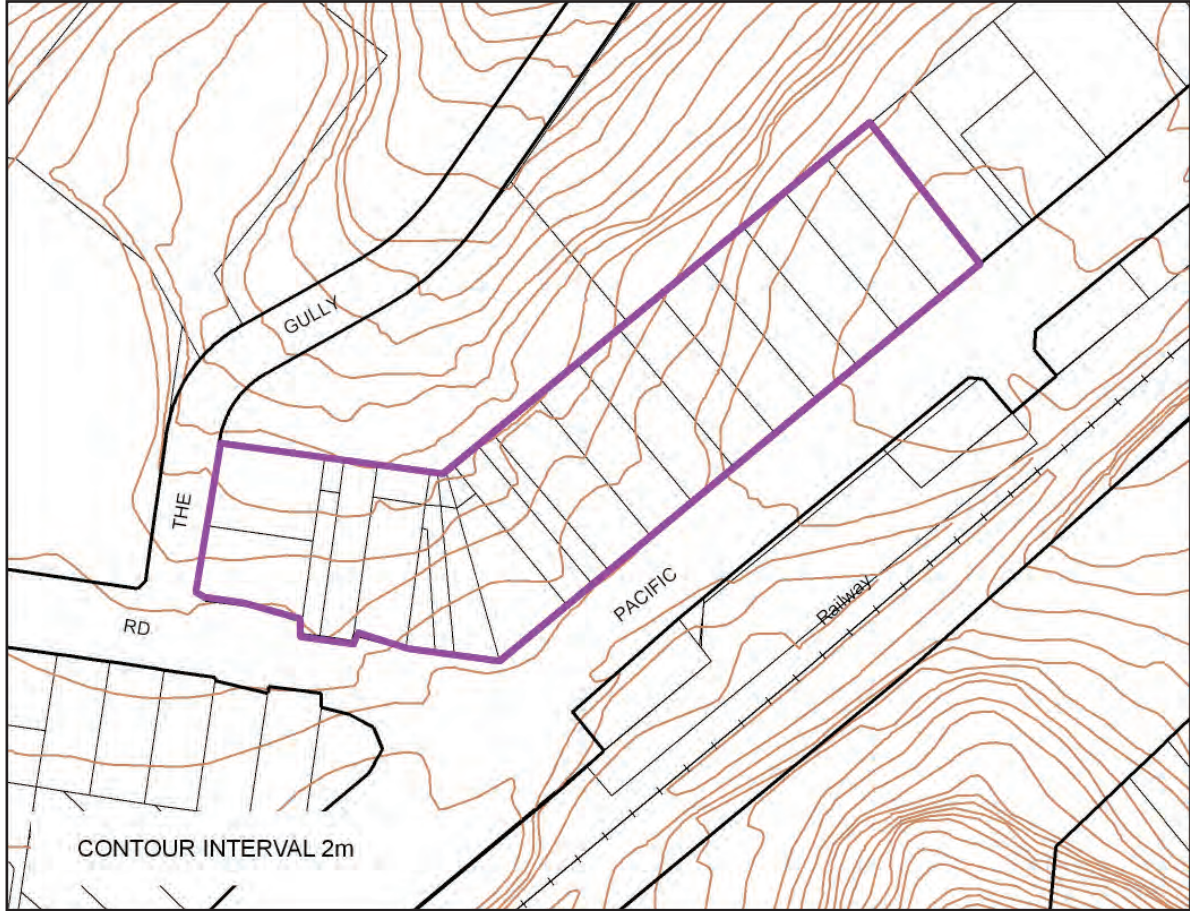
| Social Issues | |
|---|---|
| Access to aged person services (level of service) | Community Services Branch comments that access to services in this precinct is considered to be neither better nor worse than other proposed precincts. It is generally acknowledged that travel is required in order to access services specific to the needs of older people, people with a disability, and children and young people in the Hornsby Shire. As such, proximity to public transport becomes the feature that facilitates social inclusion and access to appropriate services. It is listed in the NSW Ministry for Transport's Accessible Transport Plan (2008) that major City Rail Station Infrastructure will be accessible by 2018, thus ensuring that all members of the community residing close to public transport can undertake public transport journeys with relative freedom. |
| Access to services for persons with a disability (level of service) | |
| Access to child and youth services (level of service) | |
| Dwelling mix in locality | A Dwelling Consumption Analysis has been prepared by Informed Decisions Pty Ltd. The analysis identifies observed and emerging housing consumption patterns and comments that the suburb is dominated by families and in particular young families. However has lost population, dwellings (caravans and cabins) and young families since 2001. The loss of affordable housing (caravan park) should be considered in the provision of multi-unit housing in this area. |
| Heritage | <p>The precinct contains the heritage listed house at No. 10 Berowra Waters Road. The property is recommended for deletion from Schedule D as part of Heritage Review Stage 4 and, as such, the property is unlikely to be a constraint on future development of the precinct.</p> <p>The precinct is adjacent to No. 1015 Pacific Highway which is listed as a heritage item (house) of local significance. Potential higher density development of the precinct should provide an appropriate height transition and setback to the heritage item such to retain the setting of the modestly-scaled late Victorian weatherboard cottage. The heritage item is presently impacted upon by conflicting landuses and zones. Should the precinct be progressed, attention should be given to the long-term maintenance of the heritage item and resolution of the landuse conflicts.</p> <p>The precinct is also located within the vicinity of heritage listed street trees and reserve, Berowra Park. The natural heritage items are unlikely to be a constraint on future development of the precinct.</p> |
| Recreation/Leisure | <p>Parks and Landscapes Team comments that there is little, if any, capacity within remaining land in public ownership to provide recreation facilities for an increasing population. The open space requirements associated with providing 2,600 dwellings to the meet Council's obligations to 2016 are as follows:</p> <p>6 local parks, 2 specialty parks and 2 sportsgrounds.</p> <p>In order to secure sufficient land for the provision of future recreation facilities it is likely that land parcels containing existing housing stock, close to the precincts, will have to be considered. Traditionally, land is less expensive north of Hornsby than south. It therefore may be a better solution to concentrate on Asquith and parts of Hornsby for increased density.</p> <p>Library and Information services comment that none of the libraries currently meet the required building size standards for their current catchment populations. Additionally across the entire library network, Hornsby Shire has 1.2 books per capita which is below the international standard of 1.5 to 2.5 books/capita. An increase in population would result in a greater need for more building space and library resources, placing increased demand on existing limited services.</p> |

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Berowra Commercial Centre

BEROWRA PRECINCT

Walkability



Walkability to transport node

The precinct is within 100m to 300m of Berowra Station, accessible via footpaths and a pedestrian crossing over a maximum grade of 11%. Berowra Station is provided with an accessible lift.

Walkability to commercial centre

The precinct is the Berowra Commercial Centre and is accessible via footpaths over a maximum grade of 11%.

Walkability to educational facility

The following educational facilities are located within 3km of the precinct: Berowra Public School, Berowra Christian Community School, St Bernard's Catholic Primary School.

Walkability to open space

The precinct is within 100m of Berowra Oval, accessible via footpaths over a maximum grade of 7-11%.

Walkability to community facility

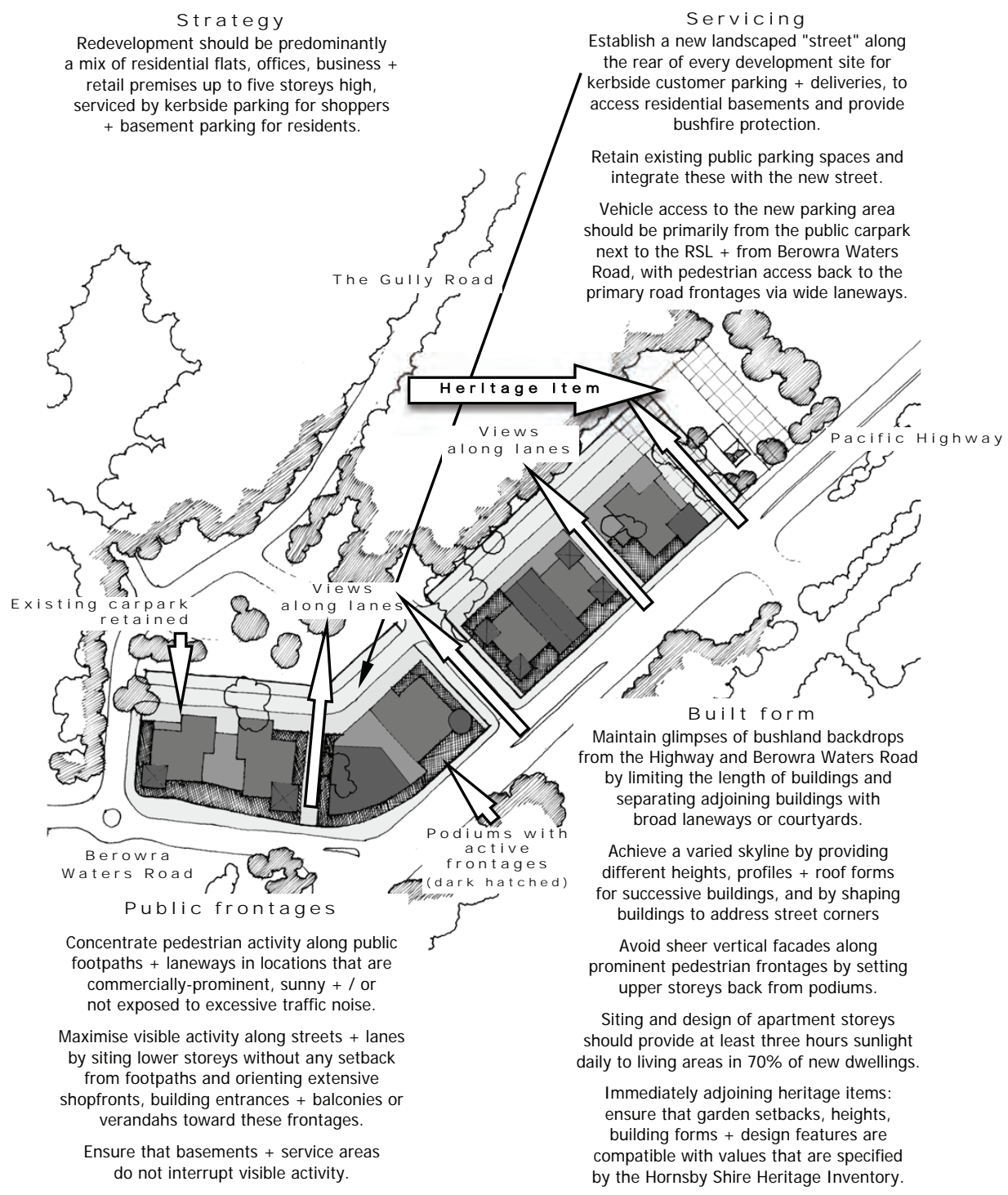
The following facilities are located within 1km of the precinct:- Berowra Community Centre and Berowra Library - Old Berowra District Hall, Church, Long Day Child Care.

Proposed Development Type:

It is proposed that this site be rezoned to permit mixed use development which would take the form of a 5 storey mix of residential flats, offices, business and retail premises. It is estimated that this density of development will result in 119 dwellings within the precinct.

Berowra Commercial Centre BEROWRA PRECINCT

Draft Key Principles Diagram



Strategy

Redevelopment should be predominantly a mix of residential flats, offices, business + retail premises up to five storeys high, serviced by kerbside parking for shoppers + basement parking for residents.

Servicing

Establish a new landscaped "street" along the rear of every development site for kerbside customer parking + deliveries, to access residential basements and provide bushfire protection.

Retain existing public parking spaces and integrate these with the new street.

Vehicle access to the new parking area should be primarily from the public carpark next to the RSL + from Berowra Waters Road, with pedestrian access back to the primary road frontages via wide laneways.

Built form

Maintain glimpses of bushland backdrops from the Highway and Berowra Waters Road by limiting the length of buildings and separating adjoining buildings with broad laneways or courtyards.

Achieve a varied skyline by providing different heights, profiles + roof forms for successive buildings, and by shaping buildings to address street corners

Avoid sheer vertical facades along prominent pedestrian frontages by setting upper storeys back from podiums.

Siting and design of apartment storeys should provide at least three hours sunlight daily to living areas in 70% of new dwellings.

Immediately adjoining heritage items: ensure that garden setbacks, heights, building forms + design features are compatible with values that are specified by the Hornsby Shire Heritage Inventory.

Concentrate pedestrian activity along public footpaths + laneways in locations that are commercially-prominent, sunny + / or not exposed to excessive traffic noise.

Maximise visible activity along streets + lanes by siting lower storeys without any setback from footpaths and orienting extensive shopfronts, building entrances + balconies or verandahs toward these frontages.

Ensure that basements + service areas do not interrupt visible activity.