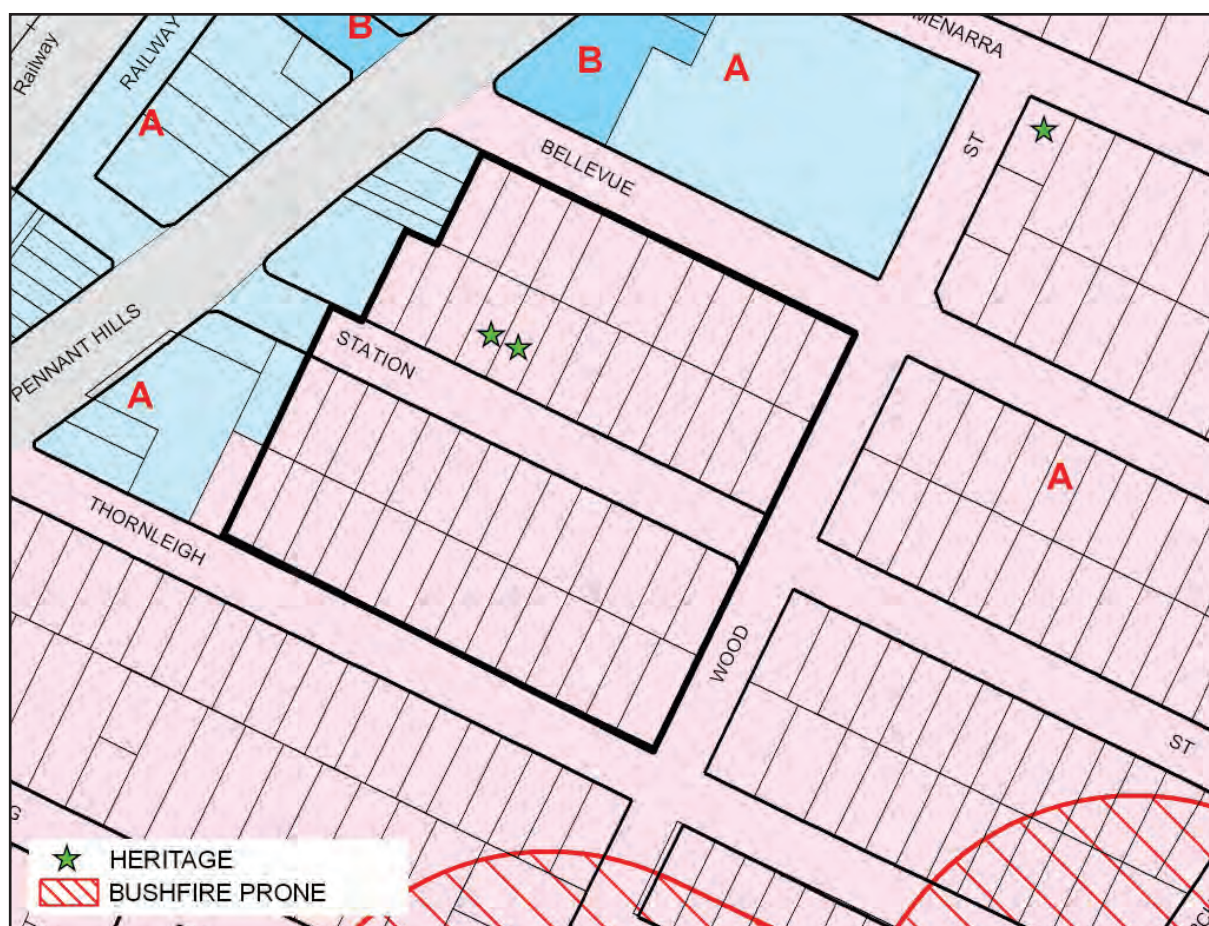




# Station Street THORNLEIGH PRECINCT

## Station Street THORNLEIGH PRECINCT



|   |  |
|---|--|
| Area (subject to survey)                  | 23,961m <sup>2</sup>   |
| No. of Properties                         | 50   |
| No. of Dwellings                          | 50   |
| Existing Zoning(s)                        | Residential A (Low Density)  |
| Adjoining Zones                           | Residential A (Low Density)<br>Business A (General)  |
| Current Landuses & built form             | Residential. Single and two storey separate dwellings. Property No. 2 Bellevue Street is owned by a land holder that also owns five (5) adjoining Business A zoned properties. |
| Surrounding Landuses & built form         | Residential uses and commercial premises. Thornleigh Marketplace is located opposite the precinct to the north.  |
| Property Capitalisation                   | Original housing estate circa 1930-43. Some large, modern brick dwellings in Station Street. Overall, dwelling stock in good condition.  |
| Amalgamation potential/ ownership pattern | Two (2) adjoining properties are in the same ownership. Property No. 9 Thornleigh Street is owned by NSW Land And Housing Corporation  |

Continued over →

# Station Street THORNLEIGH PRECINCT

## Economic issues

Performance against Sustainable Dwelling Range

Minus 967 dwellings

Relationship with Economic Development Strategy

Council's Executive Planner comments the 1998 Employment Lands Review recommends that Thornleigh Commercial Centre be consolidated rather than expanded. The Review found that the clearway restrictions, growing traffic volumes and corresponding noise nuisance had contributed to the declining accessibility and attractiveness of the centre and, by implication, its economic performance. The intensification of residential development in and around the centre without road capacity improvements could exacerbate the findings of the study and undermine the economic performance of the centre.

Other Economic issues

## Environmental issues

Bushfire Prone Land

None of the precinct is Bushfire Prone.

Topography

Maximum grade of 12%, generally no constraint to development.

Water Quality Ranking

1 (1 being the lowest)

Proximity to watercourses

The precinct is not within close proximity of a watercourse.

Significant trees and biodiversity (Source: Hornsby Urban Vegetation Mapping by GIS Environmental Consultants)



### Significant trees

Present. There is 1 significant tree which is prominent. This tree is located in the middle of the precinct.

### Biodiversity

Unlikely to have biodiversity value.

Continued over →

## Station Street THORNLEIGH PRECINCT

| Infrastructure issues  |  |                |        |  |
|--|--|----------------|--------|--|
| Sewage Catchment   | North Head Sewage Treatment Plant  |                |        |  |
| Drainage Catchment   | Council's Assets Manager comments that there are some limitations in existing capacity, especially overland flow paths plus open channels that need stabilisation.   |                |        |  |
| Other infrastructure   |  |                |        |  |
| Traffic issues - Traffic Branch has provided the following comments: |  |                |        |  |
| Adjoining Roads  | Road   | Road Hierarchy | Veh/hr | Capacity and Characteristics of Road Network                         |
|  | Pennant Hills Rd   | Arterial       |        | The existing Level of Service is unsatisfactory during peak periods. |
|  | Bellevue St  | Collector      |        | The existing Level of Service is satisfactory.                       |
|  | Wood St  | Collector      |        | The existing Level of Service is satisfactory.                       |
|  | Thornleigh St  | Local          |        | The existing Level of Service is satisfactory.                       |
| Accessibility  | <ul style="list-style-type: none"> <li>The precinct has good pedestrian access to shops and is within convenient walking distance to Thornleigh Station.</li> </ul>  |                |        |  |
| Constraints  | <ul style="list-style-type: none"> <li>High traffic volume on Pennant Hills Road would impact on accessibility of precinct.</li> <li>There is moderate on street employee/commuter parking.</li> <li>There is some congestion around shopping centre.</li> <li>Precinct is more suited for commercial/retail development due to existing activities.</li> <li>There are limited traffic management improvements possible due to congestion on Pennant Hills Road.</li> </ul> |                |        |  |
| Suitable access points for precinct                                  | Full vehicular access to the precinct would be via Bellevue Street at the signalised intersection with Pennant Hills Road. Access at other intersections with Pennant Hills Road would be restricted to left in/left out.  |                |        |  |
| Required Traffic Improvements  | <ul style="list-style-type: none"> <li>Major review and improvements would be required to improve traffic access and circulation.</li> <li>Alternative intersection control would be required at the intersection of Wood Street with Bellevue Street.</li> <li>A major review of local area traffic management to minimise rat runs through the area would be required.</li> </ul>  |                |        |  |
| General Comments   | Accessibility for the precinct is relatively good due to road network connectivity. However, access to/from the precinct would be constrained due to congestion on Pennant Hills Road.   |                |        |  |
| <b>CONCLUSION</b>  | The precinct can be considered for provision of a moderate number of top shop housing. The magnitude of development east of Pennant Hills Road, access arrangement and traffic management would be determined after detailed traffic modelling of envisaged traffic flows in the area.   |                |        |  |

Continued over →

# Station Street THORNLEIGH 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 CityRail 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 population has a younger skew, and is dominated by families, with growth in younger family households between 2001 and 2006. There is growth in older age groups (60 plus). There has been significant growth in multi-unit housing. Suggests that regeneration is taking place. Continue with a housing policy that encourages older people to downsize.   |
| Heritage  | <p>The precinct contains a heritage item (house) at property No. 9 Station Street. The heritage item is located across two allotments and represents an intact and well-maintained late Federation brick house. The house has had significant additions toward the rear and a carport during the mid 1990's.</p> <p>There may be potential for sensitive medium-density development, subject to the amalgamation of lots adjoining the heritage item and a design which integrates the heritage house. Development adjoining the items should be limited to two storeys, however, increased heights may be achievable further from the item.</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> |

Continued over →

Station Street

BEROWRA  
PRECINCTS

MT COLAH  
PRECINCTS

ASQUITH  
PRECINCTS

HORNSBY  
PRECINCTS

WAITARA  
PRECINCTS

NORMANHURST  
PRECINCTS

**THORNLEIGH  
PRECINCTS**

PENNANT HILLS  
PRECINCTS

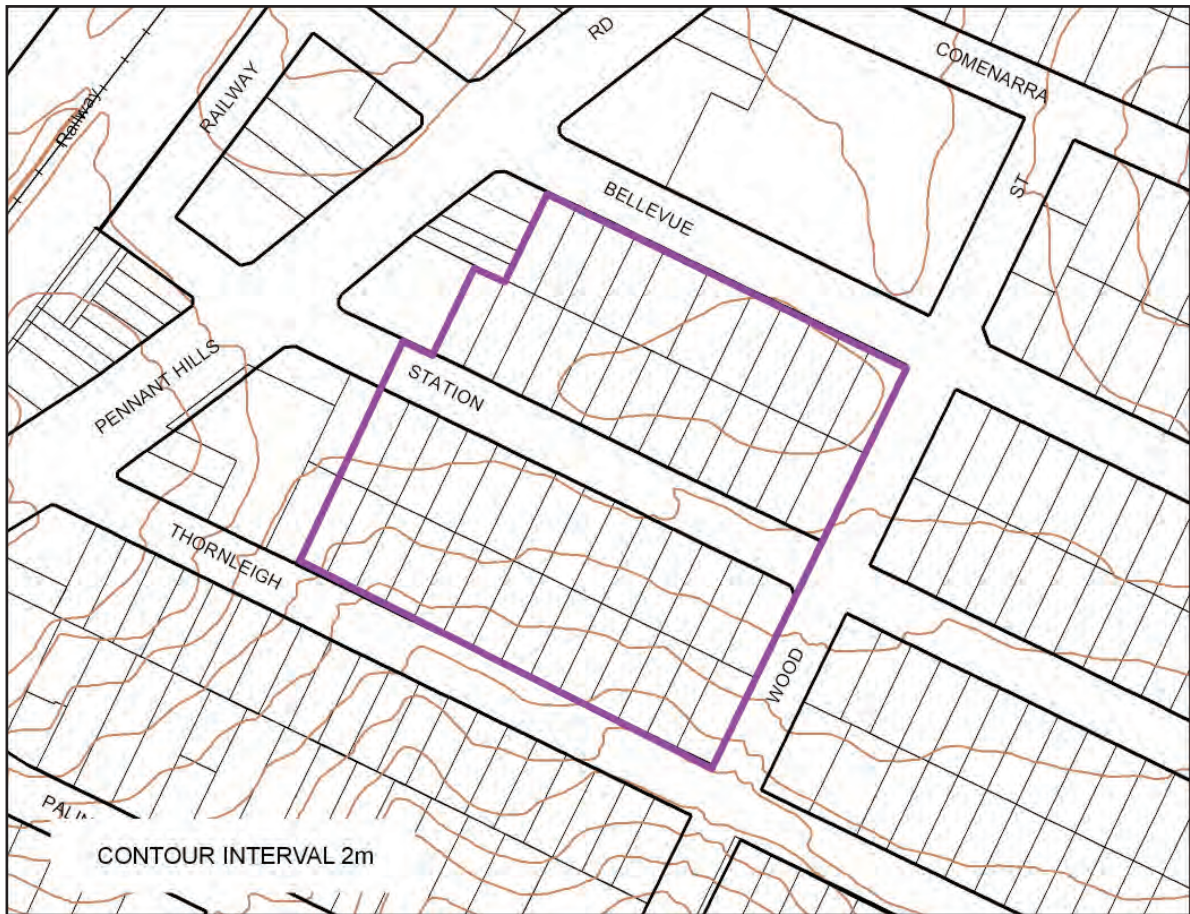
WEST PENNANT  
HILLS PRECINCTS

BEECROFT  
PRECINCTS

CARLINGFORD  
PRECINCTS

## Station Street THORNLEIGH PRECINCT

### Walkability



Walkability to transport node

The precinct is within 170m to 500m of Thornleigh Station, accessible via a pedestrian bridge located within 30m of the precinct at the end of Thornleigh Street. Thornleigh Station is not an accessible station.

Walkability to commercial centre

The precinct is within 15m to 350m of Thornleigh Marketplace and 75m to 450m to Thornleigh Commercial Centre.

Walkability to educational facility

The following educational facilities are within 3km of the precinct: Loreto Catholic College; Thornleigh West Public School; Normanhurst Public School; Normanhurst Boys High School; Normanhurst West Public School; Hornsby South Public School; Pennant Hills Public School; and Pennant Hills High School.

Walkability to open space

The precinct is within 900m of Lane Cove National Park and a small local park on Dawson Road (contains playground facilities).

Walkability to community facility

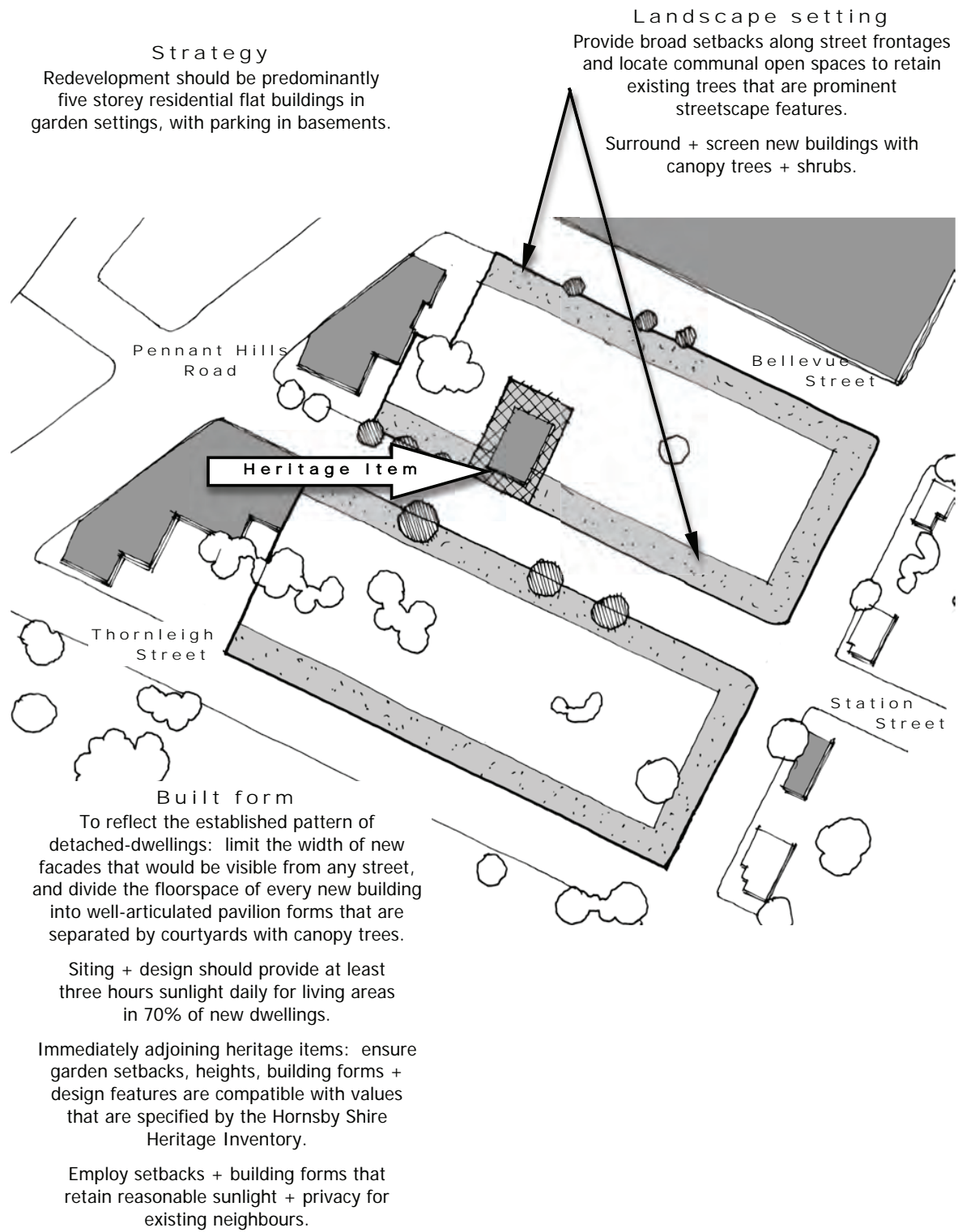
The following community facilities are located within 1km of the precinct: Pennant Hills Library and two Community Centres.

### Proposed Development Type:

It is proposed that this site be rezoned to permit 5 storey residential flat buildings. It is estimated that this density of development will result in 130 dwellings within the precinct.

# Station Street THORNLEIGH PRECINCT

## Draft Key Principles Diagram



Station Street

- BEROWRA PRECINCTS
- MT COLAH PRECINCTS
- ASQUITH PRECINCTS
- HORNSBY PRECINCTS
- WAITARA PRECINCTS
- NORMANHURST PRECINCTS
- THORNLEIGH PRECINCTS**
- PENNANT HILLS PRECINCTS
- WEST PENNANT HILLS PRECINCTS
- BEECROFT PRECINCTS
- CARLINGFORD PRECINCTS







# Pennant Hills Road

## THORNLEIGH PRECINCT

| Traffic issues - Traffic Branch has provided the following comments: |   |                |        |  |
|--|---|----------------|--------|--|
| Adjoining Roads  | Road  | Road Hierarchy | Veh/hr | Capacity and Characteristics of Road Network                         |
|  | Pennant Hills Rd  | Arterial       |        | The existing Level of Service is unsatisfactory during peak periods. |
|  | Bellevue St   | Collector      |        | The existing Level of Service is satisfactory.                       |
|  | Parkes St   | Local          |        | The existing Level of Service is unsatisfactory during peak periods. |
|  | Railway Pde   | Local          |        | The existing Level of Service is satisfactory.                       |
| Accessibility  | The precinct has good pedestrian access to shops and is within convenient walking distance to Thornleigh Station.   |                |        |  |
| Constraints  | <ul style="list-style-type: none"> <li>• High traffic volume on Pennant Hills Road would impact on accessibility of precinct.</li> <li>• On-street employee/commuter parking may be an issue.</li> <li>• The precinct is more suited for commercial/retail developments due to existing activities.</li> <li>• There are limited traffic management improvements possible due to congestion on Pennant Hills Road.</li> </ul> |                |        |  |
| Suitable access points for precinct                                  | Full vehicular access to the precinct should be via Belleview Street and Parkes Street. Access at other intersections with Pennant Hills Road would be restricted to left in/left out.  |                |        |  |
| Required Traffic Improvements  | Major review and improvements would be required to improve traffic access and circulation.  |                |        |  |
| General Comments   | Access to/from the precinct would be constrained due to on-street parking and traffic congestion on Pennant Hills Road.   |                |        |  |
| <b>CONCLUSION</b>  | The precinct can be considered for provision of a moderate number of top shop housing. The magnitude of development, access arrangement and traffic management would be determined after detailed traffic modelling of envisaged traffic flows in the area.   |                |        |  |

Continued over →

Pennant Hills Road

BEROWRA PRECINCTS  
 MT COLAH PRECINCTS  
 ASQUITH PRECINCTS  
 HORNSBY PRECINCTS  
 WAITARA PRECINCTS  
 NORMANHURST PRECINCTS  
**THORNLEIGH PRECINCTS**  
 PENNANT HILLS PRECINCTS  
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 CARLINGFORD PRECINCTS

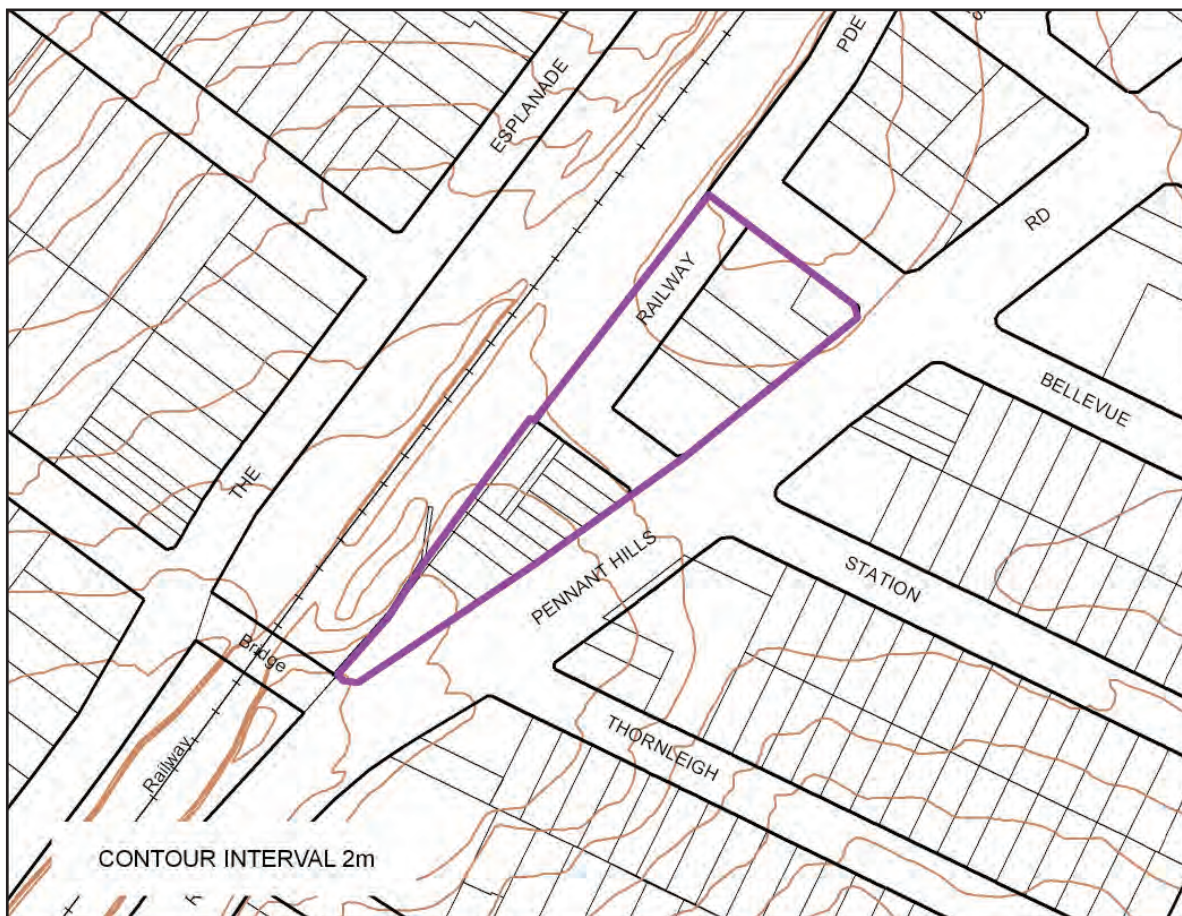
## Pennant Hills Road THORNLEIGH PRECINCT

| 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 CityRail 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 population has a younger skew, and is dominated by families, with growth in younger family households between 2001 and 2006. There is growth in older age groups (60 plus). There has been significant growth in multi-unit housing. Suggests that regeneration is taking place. Continue with a housing policy that encourages older people to downsize.   |
| Heritage  | There are no heritage items or conservation areas within the precinct. The heritage item indicated in the vicinity at Nos. 309-311 Pennant Hills Road (Thornleigh Uniting Church) has been demolished and is proposed for deletion under Stage 3.   |
| 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> |

Continued over →

# Pennant Hills Road THORNLEIGH PRECINCT

## Walkability



Walkability to transport node

The precinct is within 10m of Thornleigh Station. Thornleigh Station is not an accessible station.

Walkability to commercial centre

The precinct contains businesses within Thornleigh Commercial Centre.

Walkability to educational facility

The following educational facilities are within 3km of the precinct: Loreto Catholic College; Thornleigh West Public School; Normanhurst Public School; Normanhurst Boys High School; Normanhurst West Public School; Hornsby South Public School; Pennant Hills Public School; and Pennant Hills High School.

Walkability to open space

The precinct is within 600m of Lance Cove National Park, 500m of Dawson Road playground and 1km Pennant Hills Park is located within 1km south of Pennant Hills Park (facilities include ovals, soccer fees, tennis courts, netball courts, archery fields and walking tracks).

Walkability to community facility

The following community facilities are located within 1km of the precinct: A Baptist Church, a Catholic Church, Pennant Hills Library and Pennant Hills Community Centre.

### Proposed Development Type:

It is proposed that this site be rezoned to permit mixed use development. Development would take the form of up to 10 storeys, with a mix of residential flats, offices, businesses and/or retail premises. It is estimated that this density of development will result in 50 dwellings within the precinct.

# Pennant Hills Road THORNLEIGH PRECINCT

## Draft Key Principles Diagram

### Strategy

Redevelopment should be predominantly buildings of up to ten storeys serviced by basement parking, accommodating residential flats, offices, business + / or retail premises.

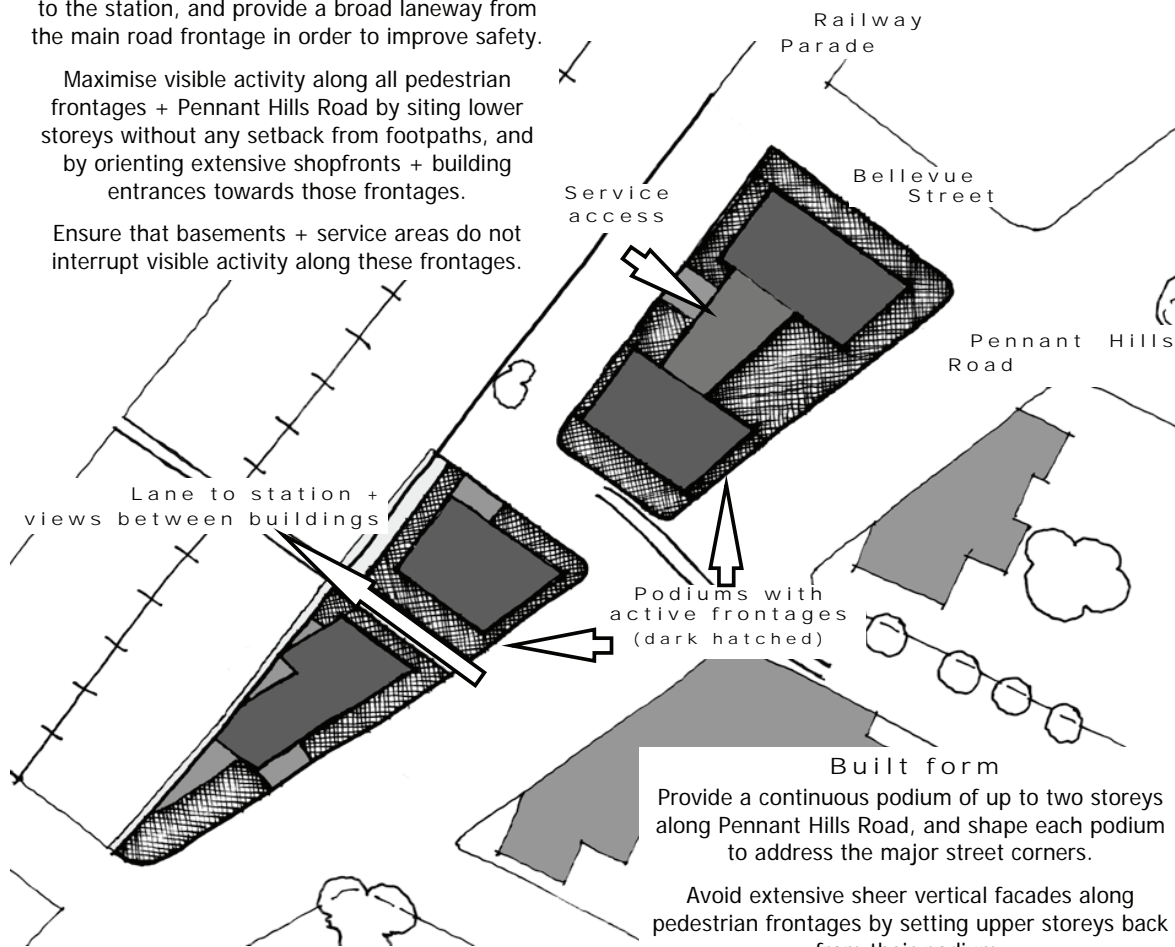
### Public frontages

Concentrate pedestrian activity along side streets + public footpaths which lead to the station, in locations that are sunny + are protected from excessive traffic noise.

Widen existing pedestrian paths which lead to the station, and provide a broad laneway from the main road frontage in order to improve safety.

Maximise visible activity along all pedestrian frontages + Pennant Hills Road by siting lower storeys without any setback from footpaths, and by orienting extensive shopfronts + building entrances towards those frontages.

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



### Servicing

Consolidate existing vehicle entrances on properties facing Pennant Hills Road + promote access from side streets.

**Built form**  
Provide a continuous podium of up to two storeys along Pennant Hills Road, and shape each podium to address the major street corners.

Avoid extensive sheer vertical facades along pedestrian frontages by setting upper storeys back from their podium.

Achieve a varied skyline by dividing upper storeys into separate tower elements that display different heights, profiles, orientations + roof forms.

Design quality of facades should respond to visibility from all quarters.

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