Hornsby Development Control Plan 2024

Part 4 Business

4 Business

Introduction

This Part of the DCP applies to land within the business areas of Hornsby Shire. The business areas include land within the following zones: E1 Local Centre, E2 Commercial Centre, E3 Productivity Support and MU1 Mixed Use.

The planning controls for the business areas are informed by the Ku-ring-gai and Hornsby Subregional Employment Study (2008), the Dural Service Centre Retail and Commercial Study (2009) and the Hornsby Employment Land Study (2021).

The Hornsby Employment Land Study (2021) supports the Hornsby LSPS, providing a strategic framework to facilitate and accommodate future employment growth within Hornsby Shire. It outlines guiding principles, directions and actions such as prioritising employment growth in the Hornsby Town Centre and updating the commercial centre hierarchy to support sustainable and continued economic growth. Implementation of the Employment Land Study's actions will inform changes to the development controls in this DCP.

The planning controls for the Mixed Use Precincts in Section 4.4 of this chapter are informed by the Hornsby Shire Housing Strategy (2010). The commercial centres in Section 4.4 were identified by the Housing Strategy as being suitable for additional housing, in a mixed use built form, to assist meet Council's housing obligations into the future.

Hornsby Shire's business lands are competitively placed to attract business activity. Development in business areas will incorporate a range of employment generating land uses such as shops, offices, community facilities and services. Development should reinforce the role and function of the centre under the commercial centres hierarchy.

In particular, Hornsby Town Centre, being a strategic centre, should contribute to the civic, cultural, retail and economic requirements for the North District. Future growth of the Hornsby Town Centre will also be guided by the Hornsby Town Centre Masterplan (2023) which envisions opportunities to support 4,900 new dwellings and 4,500 new jobs.

Development in business areas is to be sited and designed to be environmentally sustainable, minimise land use conflicts and operate under appropriate environmental management measures to manage waste and minimise air, water and noise pollution. Development will be compatible with the existing or desired future character of the commercial area. Development will provide attractive, active and vibrant streetscapes and public domains. In mixed use developments this will involve an active commercial ground floor providing a broad podium for dwellings.

Where sites contain a heritage item, are in the vicinity of a heritage item or within a conservation area, the provisions of Part 9 Heritage of the DCP apply. Changes to facades, setbacks, awnings, and the like may not be feasible where heritage significance would be impacted upon.

4.1 Commercial Centres Hierarchy

4.1.1 Commercial Centres Hierarchy

Desired Outcome

a. Development that reinforces the role and function of the centre in the commercial centres hierarchy.

Prescriptive Measures

a. Development should reinforce the commercial centre hierarchy identified at Figure 4.1-a and described in the following:

Strategic Centres

b. Hornsby Town Centre is a Strategic Centre serving the North District. This centre should contribute to the civic, cultural, retail and economic requirements for the District. The centre should accommodate a diversity of employment opportunities and be the primary location for offices and services.

Local Centres

c. Local Centres should provide a wide range of goods and services, including a supermarket, for the community. Trips to larger centres such as Hornsby Town Centre should only be required for higher order commodities. They typically contain a supermarket over 1,000m^2.

Neighbourhood Centres

d. Neighbourhood Centres provide a range of small scale retail and other services that serve the convenience needs of people that live and work in the surrounding neighbourhood. Higher order retail and commercial uses that serve the wider community are not located in neighbourhood centres.

Rural Villages

e. Rural villages provide retail, commercial and employment opportunities for their local community. They typically provide under 2,000m^2 of retail space, may contain a small neighbourhood supermarket (under 1,000m^2) and are zoned RU5 - Village.

Enterprise Corridors and Business Development Nodes

f. Enterprise Corridors and Business Development Nodes provide accommodation for local and district services that benefit from high levels of passing traffic such as start-up offices, light industry, motor showrooms, building supplies and bulky good retail. They provide essential population support services that meet the day to day needs of their surrounding community. They support the function of local centres.

Figure 4.1-a: Commercial Centres Hierarchy (C)

Strategic Centre		
■ Hornsby TownCentre		
Local Centres		
■ Thornleigh Village	■ Asquith Village	■ Galston Road Village
■ Cherrybrook Village	■ West Pennant Hills Village	■ Westleigh Village
■ Pennant Hills Village	■ Berowra Village	■ Pacific Highway Mount Kuring-Gai
■ Berowra Heights Village	■ Dural Service Centre	■ Waitara Village
■ Beecroft Village		
Neighbourhood Centre		
■ Appletree Drive, Cherrybrook	■ Galston Road, Hornsby Heights	■ Pacific Highway, Cowan
■ Dangar Island	■ Malton Road, North Epping	■ Parklands Road, Mount Colah
■ David Road, Castle Hill	■ Myrtle Street, Normanhurst	■ Wisemans Ferry
■ Denman Parade, Normanhurst	■ Mount Colah Village	■ Sefton Road, Thornleigh
■ Balmoral Street, Waitara		■ Yallambee Road, Berowra
■ Brooklyn Village		
Rural Village		
■ Dural Rural Village		
Enterprise Corridor and Business Development Nodes		
■ Pennant Hills Road, Pennant Hills		
■ Pennant Hills Road, Thornleigh		
■ Pacific Highway,Waitara		

4.2 Business Lands

The following provides controls for the development of land zoned E1 Local Centre, E3 Productivity Support and MU1 Mixed Use.

Some business zoned properties are not subject to the controls in this section as detailed in Table 4.2-a:

Table 4.2-a: Business zones subject to other DCP provisions

Business Zone Precincts	DCP Reference
Mixed Use Housing Strategy Precincts	
Asquith Commercial Centre precinct	4.4
Bouvardia Street, Asquith precinct	4.4
Palmerston Road, Waitara precinct	4.4
Normanhurst Road, Normanhurst precinct	4.4
Pennant Hills Road, Thornleigh precinct	4.4
Thompsons Corner, West Pennant Hills precinct	4.4
Hornsby Town Centre	4.5

4.2.1 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

Height

a. Sites with the following maximum building height under Clause 4.3 of the HLEP should comply with the maximum number of storeys in Table 4.2.1-a.

Table 4.2.1-a: Translation of height to storeys

HLEP Area	Maximum Building Height (m)	Mixed Use Building Maximum Storeys (excluding basement carparking)	Commercial Building Maximum Storeys (excluding basement carparking)
I	8.5m	2	2
K	10.5m	2	2
M	12m	3	3
N	14.5m	4	3
O1	16m	4	4
O2	16.5m	5	4
Q	20.5m	6	5
S	23.5m	7	6
U	32.5m	10	8
X	48m	15	12
AA	72m	22	18

b. Basement car parking that protrudes more than 1 metre above existing ground level is counted as a storey.

c. A podium should be provided in accordance with the applicable Masterplan in Section 4.3. Where podium controls are not specified on a Masterplan, buildings should incorporate a podium that:

- presents a human scale at the street frontage,
- incorporates commercial floor space,
- has a maximum height of 8.5 metres (2 storeys),
- incorporates a minimum setback of 3 metres from podium facades for upper

levels facing a primary or secondary street, and

- has an active frontage to the public domain.

d. A transition in building height should be provided at sensitive interface areas adjacent to heritage items.

Floor Space Ratio

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

Table 4.2.1-b: Summary of HLEP FSR Provisions

HLEP Area	Maximum Floor Space Ratio
D	0.5:1 (+ FSR variations for Area 5)
F	0.6:1 (+ FSR variations for Area 7)
H	0.7:1
I	0.75:1
L	0.9:1
N	1:1 (+ FSR variations for Areas 4, 5 & 6)
S	1.5:1
T	2:1
Y	4.5
AA	6

f. On identified sites, 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 ratio variation are provided in Clause 4.4 of the HLEP

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.

Shop top housing means one or more dwellings located above the ground floor of a building, where at least the ground floor is used for commercial premises or health services facilities.

Basement means the space of a building where the floor level of that space is predominantly below ground level (existing) and where the floor level of the storey immediately above is less than 1 metre above ground level (existing).

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

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.

Storey controls are based on a typical industrial floor to floor height of 5 metres, commercial floor to floor height of 4 metres, residential floor to floor height of 3 metres and some roof projections. The storey controls provided in the DCP are a best fit for the height controls (metres) provided in the HLEP.

4.2.2 Setbacks

Desired Outcome

a. Setbacks that complement the streetscape and establish a "pedestrian-friendly" scale for primary and secondary retail frontages.

b. Setbacks that maintain the amenity of adjoining land uses.

Prescriptive Measures

General

a. Buildings should comply with the locality setback diagrams in this element, Figure 4.2-b to Figure 4.2-h.

b. Where controls are not specified on the setback diagrams, all buildings and structures should comply with the setbacks prescribed in Table 4.2.2-a:

Table 4.2.2-a: Minimum Boundary Setbacks

Setback	Minimum Building Setback
Front Boundary (to all roads)	0m
Side Boundary (including balconies)	0m unless adjoining a residential or open space zone
Rear Boundary	0m unless adjoining a residential or open space zone
Side and Rear Boundaries (where the site adjoins a residential or open space zone)	A minimum of: 1m for buildings up to 8.5m high, and 3m for buildings above 8.5m high

c. Where a property adjoins a boundary with a residential land use, greater setbacks may apply to the upper storeys in accordance with the separation controls in Section 4.2.5 Privacy and Security.

d. A podium should be provided in accordance with the applicable Masterplan in Section 4.3. Where podium controls are not specified in the DCP, buildings should incorporate an 8.5 metre (2 storey) podium with floorspace above that is setback at least 3 metres from the external enclosing walls of the commercial podium facade below.

e. A transition in setbacks should be provided at sensitive interface areas adjacent to heritage items.

Setbacks to Landscape Features

f. The setback of buildings and ancillary facilities from the property boundary may need to be increased to maintain landscape features, as detailed in Section 4.2.4 of this DCP.

Setback Encroachments

g. 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,
- Pergolas for private or communal open spaces which are situated upon a podium,
- Sunshades and screens, and
- Blade columns which support roofs or sunshades.

Figure 4.2-a: Setback principles, including a podium (I)

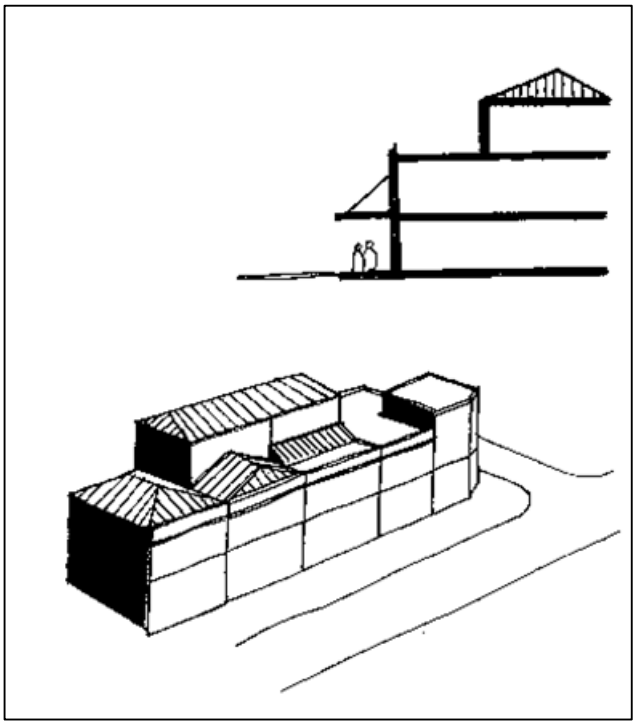


Figure 4.2-b: Berowra Heights Setbacks (C)

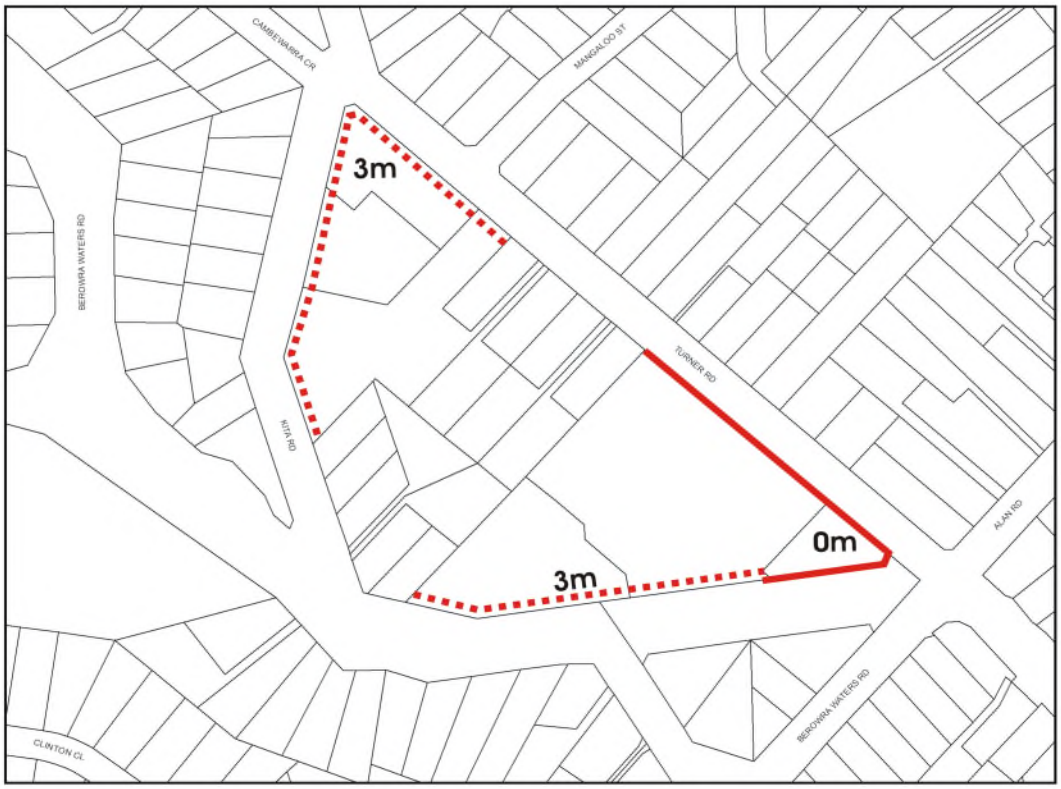


Figure 4.2-c: Dural Service Centre Setbacks (C)

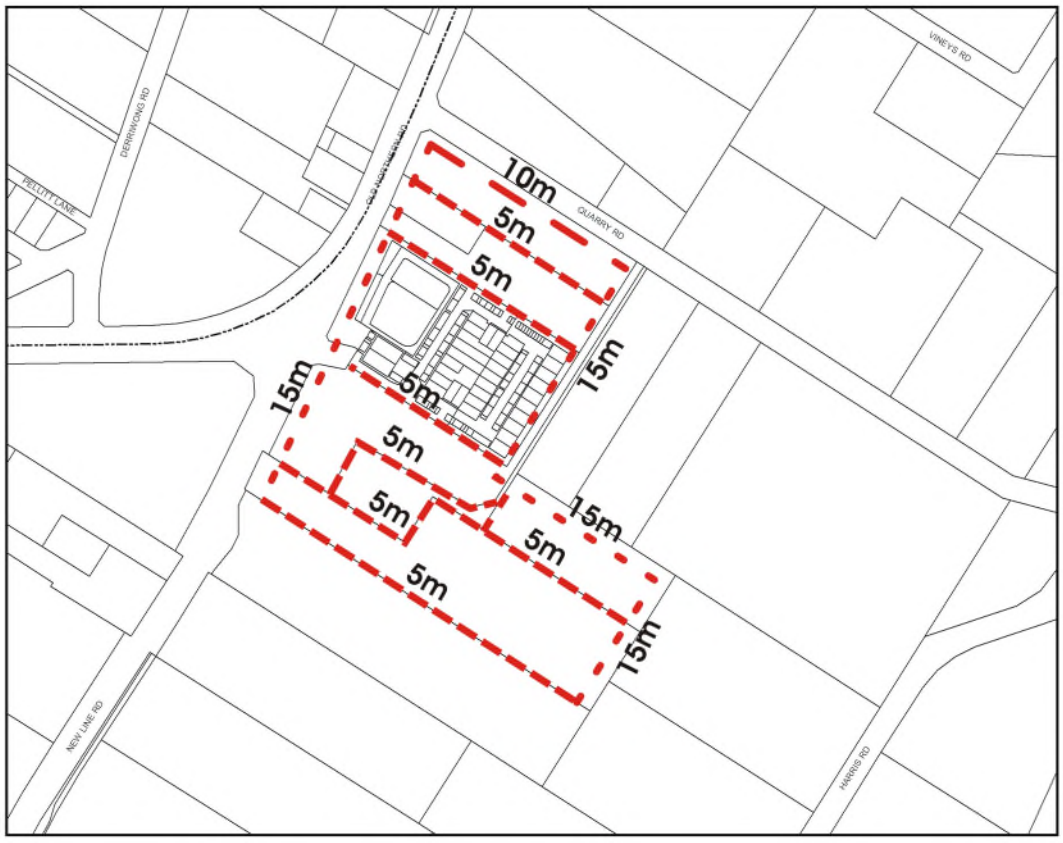


Figure 4.2-d: Hornsby (Bridge Road) Setbacks (C)

Figure 4.2-e: Hornsby (Romsey Street) Setbacks (C)

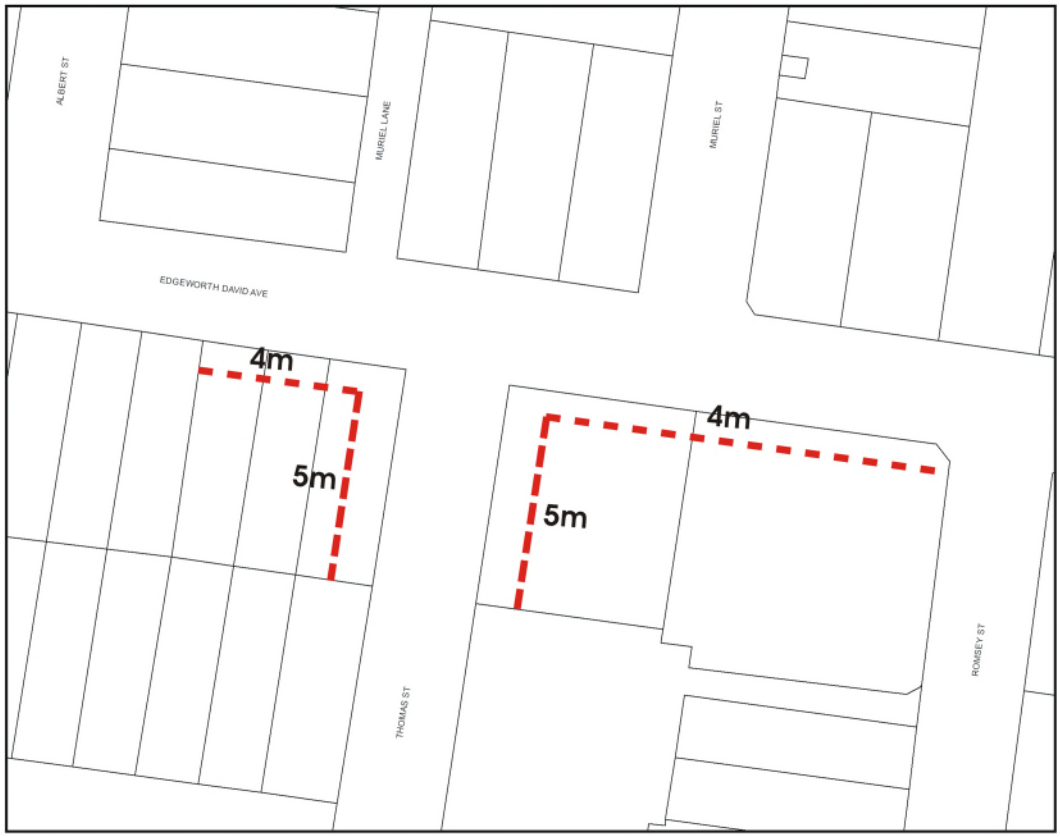


Figure 4.2-f: Pennant Hills Setbacks (C)

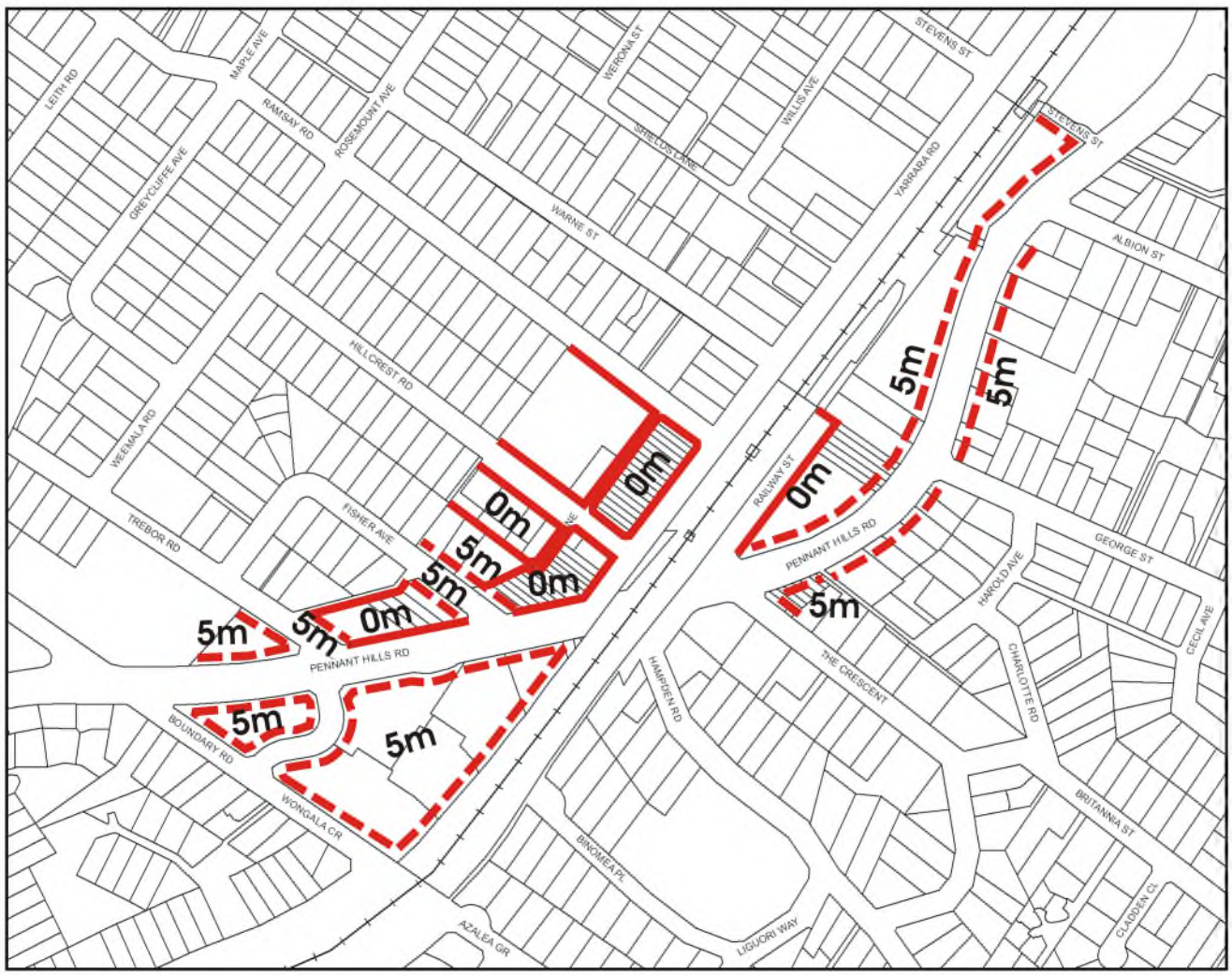


Figure 4.2-g: Thornleigh Setbacks. The setback controls in Section 4.4 of the DCP supersede the above setback diagram in the event of any inconsistency (C)

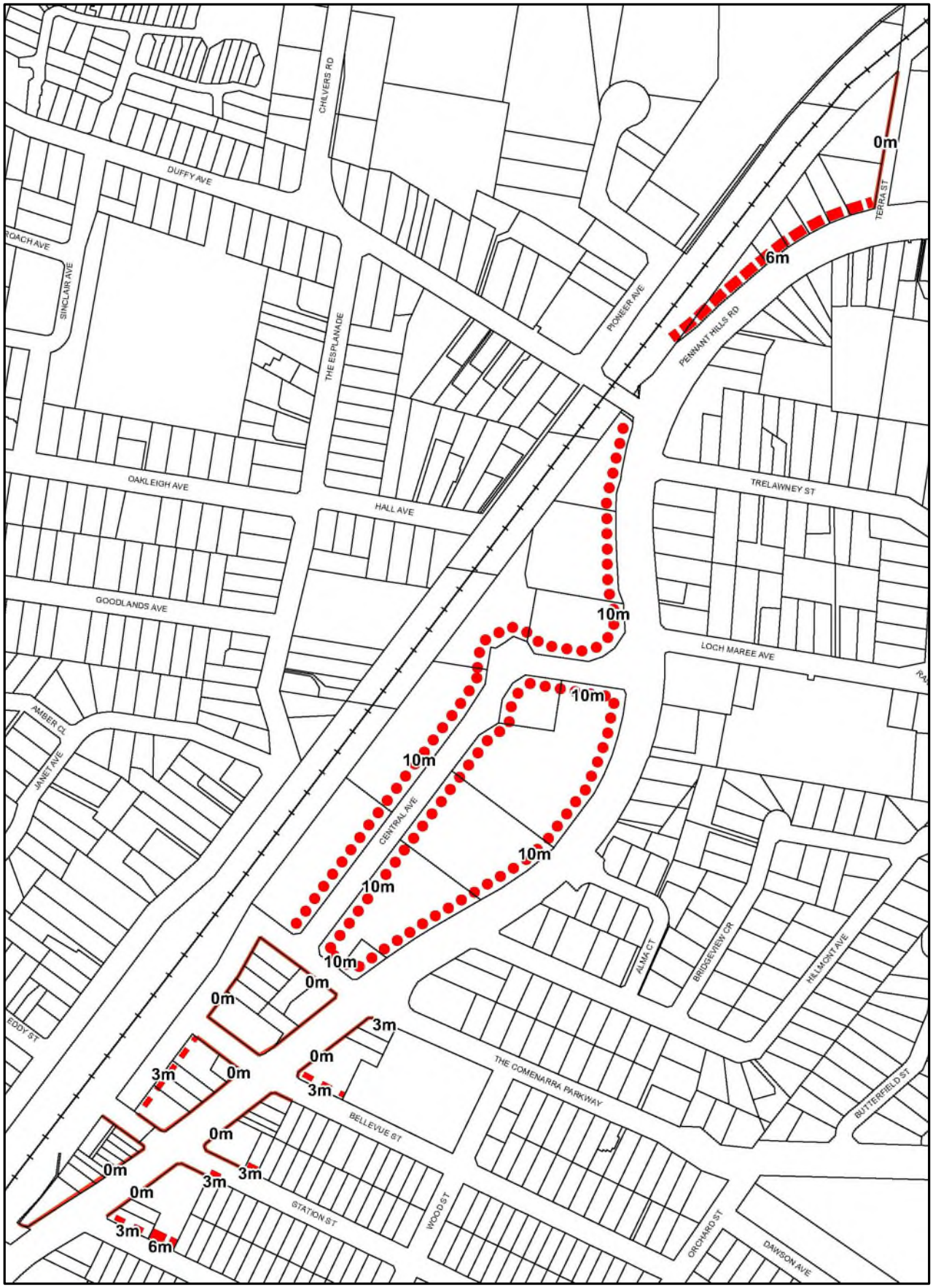
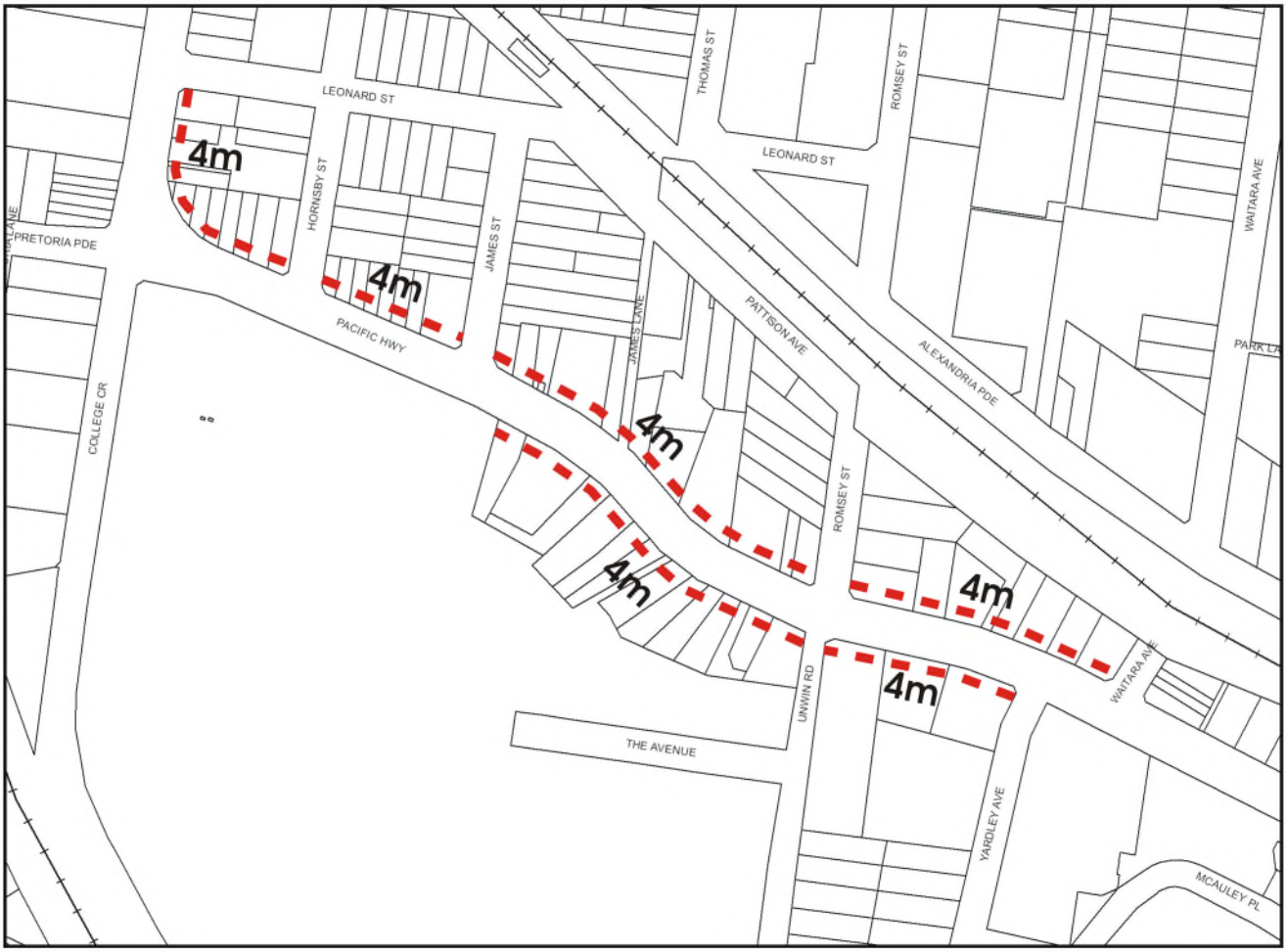


Figure 4.2-h: Waitara Setbacks (C)



4.2.3 Open Spaces

Desired Outcome

a. Development that incorporates passive and active recreation areas with privacy and access to sunlight.

Prescriptive Measures

General

a. Public places including parks and squares should be provided in accordance with the adopted Masterplans.

Private Open Space

b. Every dwelling should be provided with a principal private open space in accordance with Table 4.2.3-a.

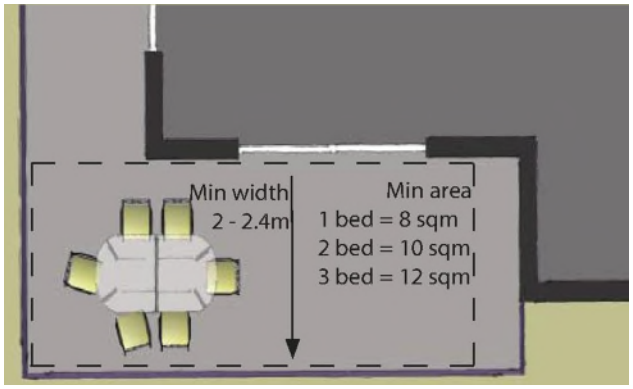
Table 4.2.3-a: Minimum Private Open Space

Dwelling Type	Minimum Principal Private Open Space Area	Minimum Width
Studio	4m^2	1m
1 Bed Unit	8m^2	2m
2 Bed Unit	10m^2	2m
3+ Bed Unit	12m^2	2.4m
Ground or podium level	15m^2	3m

c. 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.

d. Enclosure of private open space areas as 'wintergardens' should be avoided. Wintergardens may be considered where the elevation of a building fronts a rail corridor.

Figure 4.2-i: Private open space in a residential flat (I)



Clothes Drying Area

e. 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

f. A principal communal open space area should be provided for 8-10 storey developments with more than 10 dwellings as follows:

- be located on a podium,
- have a minimum area of 50m^2,
- have a minimum dimension of 6 metres,
- be landscaped for active and/or passive recreation and encourage social interaction between residents,
- achieve a minimum 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter),
- be located to provide direct sight lines and convenient access from the building lobby,
- be sited and designed to protect the amenity of adjacent dwellings, and
- provide for some shade protection during summer.

4.2.4 Landscaping

Desired Outcomes

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.

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. Primary and secondary retail frontages should be landscaped with tree plantings combined with paving in accordance with the following:

- Street tree planting should be provided where appropriate having regard to site lines, footpath widths, underground services and awnings. Consideration should be given to the use of trees to provide shade in summer and allow sunlight in winter when selecting and positioning trees.
- 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.

d. Landscaping along Old Northern Road and New Line Roads should incorporate grass swales and dense vegetation planting.

Shop Top Housing

e. Residential levels should be landscaped with native or exotic species in planter boxes watered by recycled grey water or stormwater to provide screening.

f. Where communal open space is required, these spaces should include lawn areas surrounded by hedges of shrubs.

Retention of Landscape Features

g. The proposed building, ancillary structures, driveways, drainage and service trenches should be setback:

- in accordance with the 'Watercourses' element in Section 1.3.1.3 of this DCP,
- 10-20 metres to significant bushland as detailed in the 'Biodiversity' element in Section 1.3.1.1 of this DCP, and
- in accordance with the requirements of AS 4970 for significant trees to be retained.

Fencing

h. Fencing is discouraged in the primary and secondary boundary setbacks.

i. Allotments adjoining residential lands should be fenced with appropriate residential style fencing.

j. 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.

k. Fencing associated with development in the Dural Service Centre should not be provided within the setback areas of main or local roads.

Notes:

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

The applicant is encouraged to incorporate plant species indigenous to Hornsby Shire as part of the development. Refer to Council's website www.hornsby.nsw.gov.au.

Main roads

Development adjoining roads that are subject to Section 2.119 of the Transport and Infrastructure SEPP require separate approval from Transport for NSW (TfNSW) for access to State and Regional Roads as classified by TfNSW. A list of classified and unclassified main roads for Hornsby Shire is provided in Annexure C.

4.2.5 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. Building separation should comply with Part 2F Building Separation of the Apartment Design Guide.

e. For properties with a boundary interface with a lower density zone, an additional 3 metre building separation should be provided.

f. 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.

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

Security

h. Identify safe, clear and direct pedestrian and cyclist entrance to the building/s from the primary street frontage.

i. 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.

j. 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.

k. Where a mix of land uses are proposed, separate, secure access should be provided to lift lobbies, basements, and communal storage areas.

Notes:

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.

4.2.6 Sunlight and Ventilation

Desired Outcome

a. Development designed to provide reasonable solar access to living areas and open space areas.

b. Development designed to provide natural cross ventilation.

Prescriptive Measures

General

a. On 22 June, public open space areas, plaza areas and footpaths should receive 2 hours of sunlight between 9am and 3pm to at least 50% 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. Principal communal open space should receive a minimum 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter).

d. Every habitable room should have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room.

e. A window should be visible from any point in a habitable room.

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

Note:

The Sustainable Buildings SEPP requires a BASIX certificate for new dwellings to facilitate energy efficient housing.

4.2.7 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. Development 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 10% of proposed dwellings should be Adaptable Housing, designed to meet the needs of residents as they age.
- At least 20% of proposed dwellings should be Universal Design housing in accordance with the Liveable Housing Guidelines silver level design features.
- Adaptable and Universal Design housing is to be equitably distributed through all types and sizes of dwellings.

Notes:

See Section 1.3.2.2 of the DCP for more details on Universal Housing and Adaptable Housing.

4.2.8 Vehicle Access and Parking

Desired Outcome

a. Development that provides sufficient and convenient parking for residents and visitors with vehicular access that is simple, safe, and direct.

Prescriptive Measures

Vehicular Access

a. Access to garages and storage areas should be confined to side and rear facades, with access from main roads avoided.

b. For development in the Dural Service Centre, vehicular access to New Line Road should be via service lanes and vehicular access to Old Northern Road should be via service roads, in accordance with the Traffic Management Strategy as discussed at Section 4.2.9.

Note:

Refer to Part 1 General of the DCP for car parking, service vehicle, bicycle parking provisions and ancillary general design requirements.

Main roads

Development adjoining roads that are subject to Section 2.119 of the Transport and Infrastructure SEPP require separate approval from Transport for NSW (TfNSW) for access to State and Regional Roads as classified by TfNSW. A list of classified and unclassified main roads for Hornsby Shire is provided in Annexure C.

Parking

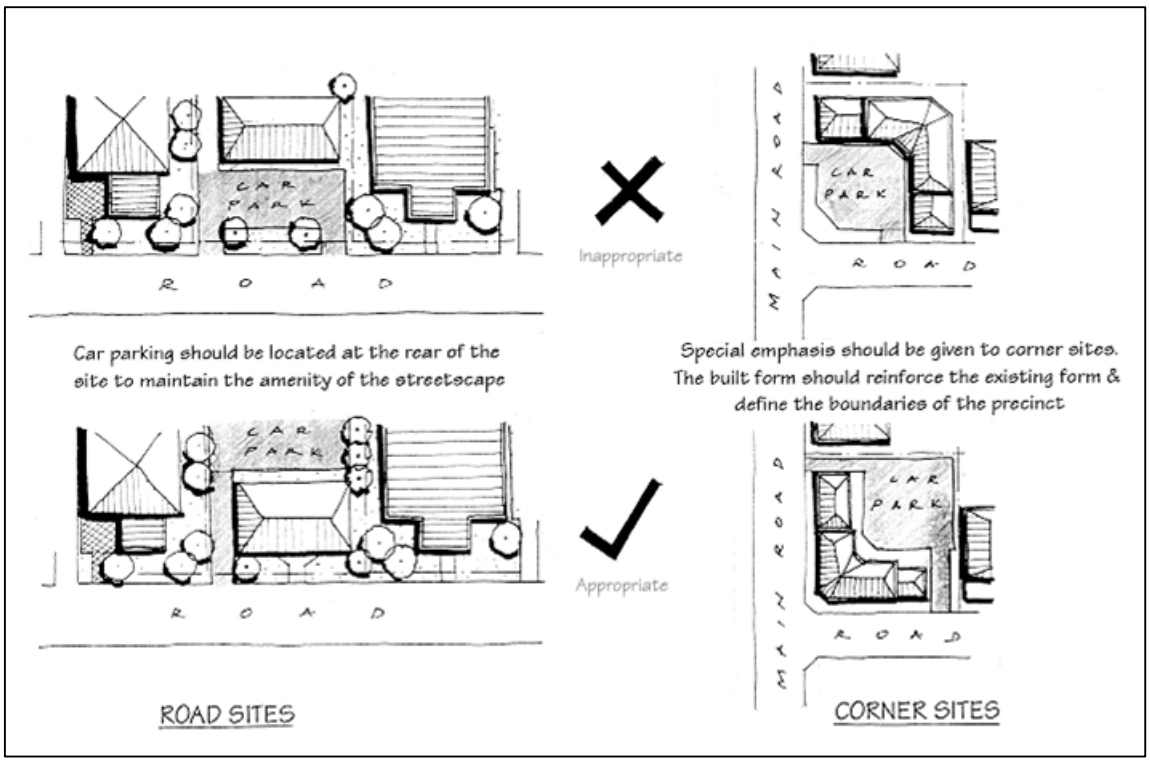
c. On-site car parking should:

- be provided behind buildings or beneath buildings in a basement,
- not be sited within a front setback area,
- be accessed via rear laneways or side streets where available,
- be screened from the street and other public areas by landscaping,
- design the basement car park entrance to incorporate other facade elements such as overhanging balconies or side planter boxes in the composition of the facade,
- All ramps are to be designed as two way ramps accordance with AS 2890.1 and AS 2890.2, and
- All ramps are to be designed in accordance with the exits and entry widths of AS 2890.1 and AS 2890.2.

Ancillary Fixtures and Facilities

d. Separate dedicated and secure storage areas for each dwelling should be provided in basement car parks suitable to accommodate larger items such as sporting equipment.

Figure 4.2-j: Car park siting principles (I)



4.2.9 Public Domain and Traffic Management Works

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

Public Domain

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. Dedicated pedestrian paths should be provided in front of businesses and continuous awnings should be provided along principal active street frontages.

d. Pedestrian linkages shown on the Town Centre Masterplans (see Section 4.3) and Town Centre Linkage diagrams (see Annexure B) should be provided and reinforced as safe, accessible and vibrant pedestrian areas.

e. Mixed use development within centres should enhance the role of the public domain as a meeting and gathering place and should encourage active use of the public domain through active street frontages.

f. Balconies should not be located on, or overhang the road reservation.

g. For development incorporating shopfront awnings, the awnings should be continuous and setback from the edge of the kerb in accordance with Council or the Transport for NSW requirements.

Outdoor Dining

h. 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.

Traffic Management Works

i. Traffic management works should be undertaken in accordance with the traffic improvements identified in the Town Centre Masterplans (see Section 4.3) and Figure 4.2-l Traffic Improvement Plan.

j. Council or the relevant authority will undertake the necessary traffic management improvements located on public land and roads. Development should be designed to accommodate and complement the proposed traffic improvements or offer alternative traffic management solutions.

k. Development proposing alternative traffic management solutions should be accompanied by a comprehensive traffic assessment.

Note:

This DCP will inform Council's Civic Works Program and Street Tree Planting Program.

Dural Service Centre - Traffic Management

l. Applicants should liaise with Transport for NSW and Council to determine the extent of any road works required along New Line Road, in accordance with the Traffic Management Strategy (see Figure 4.2-l and Figure 4.2-m).

m. Service lanes should be provided in accordance with the Traffic Management Strategy (see Figure 4.2-l and Figure 4.2-m).

Figure 4.2-k: Traffic Management Improvement Plan - Asquith (C)

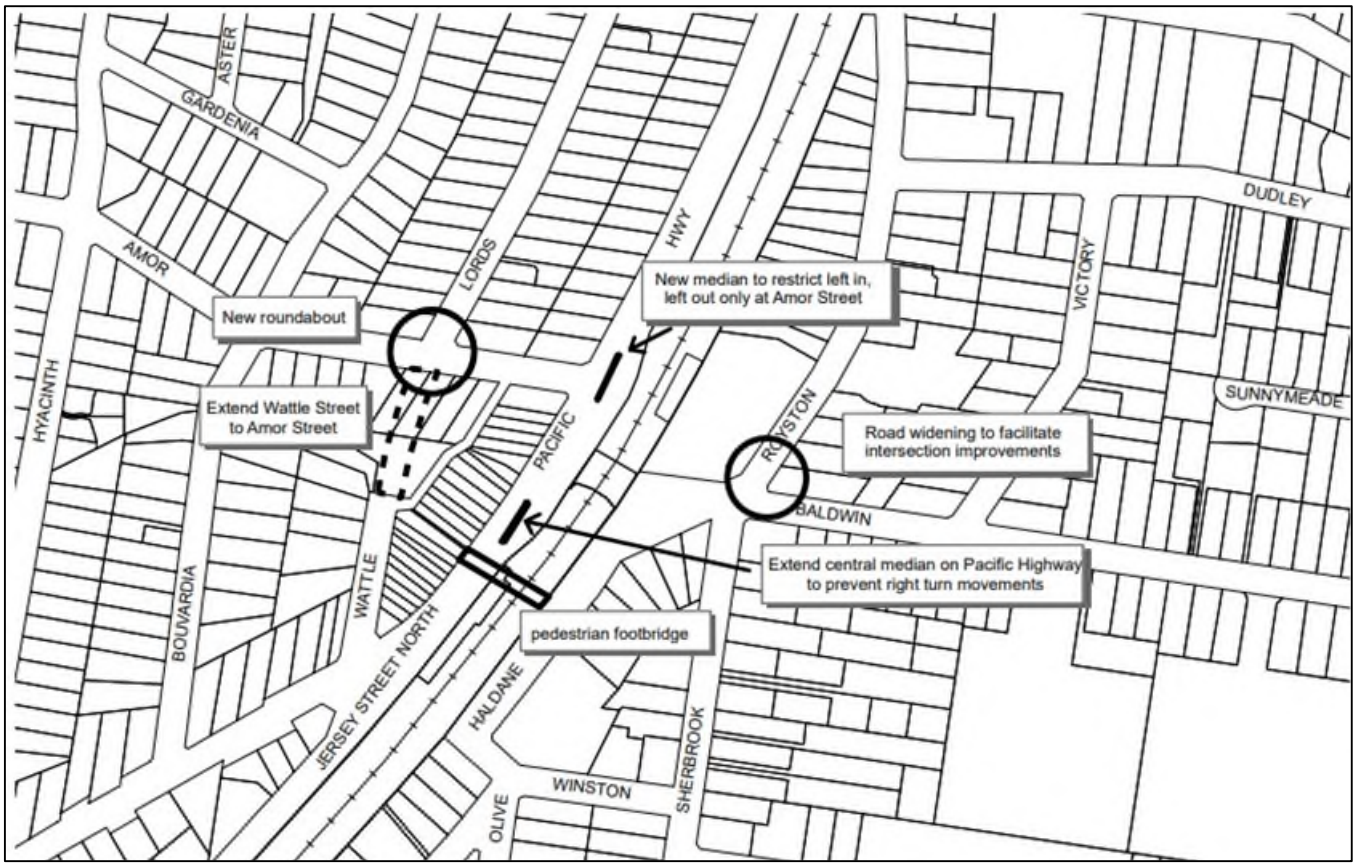


Figure 4.2-I: Dural Service Centre Traffic Management Strategy - Sheet 1 (C)

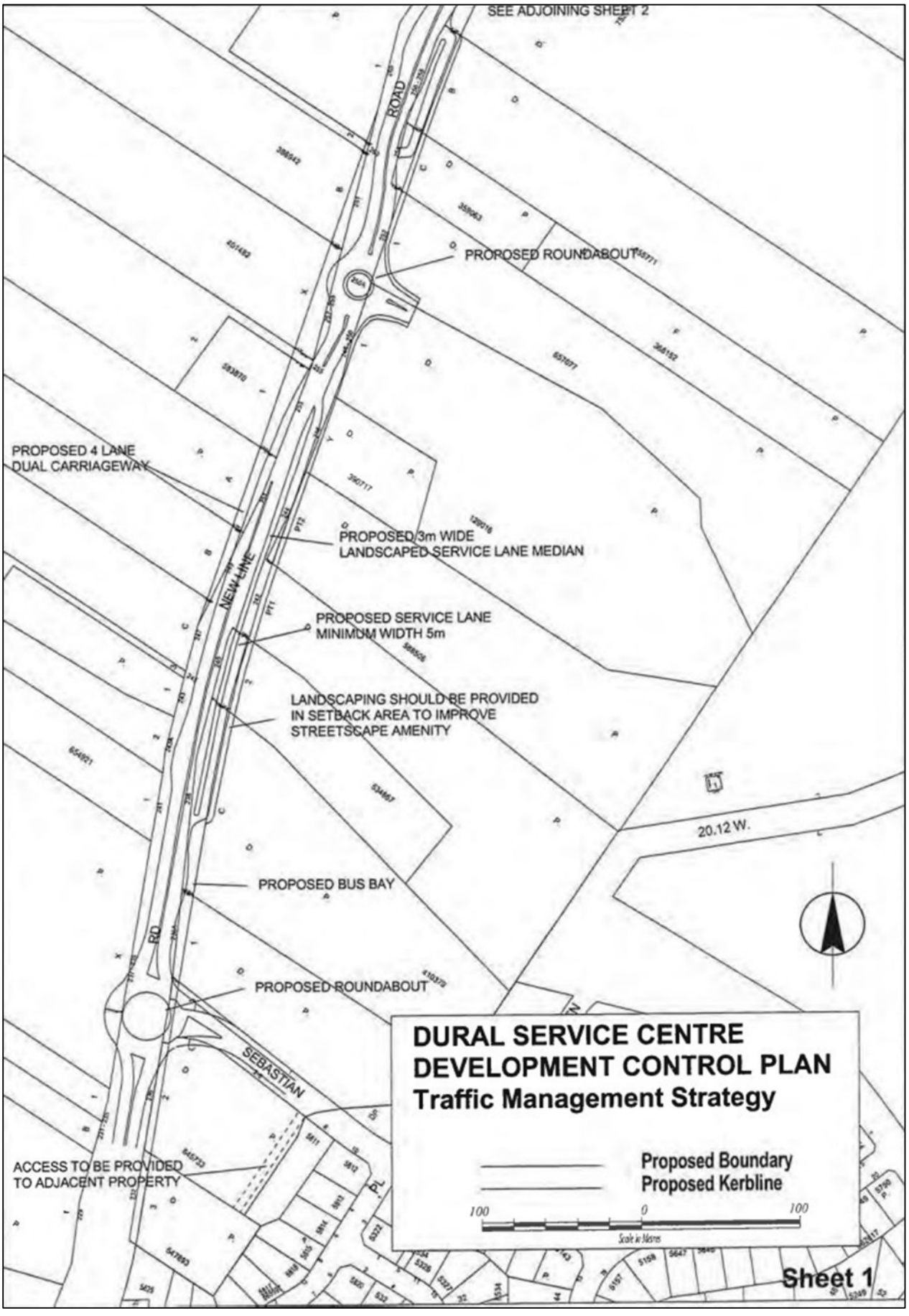
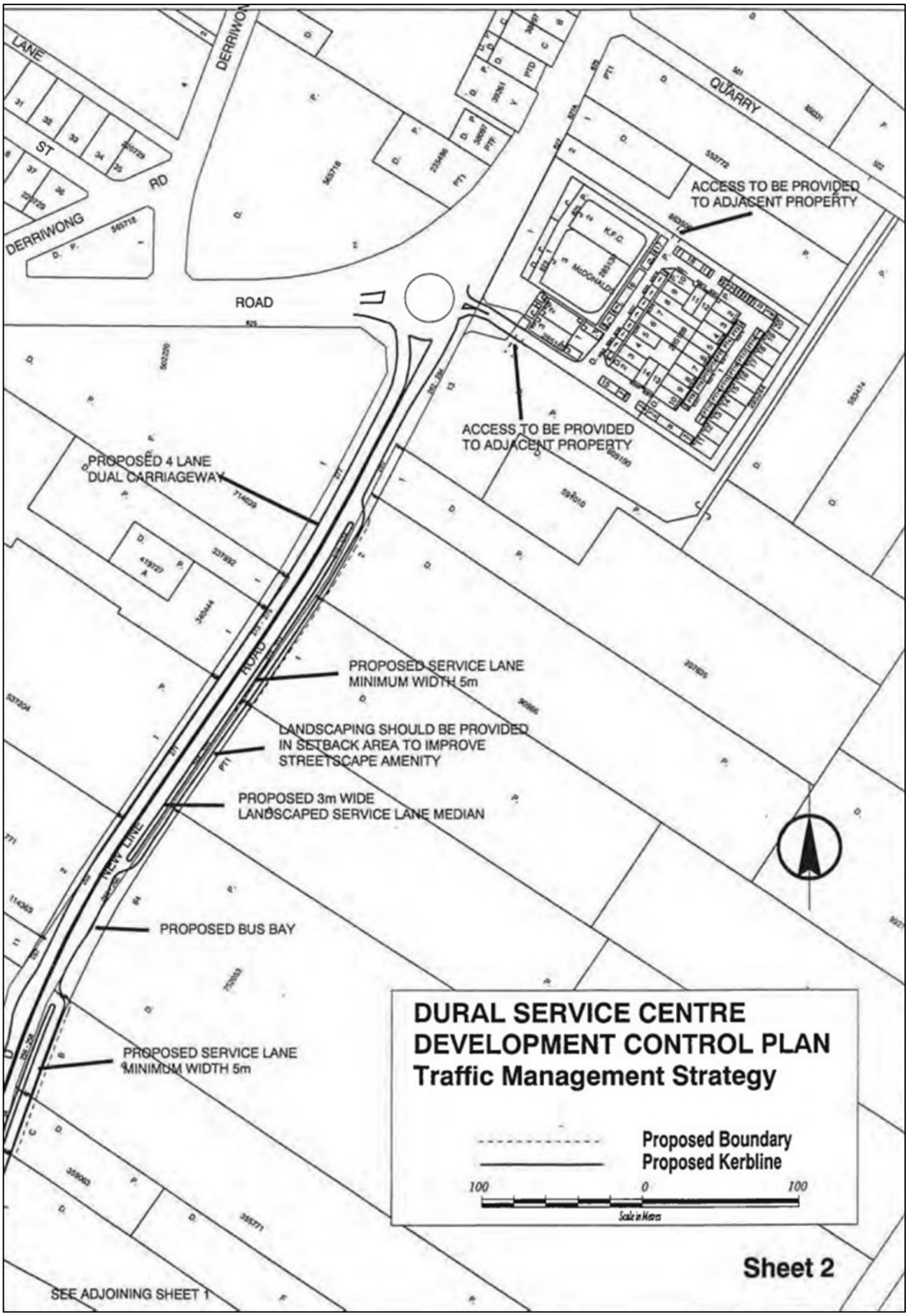


Figure 4.2-m: Dural Service Centre Traffic Management Strategy - Sheet 2 (C)



4.2.10 Design Details

Desired Outcome

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

Prescriptive Measures

General

a. Building design should:

- have an external appearance that provides for a distinctive base, middle and top,
- provide active commercial ground floor uses that are at the same general level as the public footpath and are accessible directly from the public domain,
- provide frontages on upper levels that facilitate passive surveillance of the street,
- incorporate awnings that relate to the architecture of the facade and provide for continuous shelter for pedestrians, and
- embody active living principles.

b. Corner buildings should be designed to:

- address both streets,
- incorporate distinctive features to enhance the streetscape, and
- incorporate a splayed or square recess treatment to give form to the intersection and provide more circulation space for pedestrians at the corner.

c. 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.

Note:

These controls apply to all developments unless contrary to the Masterplans that prevail in the event of any inconsistency.

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.

Figure 4.2-n: A two - three storey development with an active commercial ground floor (I)

Facades

d. Continuous active frontages are to incorporate windows and doors and avoid long expanses of blank walls along street frontages or other public areas.

e. Infill buildings should be designed to reinforce continuity, symmetry, and unity in the streetscape (see Figure 4.2-o).

f. Materials should relate to the context of buildings within the area to achieve continuity and harmony.

g. Large areas of glass may be included, however, mirror glass with a reflectivity in excess of 15 percent should be avoided.

h. Where adjacent to bushland areas, buildings should have recessive colours and external finishes consistent with the nearby bushland areas (i.e. grey greens, grey blues, browns etc).

i. A balance between horizontal and vertical elements should be provided through careful placement of windows, colour patterns and signage.

j. Security screens, grilles and bars should provide minimum 60 percent transparency.

Figure 4.2-o: Infill development design principles. (C)

4.3 Town Centre Masterplans

4.3.1 Town Centre Masterplans – General

Desired Outcome

a. Orderly development that is consistent with the principles in the Town Centre Masterplans.

Prescriptive Measures

a. Town Centre Masterplans apply to the following localities:
   - Berowra,
   - Galston,
   - Mount Colah, and
   - Pennant Hills.

b. Development should be designed to embody the principles of the relevant Town Centre Masterplans.

c. Vehicular access should be rationalised in accordance with the relevant Masterplan.

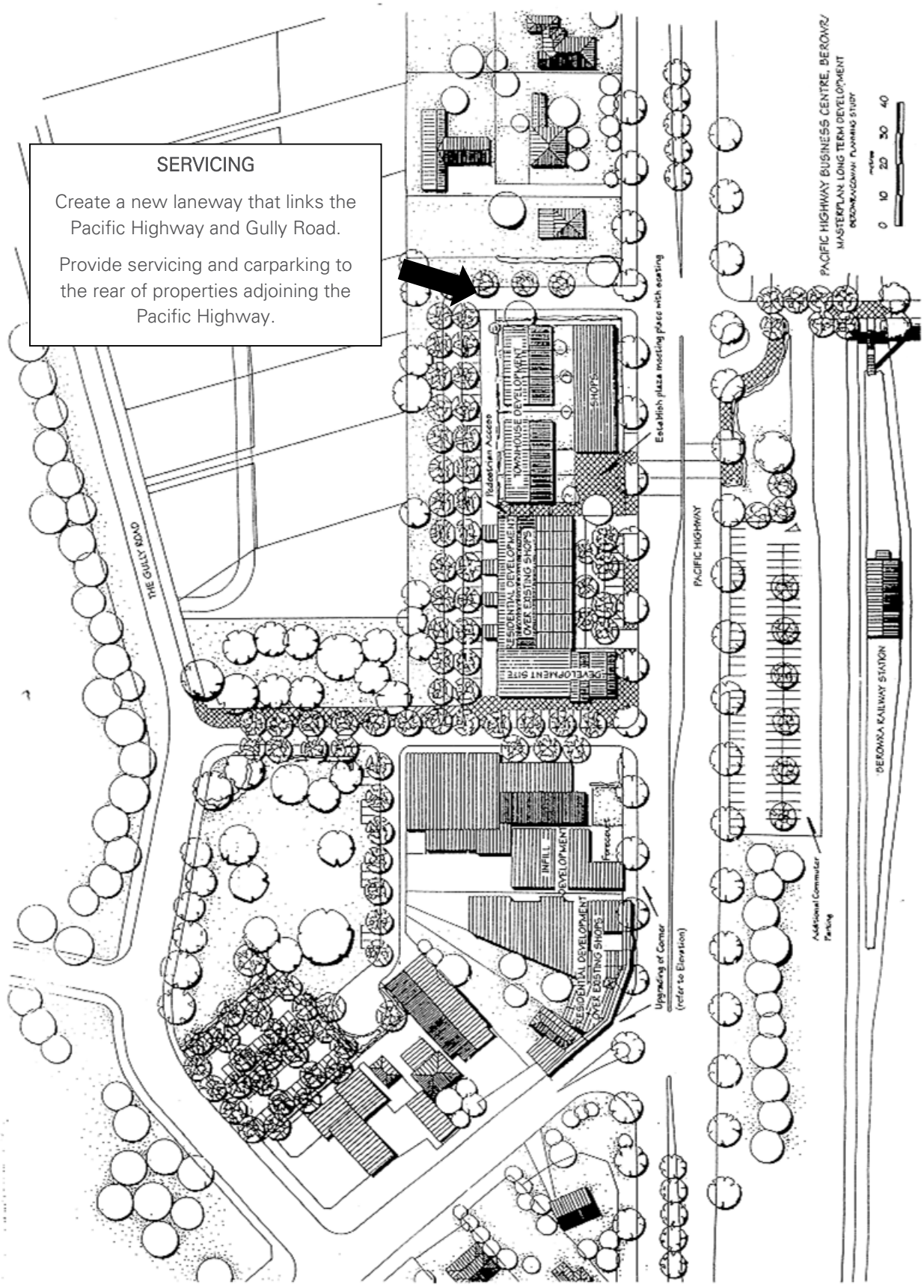
d. Pedestrian thoroughfares should be provided in accordance with the relevant Masterplan.

Note:

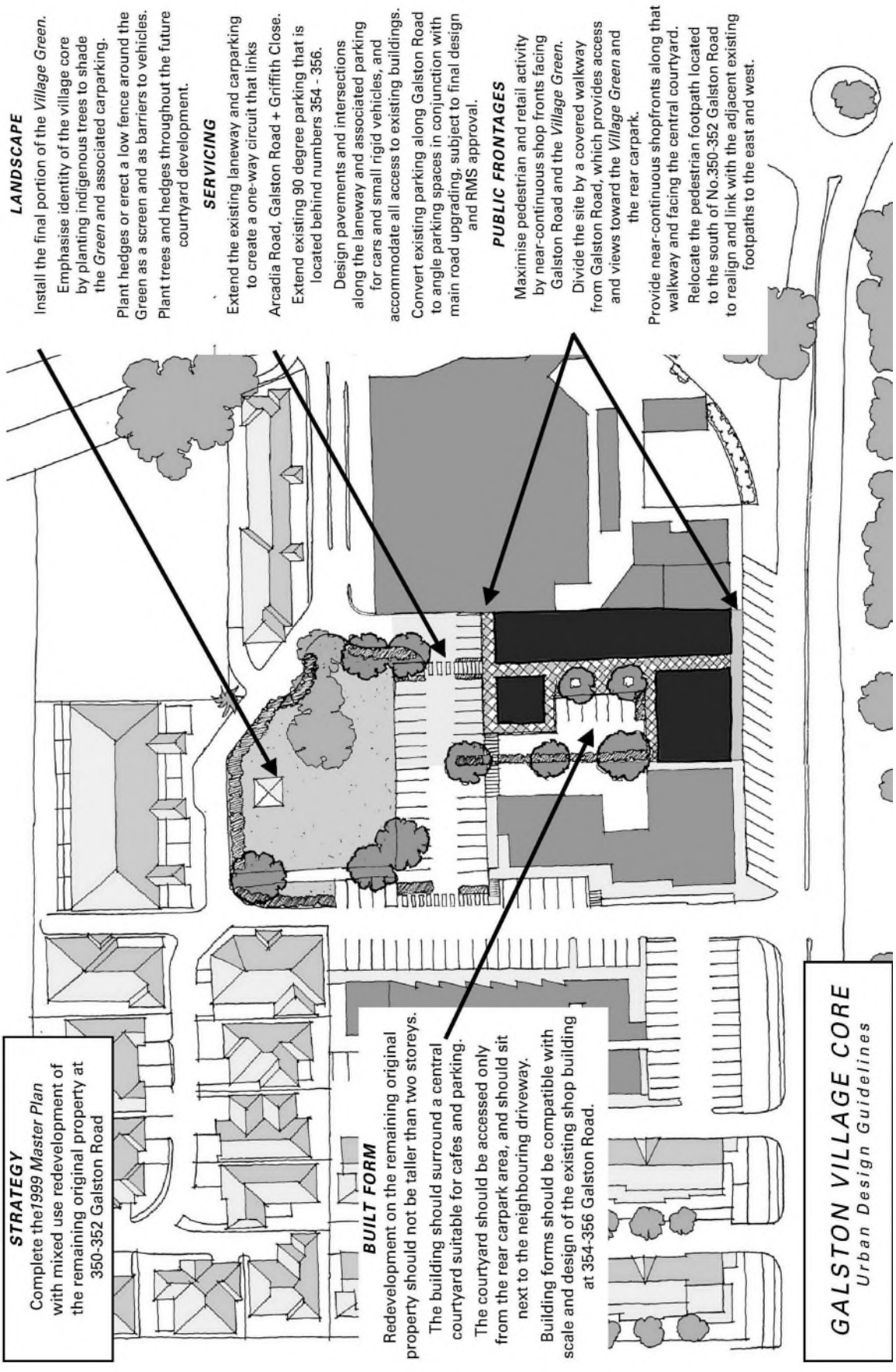
The Masterplan diagrams are indicative only and are not to scale.

The Masterplan may comprise one or more diagrams for a locality. All of the diagrams comprise prescriptive measures.

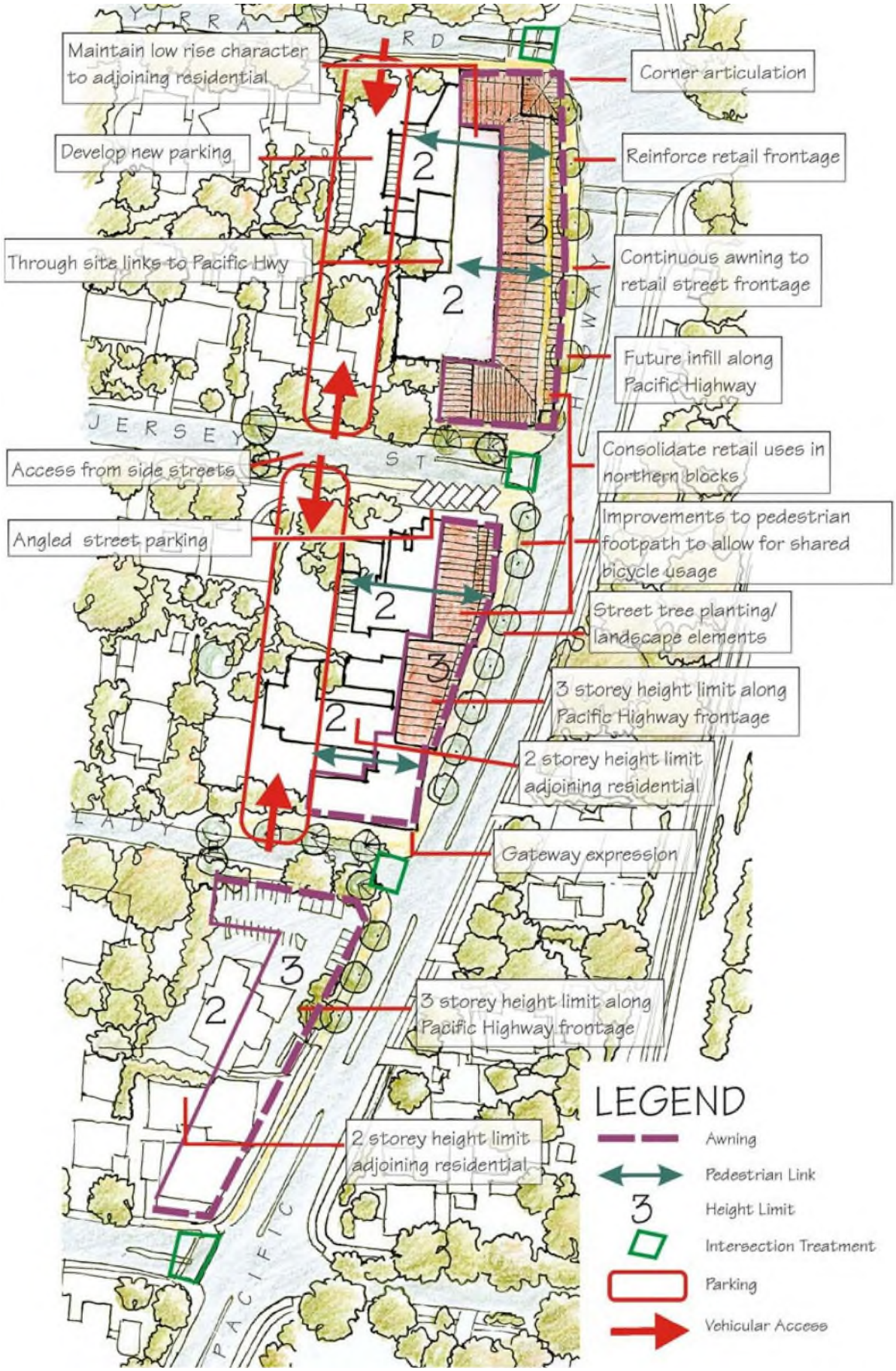
Berowra Town Centre Masterplan



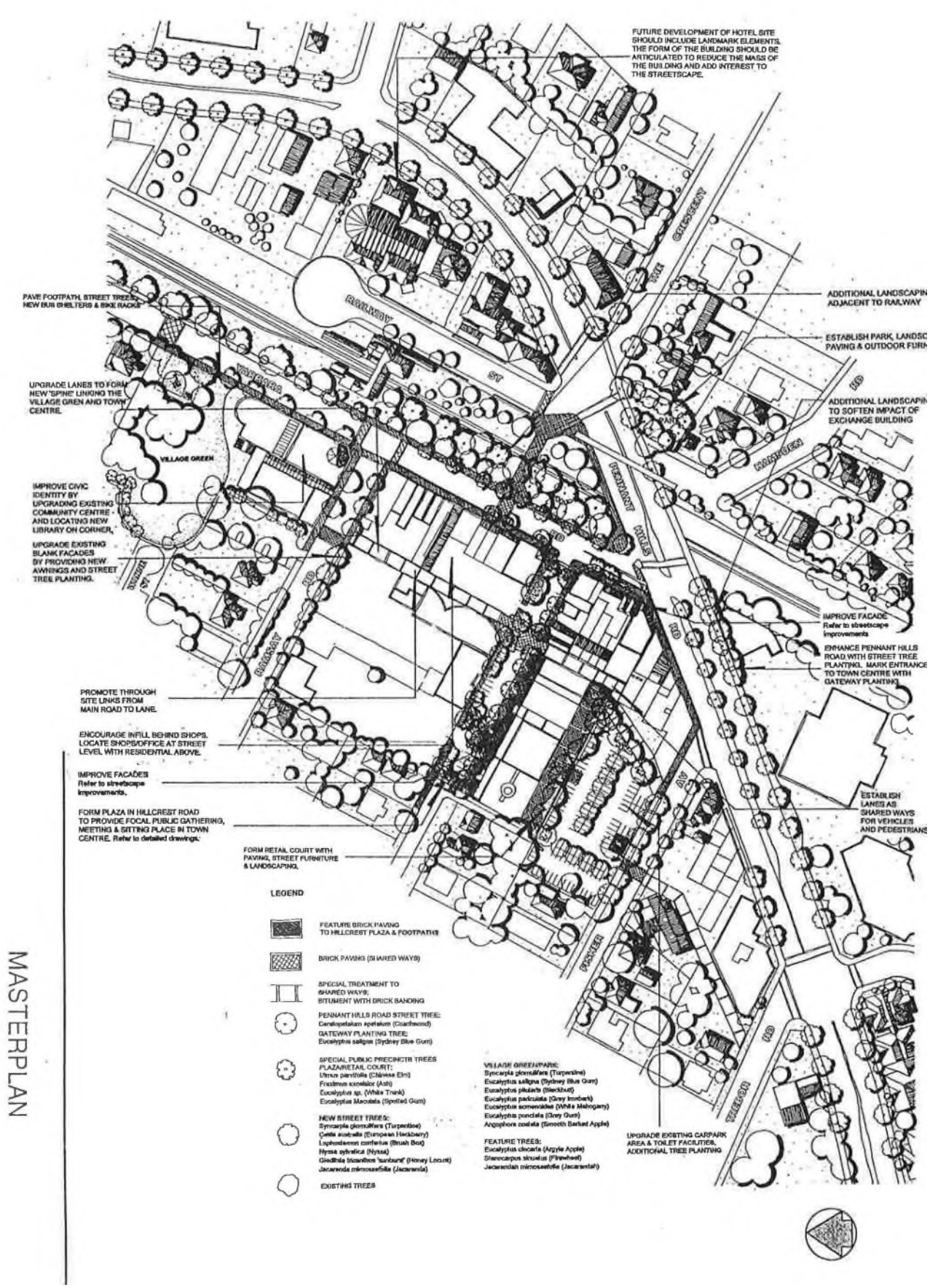
Galston Town Centre Masterplan



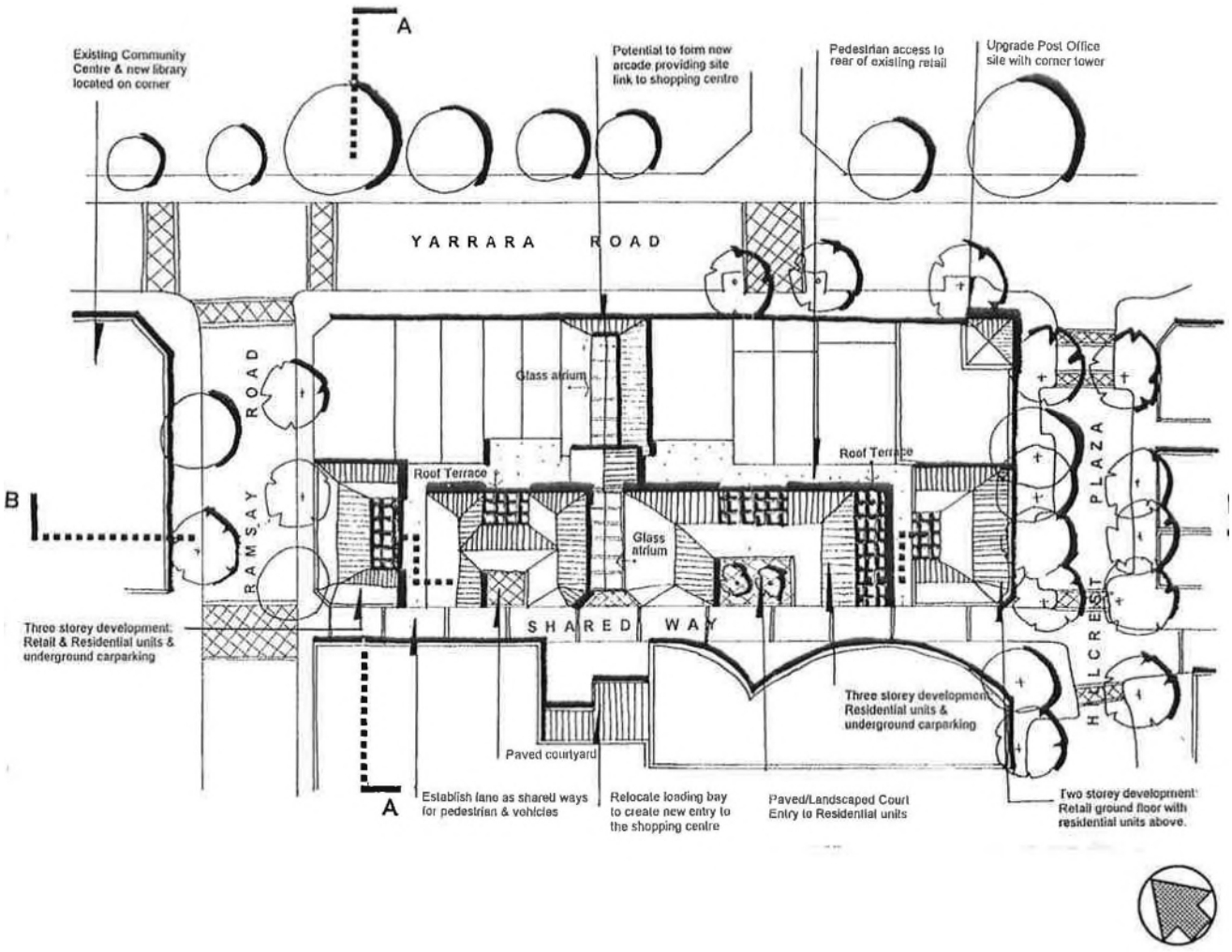
Mount Colah Town Centre Masterplan

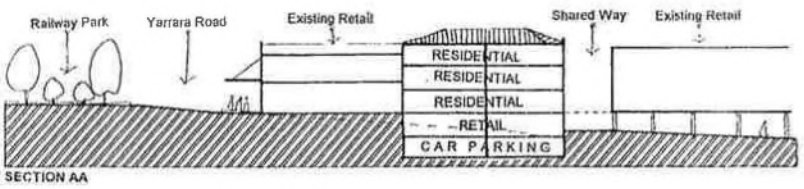


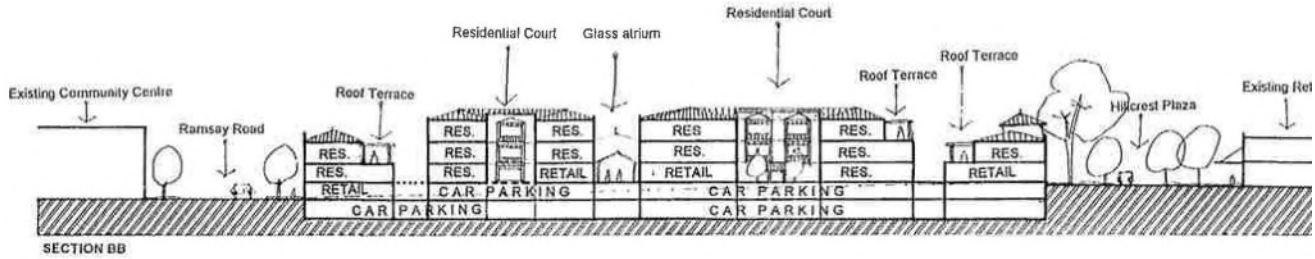
Pennant Hills Town Centre Masterplan



Pennant Hills Town Centre Masterplan - Urban Design Guidelines

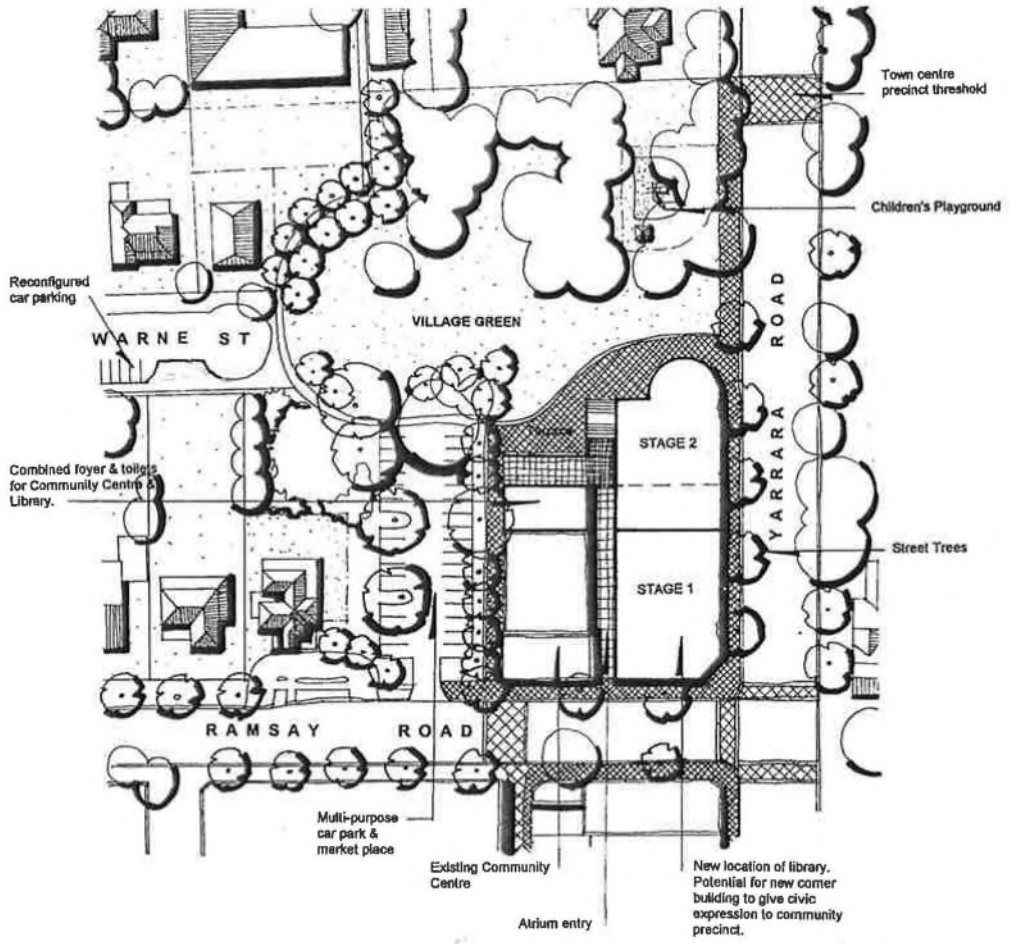




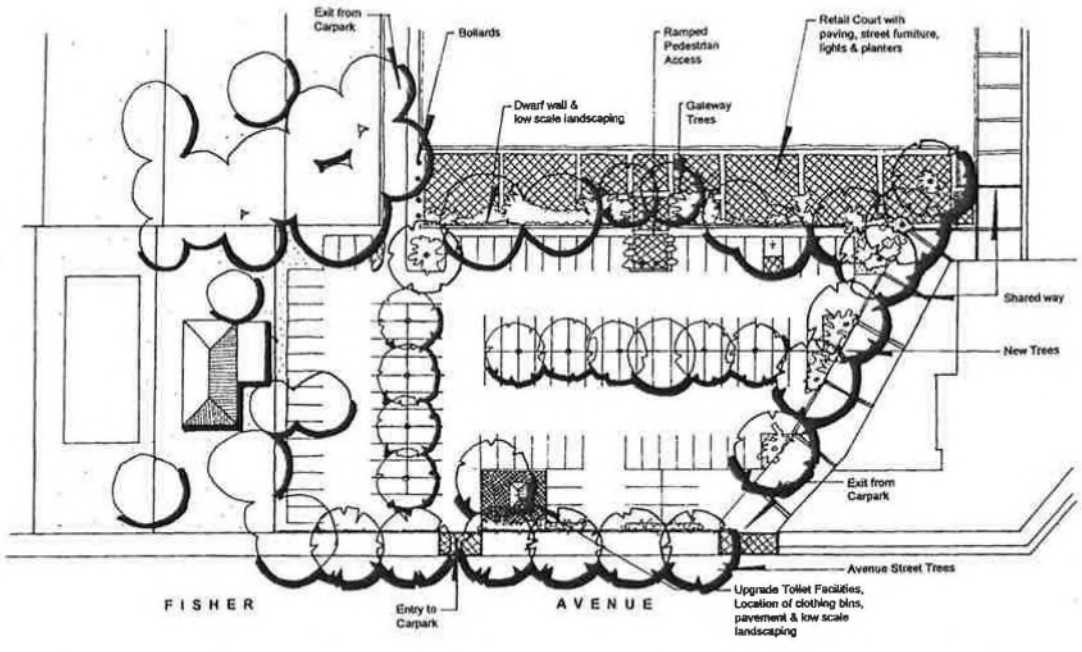


COMMERCIAL/RESIDENTIAL INFILL BEHIND SHOPS

Pennant Hills Town Centre Masterplan - Urban Design Guidelines

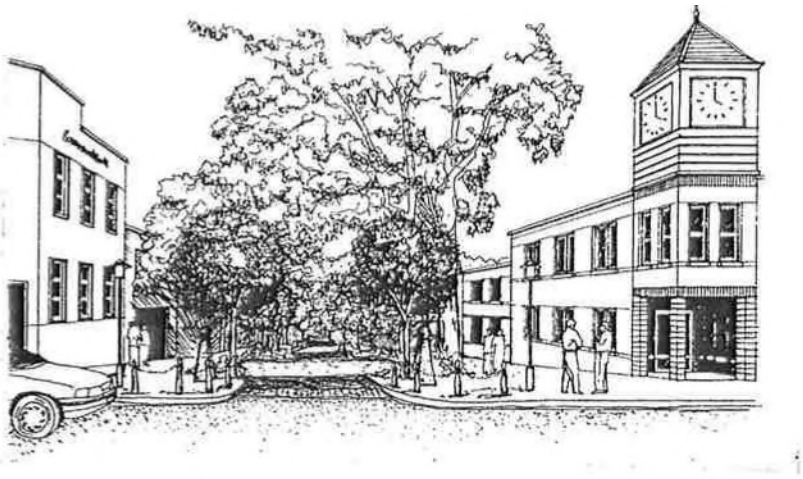


The Village Green/Library

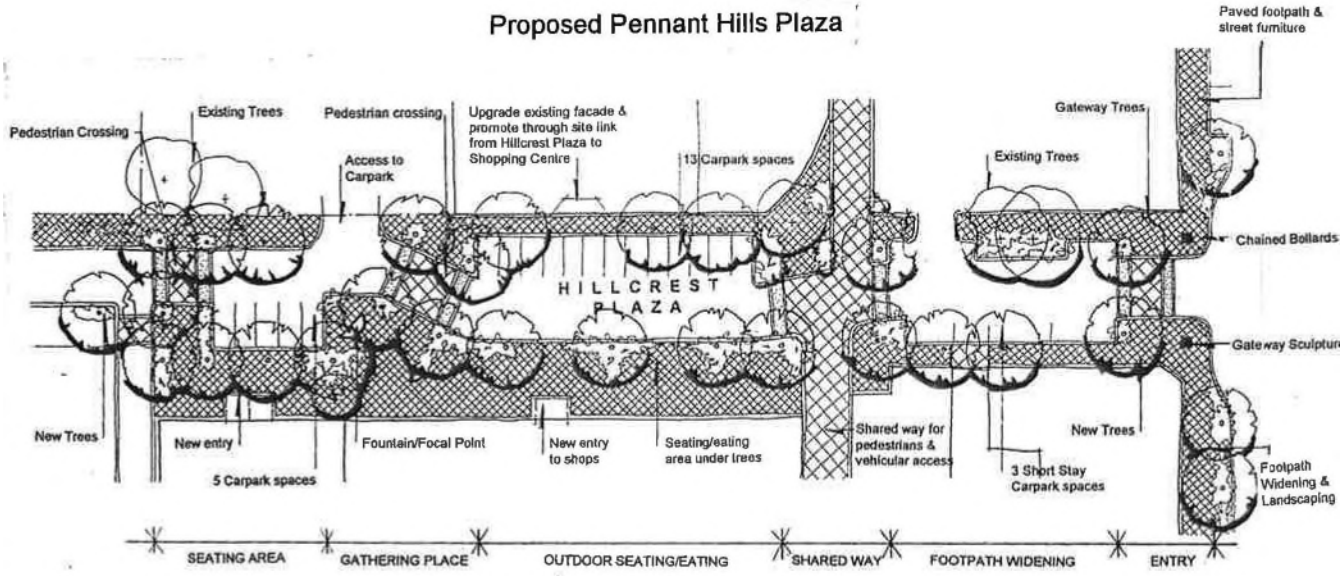


Upgrade of Fisher Avenue carpark & Retail Court

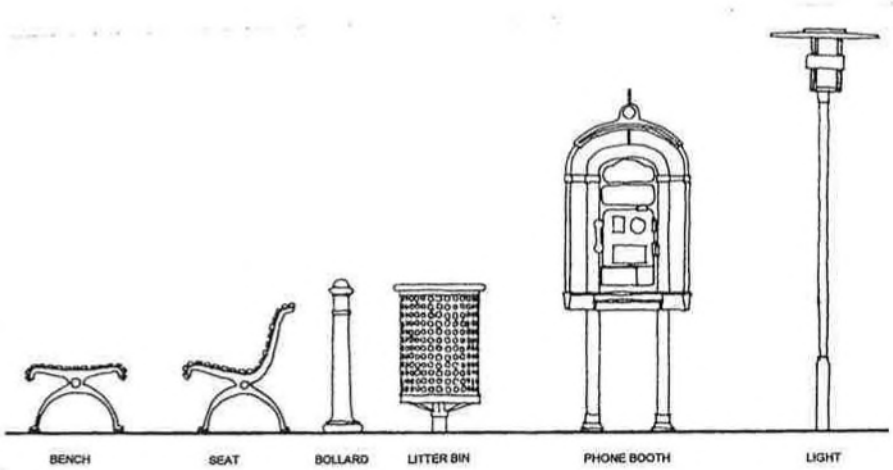
Pennant Hills Town Centre Masterplan - Urban Design Guidelines



Proposed Pennant Hills Plaza

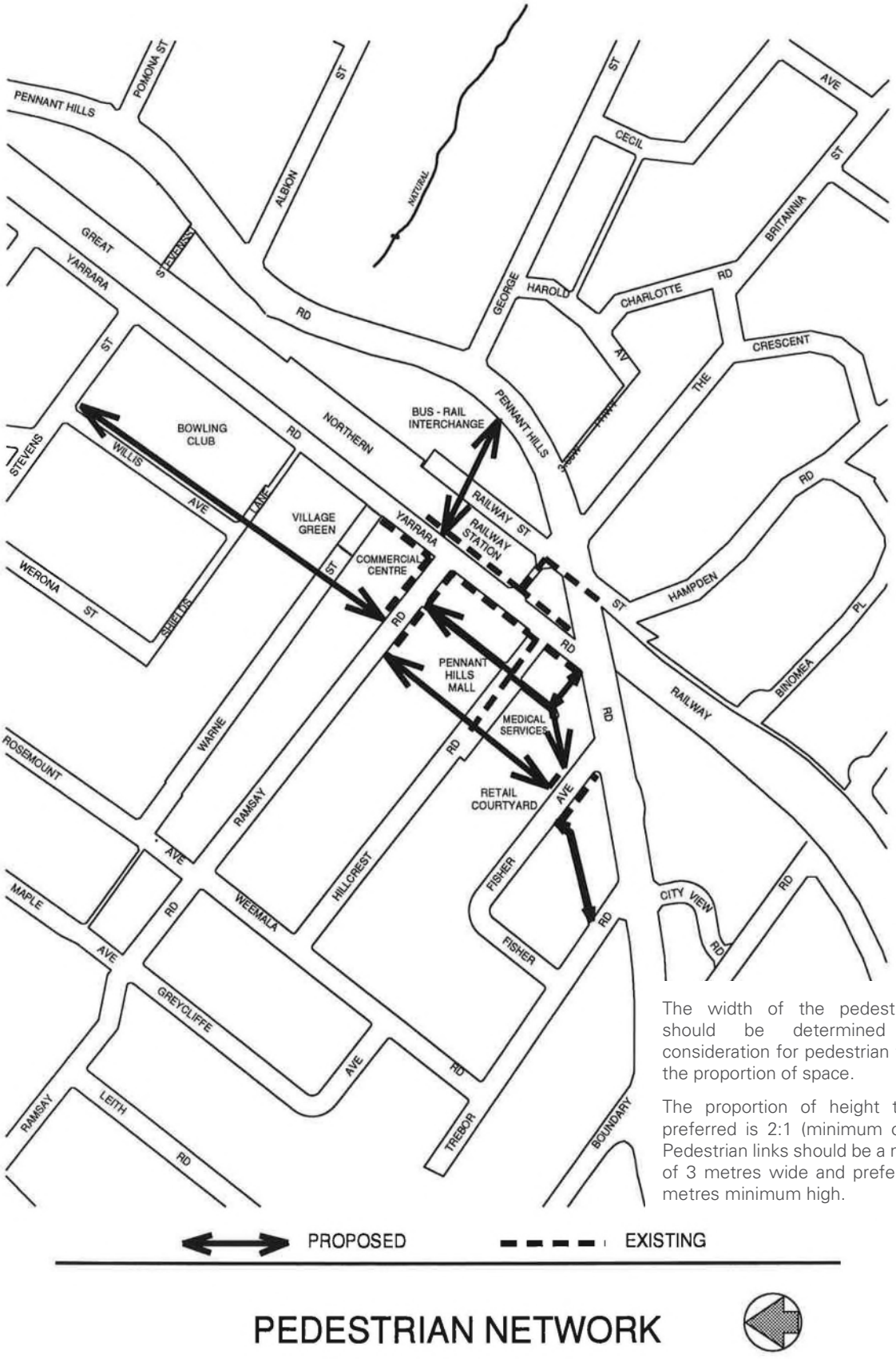


Detail of Pennant Hills Plaza



Street Furniture

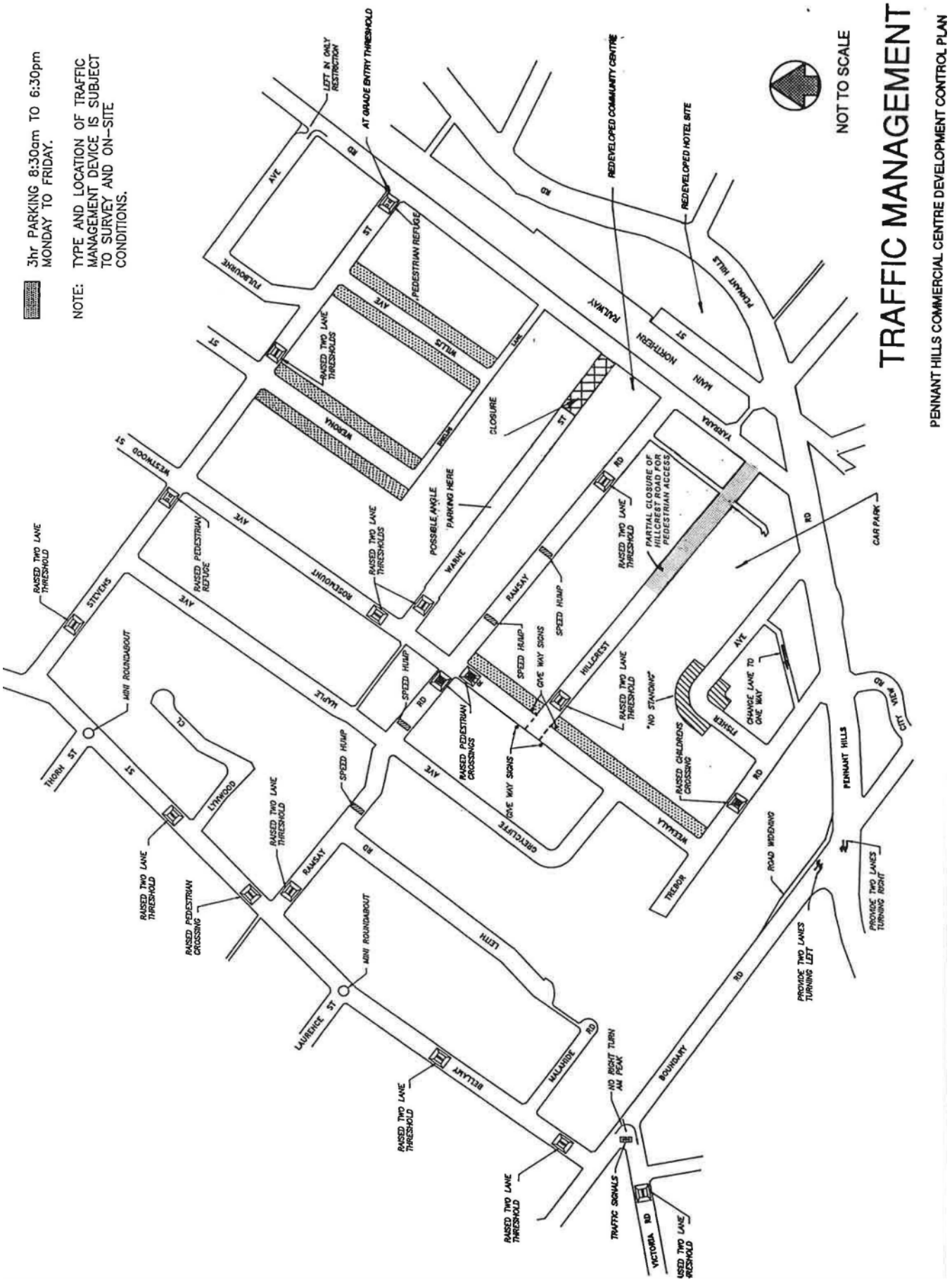
Pennant Hills Town Centre Masterplan - Pedestrian Network



The width of the pedestrian link should be determined having consideration for pedestrian flow and the proportion of space.

The proportion of height to width preferred is 2:1 (minimum of 1.5:1). Pedestrian links should be a minimum of 3 metres wide and preferably 4.5 metres minimum high.

Pennant Hills Town Centre Masterplan - Traffic Management



4.4 Mixed Use Precincts

The following provides controls for the redevelopment of the following precincts, as depicted in the Key Development Principles Diagrams in Section 4.4.14, and illustrated in Figure 4.4-a

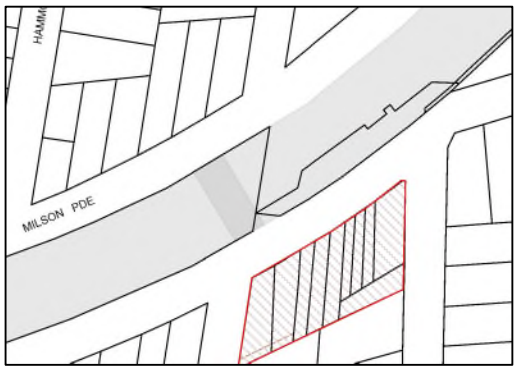
Figure 4.4-a: Mixed Use Precinct Boundaries. (C)

Asquith Commercial Centre Precinct

Bouvardia Street, Asquith Precinct (mixed use portion)

Palmerston Road, Waitara Precinct

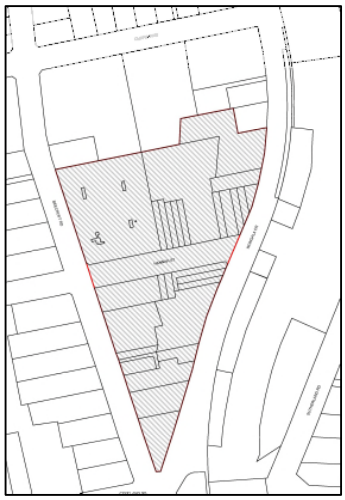
Normanhurst Road, Normanhurst Precinct



Pennant Hills Road, Thornleigh Precinct

Thompsons Corner, West Pennant Hills Precinct

Beecroft Heritage Precinct



4.4.1 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 desired future character statement (5 storeys) for the:

- Bouvardia Street, Asquith Precinct (mixed use portion),
- Palmerston Road, Waitara Precinct,
- Normanhurst Road, Normanhurst Precinct,
- Thompsons Corner, West Pennant Hills Precinct, and
- Beecroft Heritage Precinct.

Desired Future Character Statement (5 Storeys)

The locality is characterised by 5 storey mixed use buildings with at grade car parking for retail customers and underground car parking for employees and residents.

Business uses are located on the lower 2 storeys providing a broad podium for dwellings above to be setback from, creating a pedestrian friendly scale. Visible and active shops and street frontages with continuous awnings enhance streetscape character.

Low level business facades incorporate ribbons of shopfront windows and contrasting panels of light cladding, face brick or painted masonry. Mid-level and upper-storey residential facades incorporate indentations or projections in the alignment of exterior walls, balconies that are indented behind and/or project forward of exterior walls and steel framed balconies and balustrades of steel or glass that contrast the weight of masonry walls, with operable louvres for privacy, shade and glare control.

Figure 4.4-b: Example of Desired Character - 5 storey mixed use development. (E)

b. Development applications should demonstrate compatibility with the following desired future character statement (8-10 storeys) for the:

- Asquith Commercial Centre Precinct, and
- Pennant Hills Road, Thornleigh Precinct.

Desired Future Character Statement (8-10 Storeys)

The locality is characterised by 8-10 storey mixed use buildings with at grade car parking for retail customers and underground car parking for employees and residents.

Business uses are located with zero setbacks on the lower 2 storeys providing a broad podium for dwellings above to be setback from. Visible and active shops and street frontages with continuous awnings enhance streetscape character.

Development incorporating more than 10 dwellings provide communal open space on top of business podiums. Low level business facades incorporate ribbons of shopfront windows and contrasting panels of light cladding, face brick or painted masonry. Mid-level and upper-storey residential facades incorporate indentations or projections in the alignment of exterior walls, balconies that are indented behind and/or project forward of exterior walls and steel framed balconies and balustrades of steel or glass that contrast the weight of masonry walls, with operable louvres for privacy, shade and glare control.

Desired Future Character Statement (Beecroft Heritage Precinct)

The locality is characterised by 5 storey mixed use buildings with at grade car parking for retail customers and underground car parking for employees and residents.

Shops are visible and accessed directly from street frontages to retain the historic relationship of the railway and shopping centre.

Business uses are located on the lower two storeys providing a broad podium for dwellings above to be setback from, creating a pedestrian friendly scale. Visible and active shops and street frontages with continuous awnings enhance streetscape character.

Shopfronts are designed with suspended, traditional steel box section awnings over footpaths to assist maintain the village character and fabric of the commercial area.

Roofs are flat or gently pitched with wide eaves around top storeys

4.4.2 Design Quality

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:

- they designed, or directed the design, of the development,
- that the design principles set out in Schedule 9 of the Housing SEPP are achieved, and
- the design is consistent with the objectives of the Apartment Design Guide.

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 principles set out in Schedule 9 of the Housing SEPP, namely: context and neighbourhood character; built form and scale; density; sustainability; landscape; amenity; safety; housing diversity and social interaction; and aesthetics.
- an explanation of how the design addresses the design criteria of Part 3 and Part 4 of the Apartment Design Guide;
- 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;
- a sample board of the proposed materials and colours of the facade; and
- detailed drawings of proposed facades.

4.4.3 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.

Beecroft Heritage Precinct

b. Buildings located on consolidated development sites that provide for soft landscaping surrounding the building and limit the number of driveway crossings.

Prescriptive Measures

a. The minimum site width should be 30 metres measured at the street frontage.

b. Where a development proposal results in an adjoining site within the precinct with no street frontage or a primary street frontage of less than 30 metres, 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.

Notes:

Refer to Section 1.3.2.12 of the DCP for detailed provisions on Isolated Sites.

Figure 4.4-c: Lot amalgamation should avoid isolating small sites (I)

Proposed development site resulting in an adjoining isolated site | Isolated site with frontage less than 30m wide | Developed Site

Figure 4.4-d: Lot amalgamation (Beecroft Heritage Precinct) should avoid isolating small sites (I)

Proposed development site resulting in an adjoining isolated site | Isolated site with frontage less than 30m wide | Developed Site

4.4.4 Scale

Desired Outcome

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

b. Mixed use commercial and residential multi-unit housing development not exceeding 5 or 10 storeys in height.

Prescriptive Measures

Height

a. Sites with the following maximum building height under Clause 4.3 of the HLEP should comply with the maximum number of storeys in Table 4.4.4-a.

Table 4.4.4-a: Translation of Height to Storeys

HLEP Area	Maximum Building Height (m)	Mixed Use Building Maximum Storeys (excluding basement carparking)
O2	16.5m	5 storeys
U	32.5m	10 storeys

b. Basement car parking that protrudes more than 1 metre above existing ground level is counted as a storey.

c. Commercial uses, including shops and offices, should be confined to the lower 2 storeys, providing a broad "podium" for dwellings from level 3.

d. Dwellings may be located on level 2 within the podium and may incorporate a component at ground level facing a side street or lane provided that they would not interrupt the desired continuity of commercial activity.

e. A transition in building height should be provided at sensitive interface areas adjacent to heritage items.

Beecroft Heritage Precinct Roofs

a. Roofs should be flat or gently pitched no steeper than 15 degrees with wide eaves around top storeys.

b. 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.

c. To protect the amenity of future residents the finished floor level of ground floor apartments should be at or above the natural ground level.

d. Top most storeys, including those with mezzanine levels, should be visually recessive with a setback from the storeys below and lightweight in design.

e. Ceiling heights should be consistent with the Apartment Design Guide for habitable and non-habitable rooms.

Floor Space Ratio

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

Table 4.4.4-b: Summary of HLEP FSR Provisions

HLEP Area	Maximum Floor Space Ratio
D	0.5:1 (+ FSR variations for Area 5)
N	1:1 (+ FSR variations for Area 5)

g. On identified sites, 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 ratio variation are provided in Clause 4.4 of the HLEP.

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.

Basement means the space of a building where the floor level of that space is predominantly below ground level (existing) and where the floor level of the storey immediately above is less than 1 metre above ground level (existing).

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.

Development involving or adjoining heritage items should have regard to Part 9 Heritage of this DCP. Sensitive interface areas are indicated on the Key Development Principles diagrams.

Storey controls are based on a typical commercial floor to floor height of 4 metres, a typical residential floor to floor height of 3 metres and some roof projections.

4.4.5 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

a. The minimum setbacks of all buildings and structures are prescribed in Table 4.4.5-a for the:

- Bouvardia Street, Asquith Precinct, and
- Normanhurst Road, Normanhurst Precinct.

Table 4.4.5-a: Minimum Boundary Setbacks – Bouvardia Street and Normanhurst Road Precincts

2 STOREY PODIUM

Setback	Minimum Building Setbacks
Primary and Secondary Front Boundary	0m
Rear Boundary (Bouvardia St, Asquith only	Retain existing ground level car parking
Rear Boundary (except Bouvardia St, Asquith)	16m - 22m to provide a rear laneway accommodating 90° parking, 1 or 2 way traffic movements, the turning circle for a medium rigid delivery vehicle, a 2m wide footpath and a 2m wide deep soil verge

3rd STOREY AND ABOVE *(TOWER ELEMENT)*

Setback	Minimum Building Setbacks
Primary and Secondary Road boundary	3m from commercial podium facade
Rear Boundary	0m from commercial podium facade
Top-Storey Setback	3m additional setback for exterior walls of the top-most two storeys, measured from the walls of the lowest storey above the podium

b. The minimum setbacks of all buildings and structures are prescribed in Table 4.4.5-b for the:

- Palmerston Road, Waitara Precinct, and
- Thompsons Corner, West Pennant Hills Precinct.

Table 4.4.5-b: Minimum Boundary Setbacks – Palmerston Road and Thompsons Corner Precincts

2 STOREY PODIUM

Setback	Minimum Building Setbacks
Primary and Secondary Front Boundary	0m
Rear Boundary (Thompsons Corner only)	0m
'New street' as indicated on Key Development Principles diagram	18m - 24m to provide for the new street accommodating 90° parking, 1 or 2 way traffic movements, the turning circle for a medium rigid delivery vehicle, a 3.5m wide footpath and a 2m wide deep soil verge

3rd STOREY AND ABOVE (TOWER ELEMENT)

Setback	Minimum Building Setbacks
Primary and Secondary Road boundary	3m from commercial podium facade
Rear Boundary	0m from commercial podium facade
Top-Storey Setback	3m additional setback for exterior walls of the top-most two storeys, measured from the walls of the lowest storey above the podium

c. The minimum setbacks of all buildings and structures are prescribed in Table 4.4.5-c for the:

- Asquith Commercial Centre Precinct, and
- Pennant Hills Road, Thornleigh Precinct

Table 4.4.5-c: Minimum Boundary Setbacks – Asquith Commercial Centre and Pennant Hills Road Precincts

2 STOREY PODIUM

Setback	Minimum Building Setbacks
All streets, laneways and side or rear boundaries	0m

3rd STOREY AND ABOVE (TOWER ELEMENT)

Setback	Minimum Building Setbacks
All streets or laneways	6m from commercial podium facade
Facing side (including balconies) or rear boundaries shared with another property	Should comply with the Apartment Design Guide
Top-Storey Setback	3m additional setback for exterior walls of the top-most two storeys, measured from the walls of the lowest storey above the podium

d. The minimum setbacks of all buildings and structures in Table 4.4.5-d for the Beecroft Heritage Precinct.

Table 4.4.5-d: Minimum Boundary Setbacks – Beecroft Heritage Precinct

2 STOREY PODIUM

Setback	Minimum Building Setbacks
All streets, laneways and side or rear boundaries	0m

3rd STOREY AND ABOVE (TOWER ELEMENT)

Setback	Minimum Building Setbacks
Primary and secondary streets	3m from business podium facade
Rear streets, laneways or pedestrian alleyways	0m
Side (including balconies) or rear boundaries that are shared with neighbouring properties	6m
Fifth Storey Setback	3m should be provided between exterior walls of the lowest storey above the podium and exterior walls of the fifth storey.
Fifth storey setback where mezzanine proposed	6m additional setback for exterior walls of the fifth storey, measured from the walls of the lowest storey

e. Where a property adjoins a boundary with a residential land use, greater setbacks may apply to the upper storeys in accordance with the separation controls in Section 4.4.6 Building Form and Separation.

Setback Encroachments

f. 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,
- Pergolas for private or communal open spaces which are situated upon a podium,
- Sunshades and screens, and
- Blade columns which support roofs or sunshades.

Setbacks to Heritage Items

g. A transition in setbacks should be provided at sensitive interface areas adjacent to heritage items.

Beecroft Heritage Precinct

h. Variations to the setback controls may be considered where the variation assists the protection of heritage qualities.

i. New shops/commercial buildings should be designed to be seen and accessed directly from their street frontages by complying with the setback controls within this DCP.

j. Shopfronts should be designed with suspended, traditional steel box-section awnings over footpaths to assist maintain the village character and fabric of the commercial area.

Notes:

Development involving or adjoining heritage items should have regard to Part 9 Heritage of this DCP. Sensitive interface areas are indicated on the Key Development Principles Diagrams.

4.4.6 Building Form and Separation

Desired Outcome

a. Visible and active shops and street frontages with dwellings above that are limited in width and depth, incorporating articulated facades.

b. Development of a scale and bulk that achieves a pedestrian friendly environment and enhances the streetscape character.

Prescriptive Measures

Floorplates

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

b. Residential floorplates should have a maximum dimension of 25 metres, measured perpendicular to the primary retail frontage and between opposing exterior walls at any point. Balconies and terraces may project beyond this maximum.

Separation

c. Building separation should comply with Part 2F Building Separation of the Apartment Design Guide.

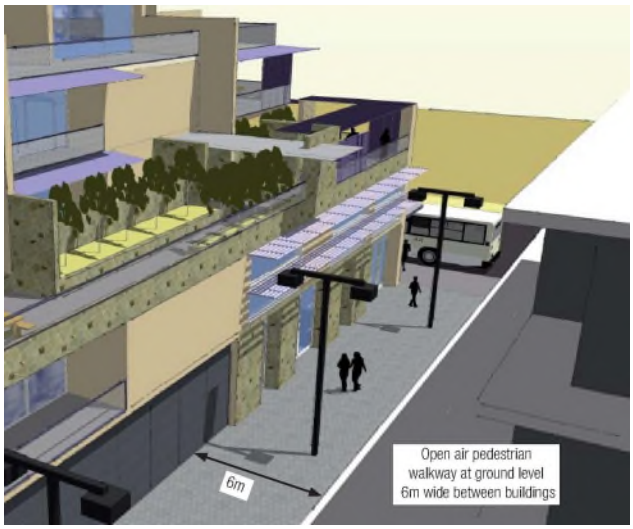
d. For properties with a boundary interface with a lower density zone, an additional 3 metre building separation should be provided.

e. Where Key Development Principles Diagrams require separate buildings on the same site, buildings should be separated by open air pedestrian walkways that are at least 6 metres wide at street level.

Notes:

For the purposes of the separation controls in Table 4.4.5-d (Beecroft Heritage Precinct only) the first residential storey above a commercial podium is counted as the first storey for the purposes of the separation controls within the table.

Figure 4.4-e: Pedestrian walkways between buildings at street level (E)



Articulation

f. At street level, shop and office windows and building entrances should occupy 90 percent of the primary frontage, 30 percent of facades facing side streets or alleyways and 10 percent of rear facades.

g. Continuous awnings should be provided along principal active street frontages.

h. Articulation of residential facades should be achieved by dividing facades into vertical "panels" generally no wider than 8 metres and by visually separating the adjoining panels by steps of at least 1 metre such as:

- Indentations or projections in the alignment of exterior walls, and/or
- Balconies that are indented behind and/or project forward of exterior walls, and/or
- Eaves, pergolas and awnings that project forward of exterior walls.

Note: To achieve the above elements, the following are encouraged (excluding Beecroft Heritage Precinct):

- Panels of curtain wall windows, bay windows or large sliding doors that contrast with solid walls, and/or
- Steel-framed balconies and balustrades of steel or glass that contrast the 'weight' of masonry walls, and/or
- Fins, blades or sunscreens that project from, or stand forward of, exterior walls.

Articulation *(excluding Beecroft Heritage Precinct)*

i. Articulation of podium facades should be achieved by simple contrasts in materials and finishes such as:

- Ribbons of shop-front windows, and
- Contrasting panels of light cladding, face brick or painted masonry.

j. Facades should incorporate corner treatments such as wrap-around balconies, flat roof forms with eaves and other elements to cast shadows and break up the built form.

k. Facade elements should not be repetitive.

l. Facades should be expressed as 2 or 3 distinct levels and be divided by vertical steps as follows:

- Facing primary and secondary streets, at least 2 steps should be provided between the podium facade and upper residential storeys along 50 percent of any facade, and
- Facing rear streets, laneways or pedestrian alleyways, at least 25 percent of any facade should be stepped to avoid a sheer vertical rise that is taller than 3 storeys (i.e.: up to 75 percent may have a sheer vertical rise of 4 storeys).

Note:

To achieve the above elements, the following are encouraged:

- The street level should comprise extensively glazed shopfronts, and
- Roofs and eaves should contribute to a distinctive silhouette for each building, and
- The top-storey should incorporate a high proportion of large windows, and
- The lower storeys should include awnings and balconies that cast shadows across walls.

To achieve the above elements, the following are not encouraged:

- Extensive panels of blank masonry, and continuous rows of identical balconies or windows (other than street level shop-fronts), and
- Parapets that accentuate wall heights, and
- High masonry sills where vertical rows of windows are proposed on levels 2 to 4.

Beecroft Heritage Precinct

m. Podium facades should consist of brick, shopfront windows and building entrances.

n. Exterior walls on residential levels should be substantially face brick in medium to darker tones, although a proportion of walls may include painted brickwork and render.

o. Balconies should be framed behind the face of exterior walls or between masonry blade walls and should have balustrades of brickwork, painted masonry or steel strapping.

p. Facing primary and secondary streets, at least two steps should be provided between the podium facade and upper residential storeys along 50% of any facade.

q. Facing rear streets, laneways or pedestrian alleyways, at least 25% of any facade should be stepped to avoid a sheer vertical rise that is taller than three storeys (ie: up to 75% may have a sheer vertical rise of four storeys).

r. Facades should be expressed as two or three distinct planes.

s. Top storeys should be visually-recessive: exterior walls should employ lightweight cladding and extensive glazing

Note:

To achieve desired articulation in the Beecroft Heritage Precinct the following is encouraged:

- Detailing of brickwork by string or header courses or by structural elements such as exposed slab edges and blade walls;
- Panels of curtain wall windows should be applied only to top storeys or ground floor shopfronts;
- Bay windows; and/or
- Windows should display vertical proportions and, except for top storeys, should be arranged as regular patterns of openings that are "cut" through brick walls.

Figure 4.4-f: Articulation of facades (E)

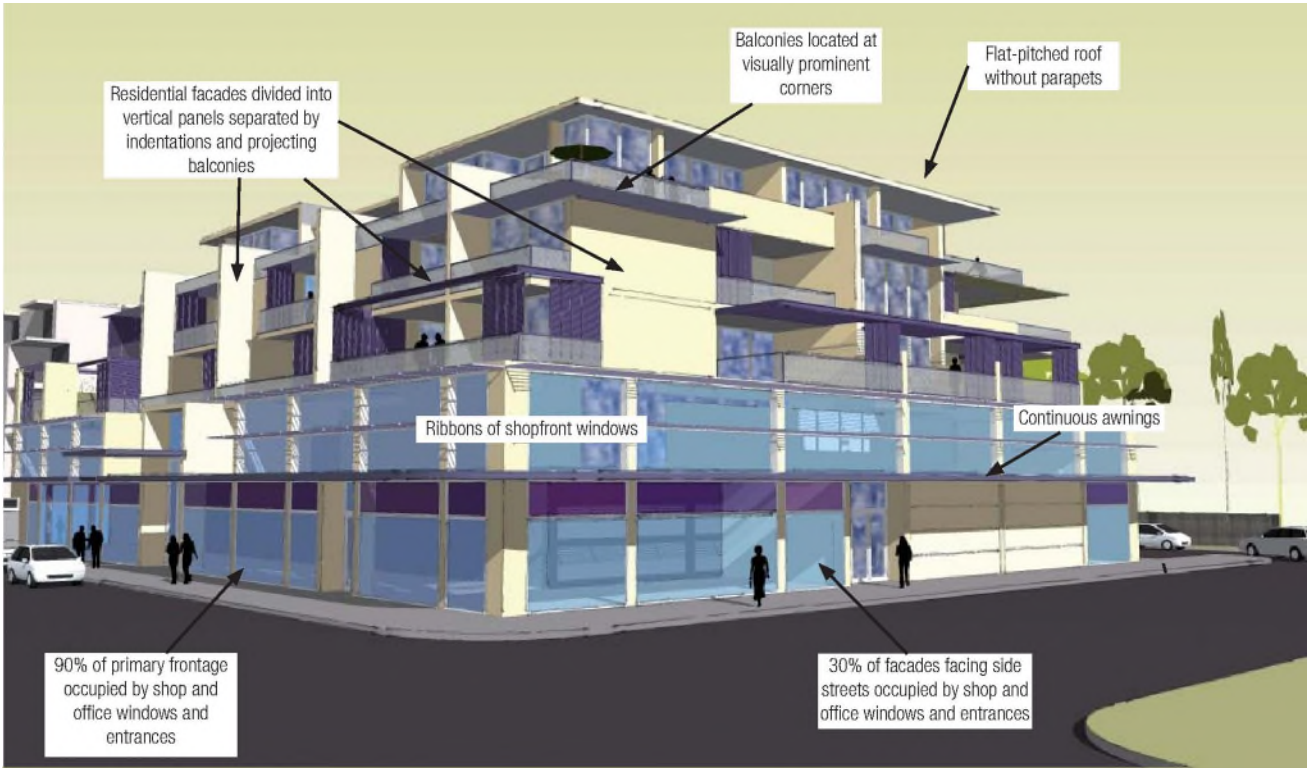
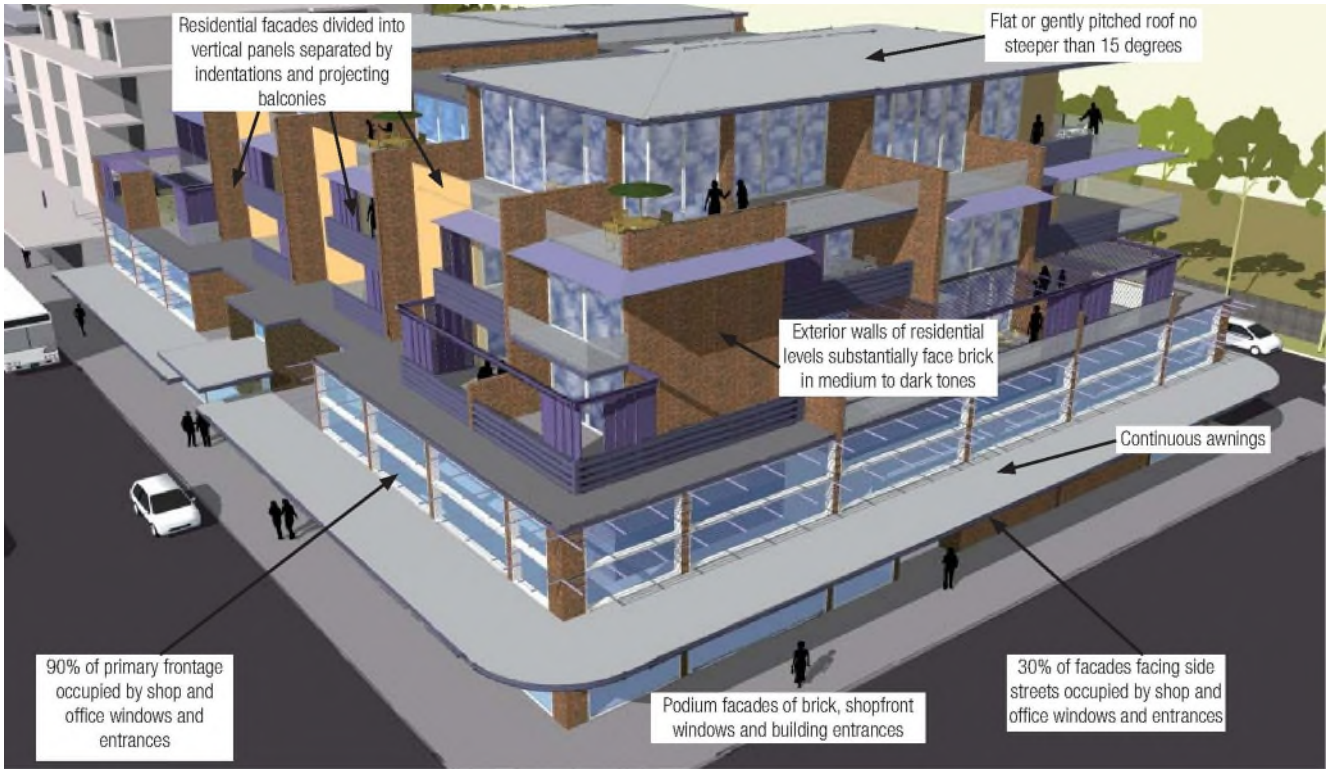


Figure 4.4-g: Articulation of facades for Beecroft Heritage Precinct (I)



4.4.7 Open Spaces

Desired Outcome

a. Development that incorporates passive and active recreation areas with privacy and access to sunlight.

Prescriptive Measures

Private OpenSpace

a. Every dwelling should be provided with a principal private open space in accordance with Table 4.4.7-a.

Table 4.4.7-a: Minimum Private Open Space

Dwelling Type	Minimum Principal Private Open Space Area	Minimum Width
Studio	4m^2	1m
1 Bed Unit	8m^2	2m
2 Bed Unit	10m^2	2m
3+ Bed Unit	12m^2	2.4m
Ground and podium level	15m^2	3m

b. 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.

c. Enclosure of private open space areas as 'wintergardens' should be avoided. Wintergardens may be considered where the elevation of a building fronts a rail corridor.

Clothes Drying Area

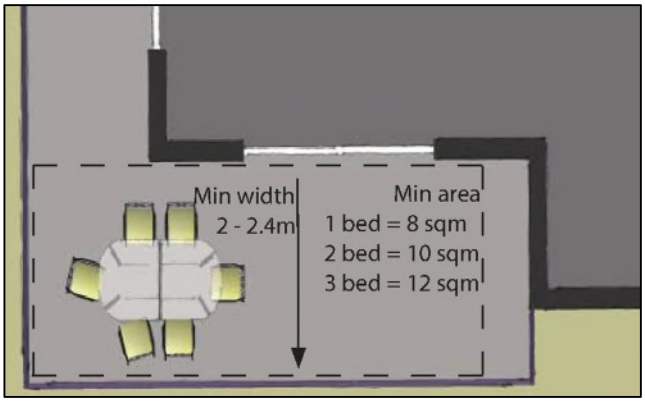
d. Each dwelling should have an external air clothes drying area that is separate from the principal private open space area. This facility is to be screened from public places and communal areas.

Communal Open Space

e. A principal communal open space area should be provided for 8-10 storey developments with more than 10 dwellings as follows:

- be located on a podium,
- have a minimum area of 50m^2,
- have a minimum dimension of 6 metres,
- be landscaped for active and/or passive recreation and encourage social interaction between residents,
- achieve a minimum 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter),
- be located to provide direct sight lines and convenient access from the building lobby, and
- be sited and designed to protect the amenity of adjacent dwellings.

Figure 4.4-h: Private open space in a residential flat.(I)



4.4.8 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. 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.

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

Beecroft Heritage Precinct

f. Open space areas should not be provided on the roof.

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.

Figure 4.4-i: Private open space in a residential flat (I)

4.4.9 Sunlight and Ventilation

Desired Outcome

a. Development designed to provide reasonable solar access to living areas and open space areas.

b. Development designed to provide natural cross ventilation.

Prescriptive Measures

a. On 22 June, public open space areas, plaza areas and footpaths 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. Principal communal open space should receive a minimum 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter).

d. Every habitable room should have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room.

e. A window should be visible from any point in a habitable room.

Natural Cross Ventilation

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

Note:

The Sustainable Buildings SEPP requires a BASIX certificate for new dwellings to facilitate energy efficient housing.

4.4.10 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. Development 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 10% of proposed dwellings should be Adaptable Housing, designed to meet the needs of residents as they age.
- At least 20% of proposed dwellings should be Universal Design Housing in accordance with the Liveable Housing Guidelines silver level design features.
- Adaptable Housing and Universal Design Housing is to be equitably distributed through all types and sizes of dwellings.

Notes:

See Section 1.3.2.2 of the DCP for more details on Universal Housing and Adaptable Housing.

4.4.11 Landscaping

Desired Outcome

a. Development that contributes to attractive streetscapes by providing shade along pedestrian frontages and screen planting along boundaries and street frontages.

b. Development that preserves significant trees that add to the environmental character of the commercial centre.

Beecroft Heritage Precinct

c. Development which incorporates and retains visually prominent trees or endangered bushland remnants located near front and rear boundaries and enhances neighbourhood canopy and habitat with corridors of locally indigenous trees.

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 with a minimum 2-metre-wide deep soil verge along the common boundary.

c. 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, using a consistent range of species for each precinct or centre,
- Species should have elevated canopies and should achieve mature heights of at least 10 metres to 12 metres, 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.

d. Above ground parking areas should be landscaped in accordance with the following:

- Trees should be planted as dual-avenues along laneways, new streets and forecourts, and
- A consistent range of species should be used for each village, with elevated canopies that would achieve mature heights of 10 metres to 12 metres.

Shop Top Housing

e. Residential levels should be landscaped with native or exotic species in planter boxes watered by recycled grey water or stormwater to provide screening.

f. Where communal open space is required, these spaces should include lawn areas surrounded by hedges of shrubs.

Retention of Landscape Features

g. Buildings, driveways, and service trenches should have a minimum setback that complies with AS 4970 from trees that have been assessed as significant or which are visually prominent streetscape elements.

Fencing

h. Fencing is discouraged in the primary and secondary front boundary setbacks.

i. Allotments adjoining residential lands should be fenced with appropriate residential style fencing.

j. 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.

Beecroft Heritage Precinct

k. The setting of Beecroft Heritage Precinct should be maintained through the retention of significant landscaping and major trees.

Notes:

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

The applicant is encouraged to incorporate plant species indigenous to Hornsby Shire as part of the development. Refer to Council's website www.hornsby.nsw.gov.au.

4.4.12 Vehicle Access and Parking

Desired Outcome

a. Development that provides sufficient and convenient parking for residents and visitors with vehicular access that is simple, safe and direct.

Prescriptive Measures

Vehicular Access

a. Access to garages and storage areas should be confined to side and rear facades, with access from main roads avoided.

b. Vehicle access should be consistent with the servicing strategy depicted in the Key Development Principles diagram.

Parking

c. Resident and visitor parking should be provided within basements.

d. Street level parking for shoppers should be provided in convenient proximity to primary retail frontages.

e. Any undercroft car parking should be screened and should not be located in a facade that faces a primary or secondary street frontage.

f. Parking for service and delivery vehicles should be integrated with the design of driveways and surrounding landscaped verges and should not visually dominate any street frontage.

g. All ramps are to be designed as two-way ramps in accordance with AS 2890.1 and AS 2890.2.

h. All ramps are to be designed in accordance with the exits and entry widths of AS 2890.1 and AS 2890.2.

Beecroft Heritage Precinct

i. Parking for residents should be provided in basements. Where off-street parking for shoppers is proposed, it should not dominate the street frontage.

Ancillary Fixtures and Facilities

j. Separate dedicated and secure storage areas for each dwelling should be provided in basement car parks suitable to accommodate larger items such as sporting equipment.

Note:

Refer to Part 1 General of the DCP for car parking and bicycle parking rates and ancillary general design requirements.

Main roads

Development adjoining roads that are subject to Section 2.119 of the Transport and Infrastructure SEPP require separate approval from Transport for NSW (TfNSW) for access to State and Regional Roads as classified by TfNSW. A list of classified and unclassified main roads for Hornsby Shire is provided in Annexure C.

4.4.13 Public Domain and Traffic Management Works

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

Public Domain

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. Pedestrian linkages shown on the Key Development Principles Diagrams and Town Centre Linkage diagrams (see Annexure B) should be provided and reinforced as safe, accessible and vibrant pedestrian areas.

d. Mixed use development within centres should enhance the role of the public domain as a meeting and gathering place and should encourage active use of the public domain through active street frontages.

e. Where required, ground level walkways between mixed use buildings should be open air, attractive pedestrian thoroughfares which encourage activity.

f. Balconies should not be located on or overhang the road reservation.

g. For mixed use development incorporating shopfront awnings, the awnings should be continuous and should be setback from the edge of the kerb in accordance with Council or Transport for NSW requirements.

Beecroft Heritage Precinct

h. All active street frontages in mixed use developments should have fully paved verges.

Outdoor Dining

i. 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.

Traffic Management Works

j. Traffic management works should be undertaken in accordance with the traffic improvements identified in the Key Development Principles Diagrams and Figure 4.4-j Traffic Management Improvement Plan.

k. Council or the relevant authority will undertake the necessary traffic management improvements located on public land and roads. Development should be designed to accommodate and complement the proposed traffic improvements or offer alternative traffic management solutions.

l. Development proposing alternative traffic management solutions should be accompanied by a comprehensive traffic assessment.

Note:

This DCP will inform Council's Civic Works Program and Street Tree Planting Program.

The Hornsby Public Domain Guidelines are available at www.hornsby.nsw.gov.au.

4.4.14 Key Development Principles

Desired Outcome

a. Orderly development that is consistent with the principles in the relevant Key Development Principles Diagrams.

Prescriptive Measures

a. Key Development Principles Diagrams apply to the following localities:

- Asquith Commercial Centre Precinct,
- Bouvardia Street, Asquith Precinct (mixed use portion),
- Palmerston Road, Waitara Precinct,
- Normanhurst Road, Normanhurst Precinct,
- Pennant Hills Road, Thornleigh Precinct,
- Thompsons Corner, West Pennant Hills Precinct, and
- Beecroft Heritage Precinct.

b. Development should be designed to embody the principles of the relevant precinct Key Development Principles Diagram.

c. Pedestrian thoroughfares should be provided in accordance with the principles diagrams and/or Town Centre Linkage diagrams (see Annexure B).

d. All active street frontages in mixed use developments should have fully paved verges.

e. Development in the vicinity of heritage items shown in the precinct diagrams should have regard to the Heritage provisions in Part 9 of this DCP.

f. Development adjoining railway lines and arterial roads should incorporate appropriate measures to reduce the impact of road/rail noise vibration and disturbance.

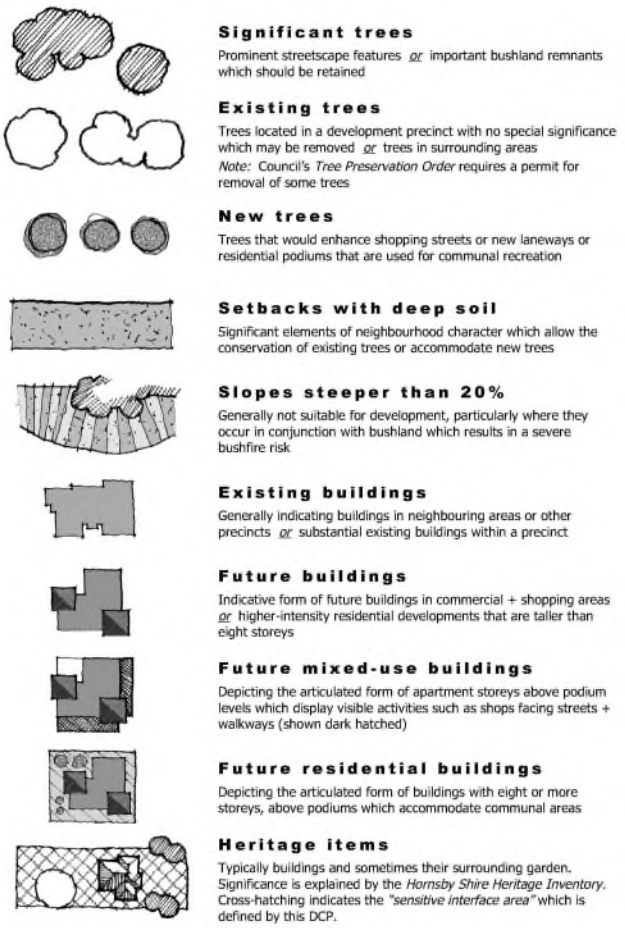
g. Development in the Beecroft Heritage Precinct should be stepped to follow contours as demonstrated in the relevant cross-section.

Note:

The Key Development Principles Diagrams are indicative only and are not to scale. Relevant setback, building form and separation controls are provided in Sections 4.4.5 and 4.4.6 of this DCP.

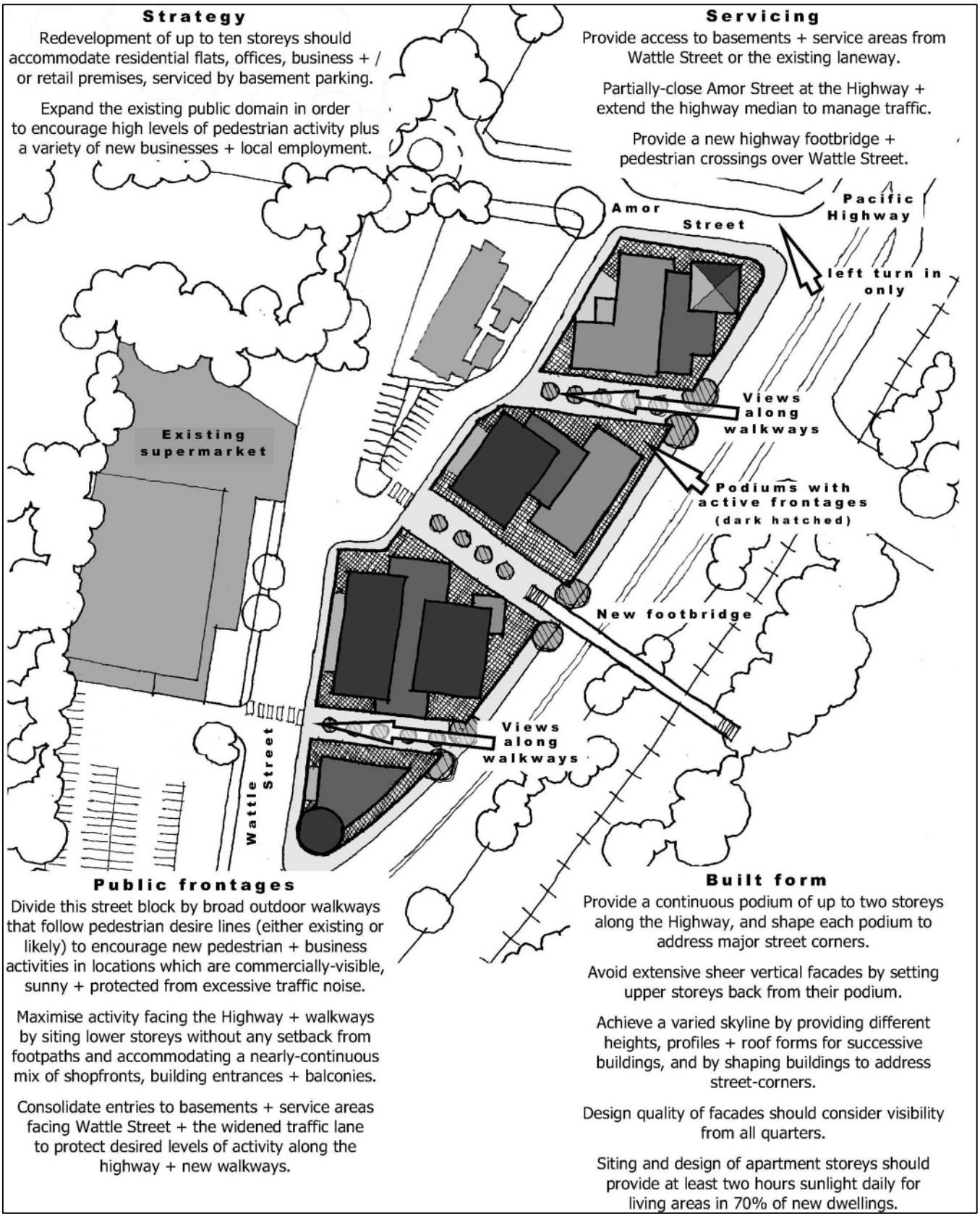
Legend

The following symbols appear in the Key Development Principles Diagrams:



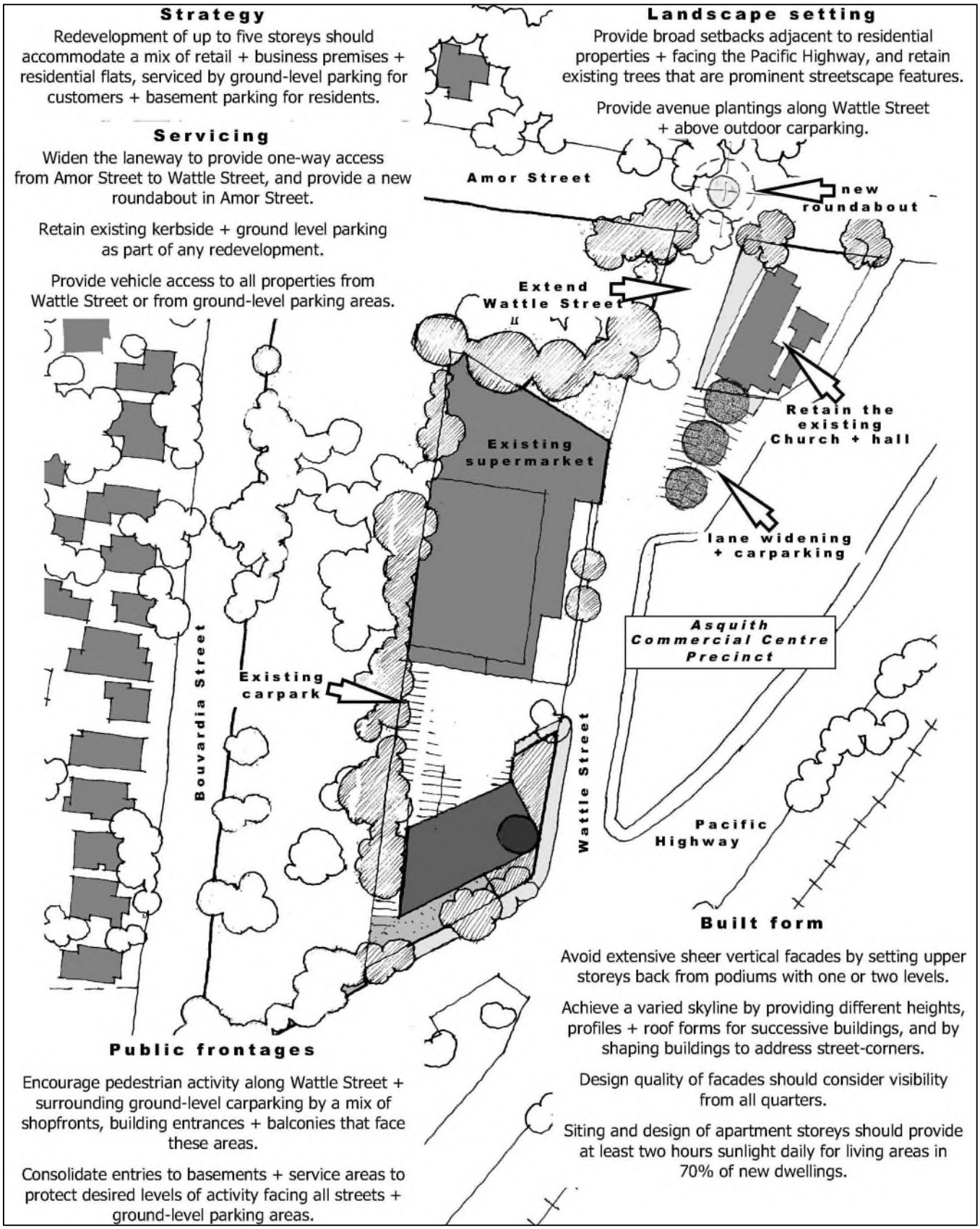
Asquith Commercial Centre Precinct

Key Development Principles Diagram



Bouvardia Street, Asquith Precinct

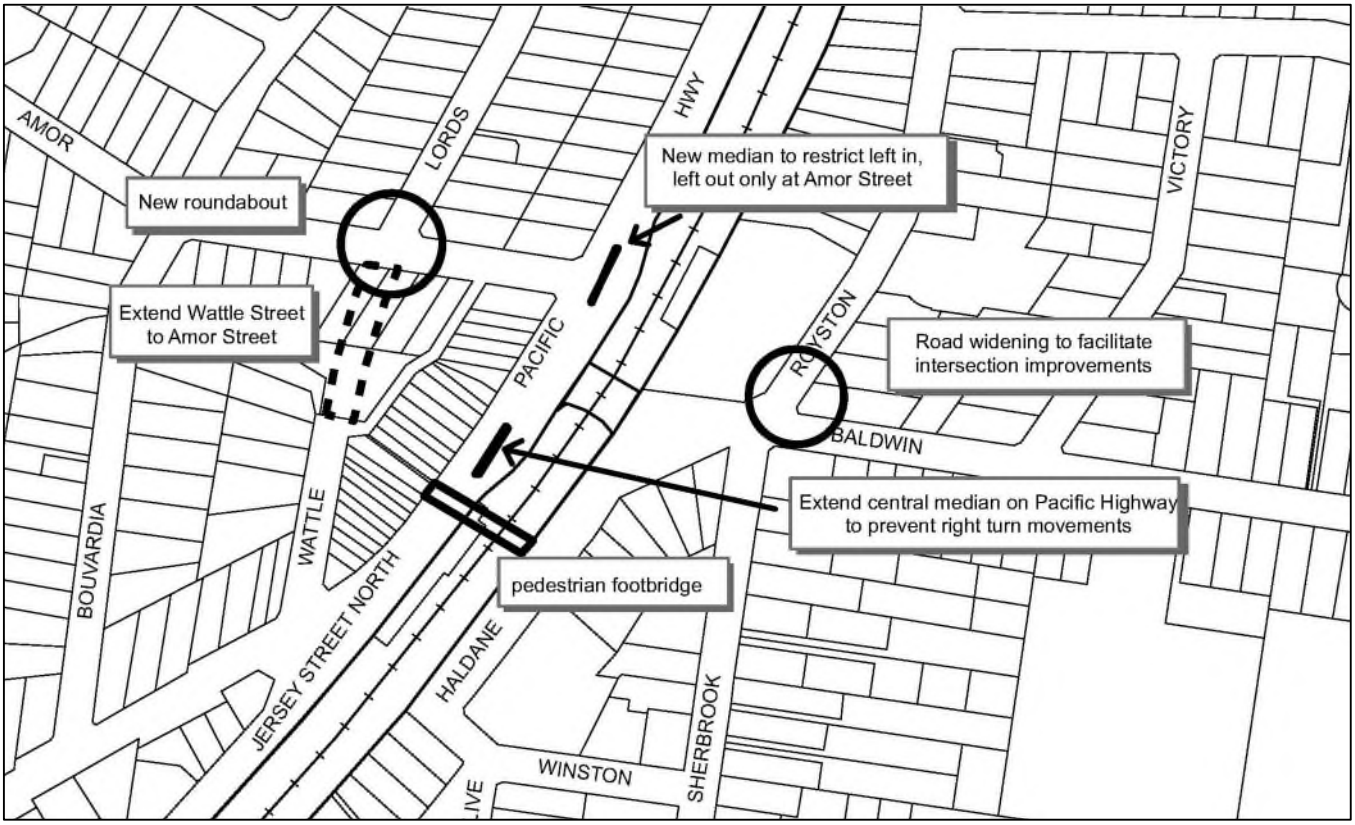
Key Development Principles Diagram



Traffic Management Plan Improvement Plan, Asquith Precincts

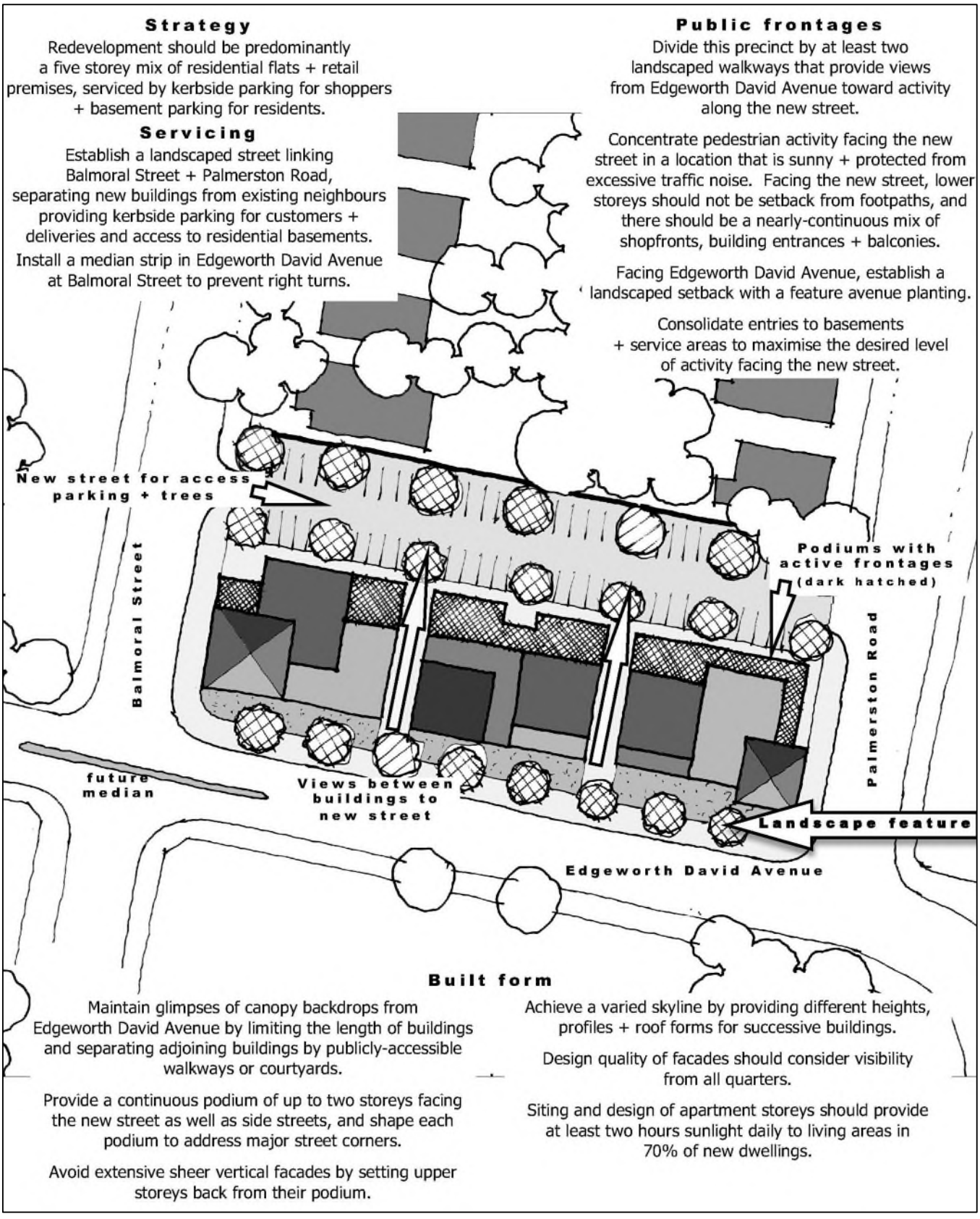
Key Development Principles Diagram

Figure 4.4-j: Traffic Management Improvement Plan - Asquith (C)



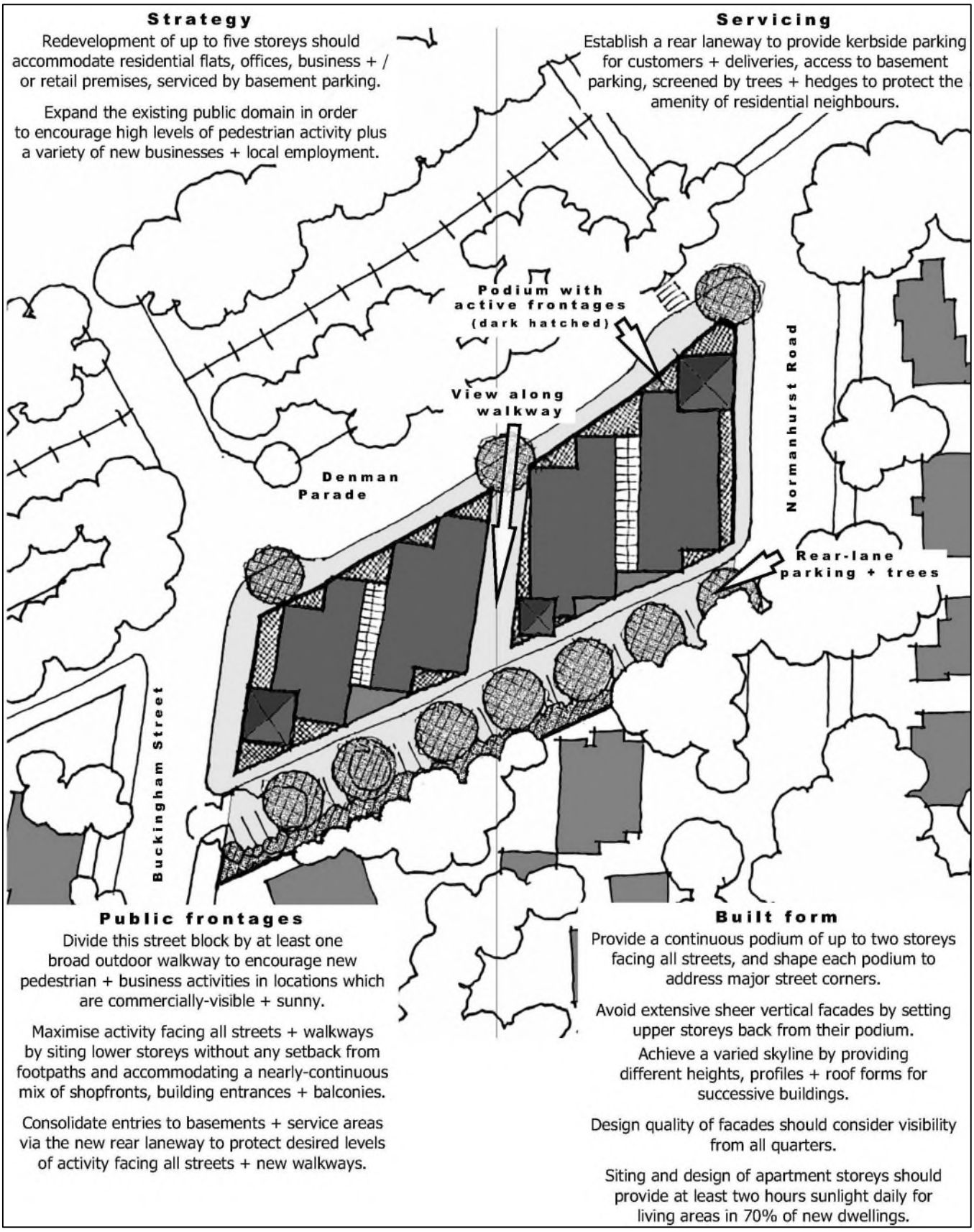
Palmerston Road, Waitara Precinct

Key Development Principles Diagram



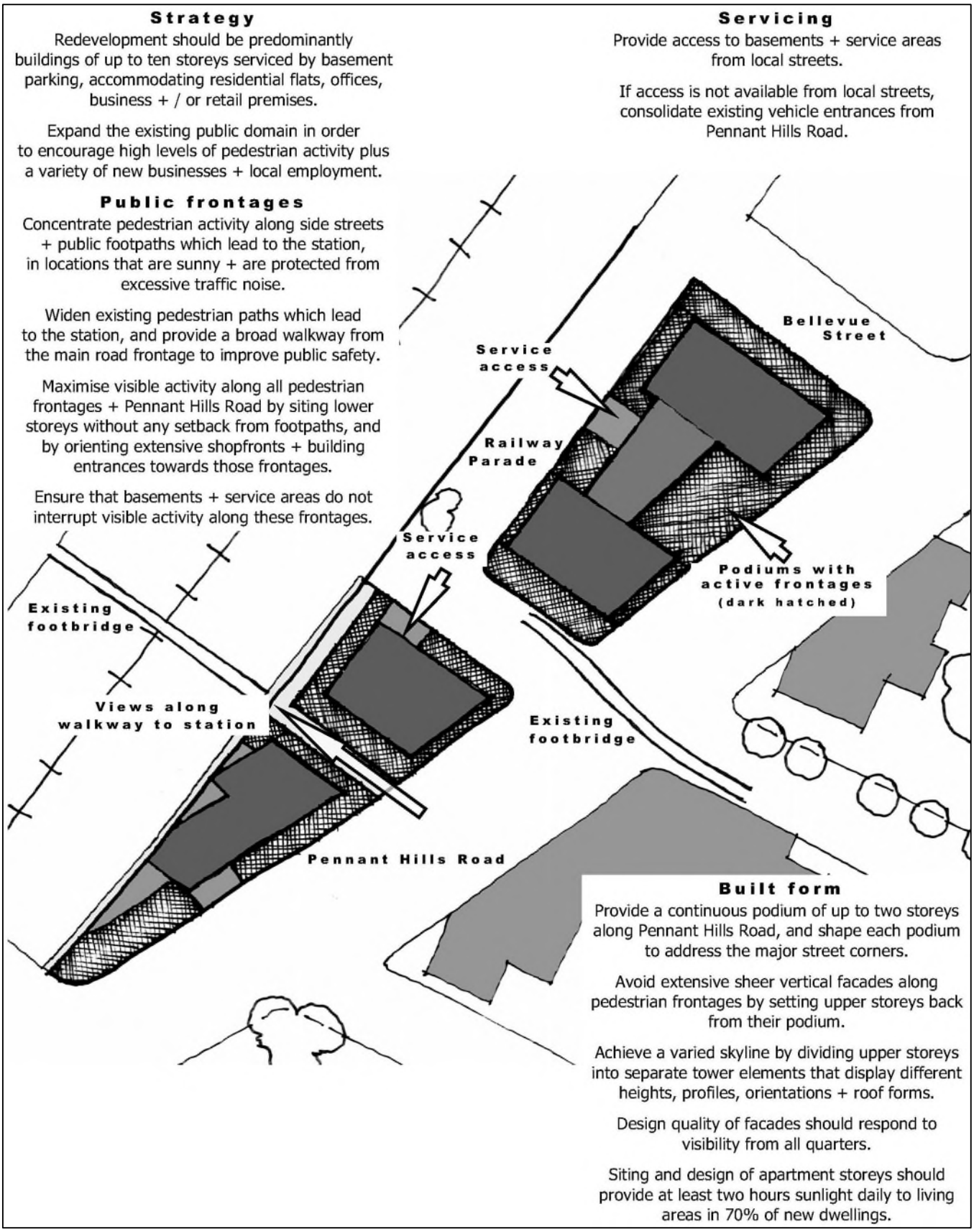
Normanhurst Road, Normanhurst Precinct

Key Development Principles Diagram



Pennant Hills Road, Thornleigh Precinct

Key Development Principles Diagram



Thompsons Corner, West Pennant Hills Precinct

Key Development Principles Diagram

Strategy

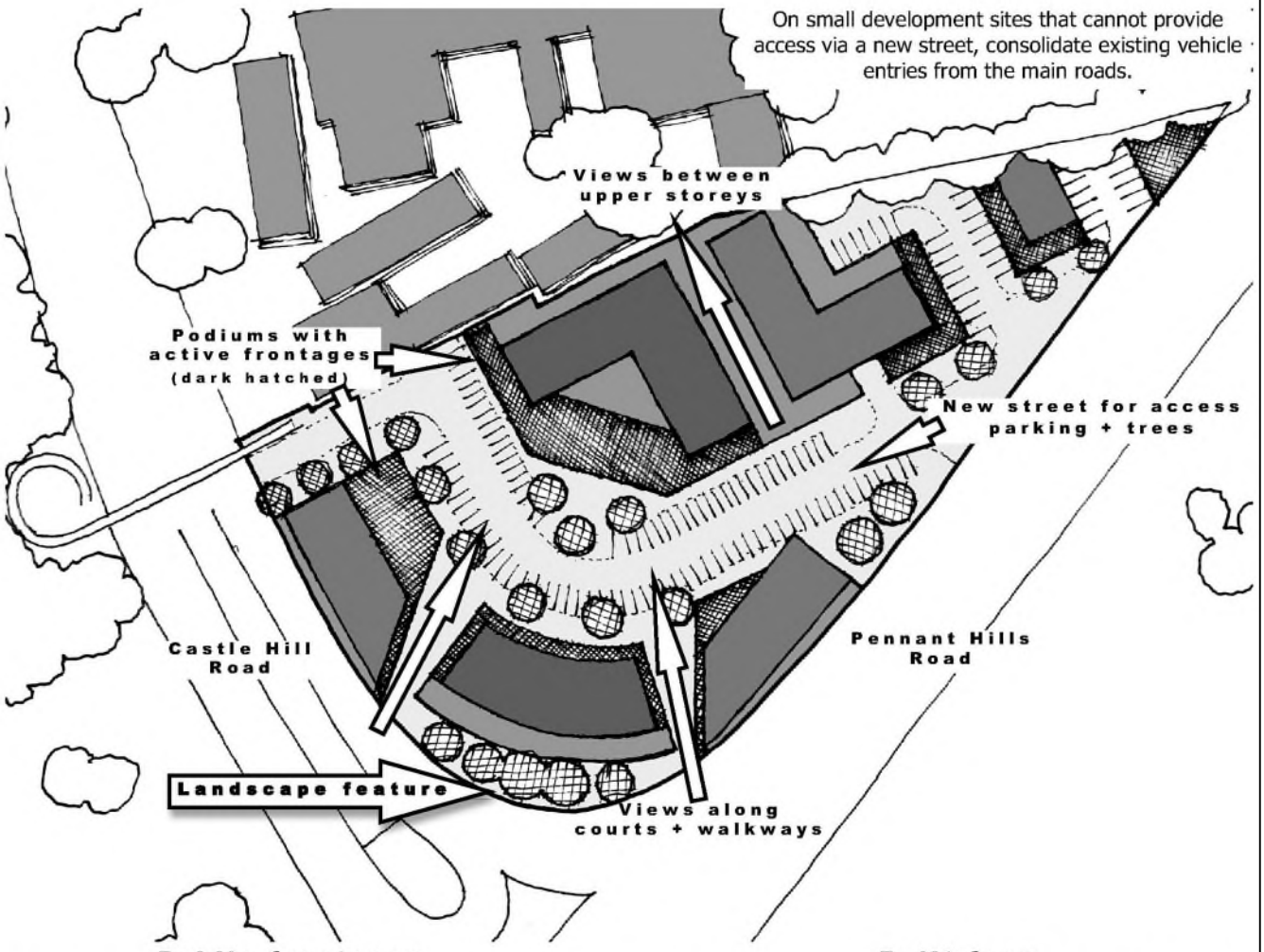
Create a landmark redevelopment that incorporates features of a traditional mainstreet shopping environment + apartments, in buildings up to five storeys which are serviced by a new street + parking structures for shoppers + residents.

Servicing

Establish a landscaped street that provides two way access between Pennant Hills + Castle Hill Roads, with kerbside parking for shoppers + deliveries, and access to parking structures.

Access to the new street should be located as far as possible from the main road intersection.

On small development sites that cannot provide access via a new street, consolidate existing vehicle entries from the main roads.



Public frontages

Divide this Precinct into several "sites" that accommodate commercially-viable floorplates as well as retail exposure.

Separate buildings on each "site" by landscaped courts or outdoor walkway that provide views of mainstreet actvitiy from the main roads.

Maximise activity facing the new street + walkways by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts, building entrances + balconies.

Consolidate entries to basements + service areas via the new street to protect desired levels of activity facing all streets + courtyards.

Built form

Provide a continuous podium of up to two storeys facing all streets, and shape each podium to address major street corners.

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

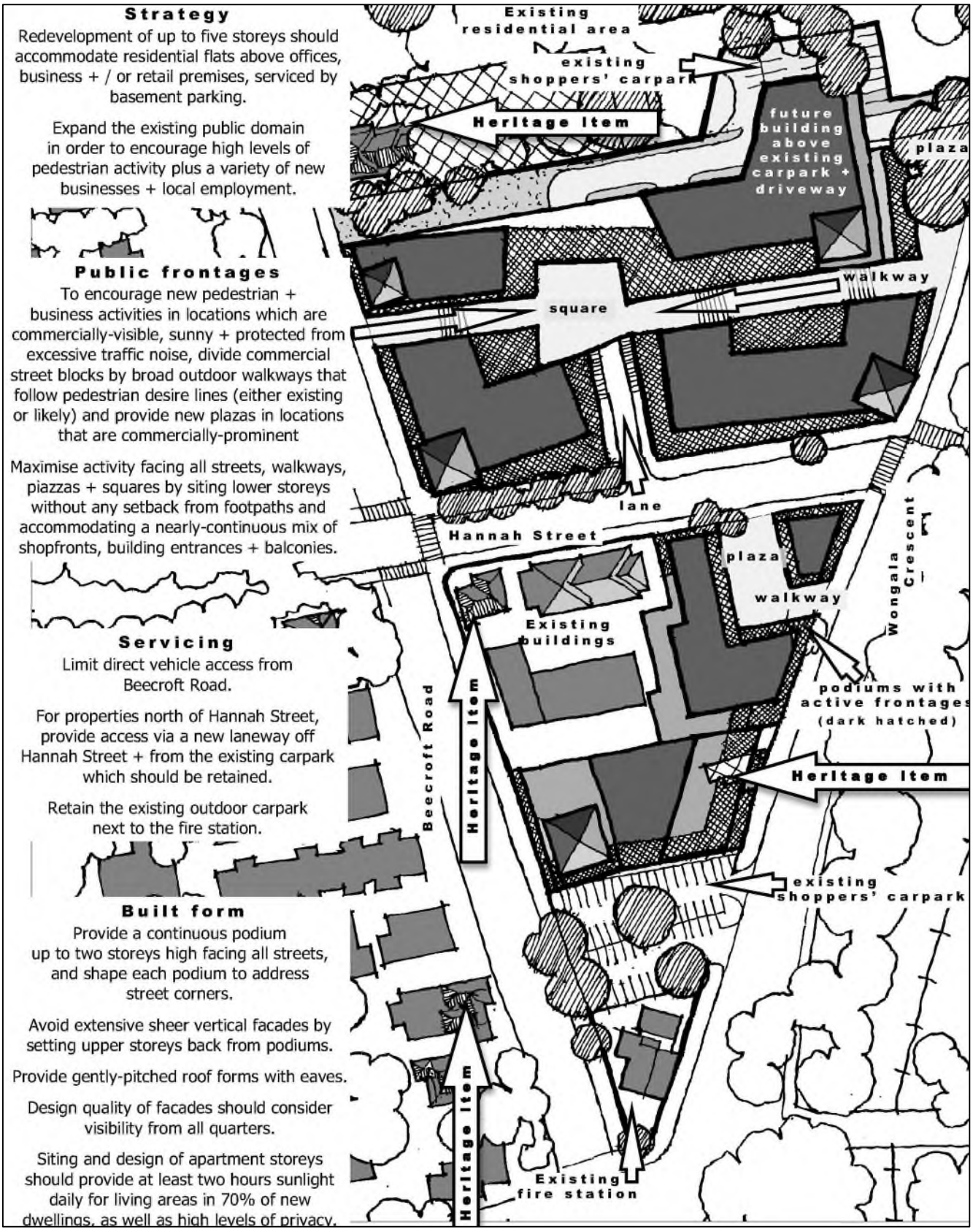
Achieve a varied skyline by providing different heights, profiles + roof forms for successive buildings.

Design quality of facades should consider visibility from all quarters.

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

Beecroft Heritage Precinct

Key Development Principles Diagram



Beecroft Heritage Precinct (north-south)

Key Development Principles Diagram - Typical cross section

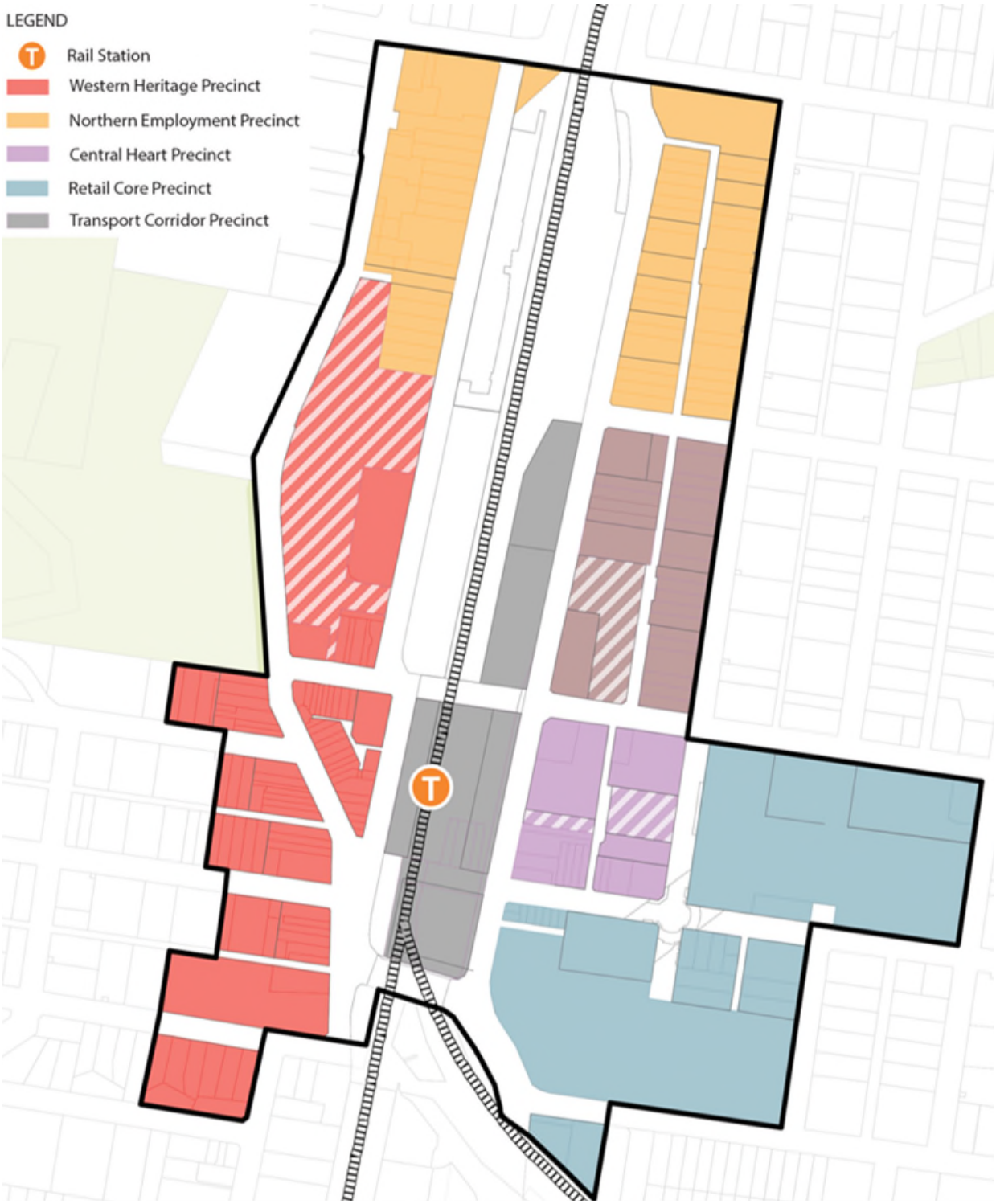
Beecroft Heritage Precinct (east - west)

Key Development Principles Diagram - typical

4.5 Hornsby Town Centre

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

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



4.5.1 Desired Future Character

Desired Outcomes

a. Development that contributes to the desired future character of the Hornsby Town Centre.

Prescriptive Measures

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

Hornsby Town Centre

The Hornsby Town Centre will become a place for people that reflects the uniqueness of the bushland setting, integrated around key public spaces, where the city meets the bush. It will become an active, thriving centre that exhibits economic diversity, design excellence, liveability and sustainability.

Future growth will promote development that takes advantage of the location of the Town Centre on a major transport node, which provides local and regional connections across Hornsby, Sydney and to the Central Coast.

Future development opportunities are identified above the railway line to link the east and west sides of the Centre.

The vision is for a connected, productive and vibrant Town Centre cherishing all the features that makes Hornsby a unique and desirable place for all ages to live, work, play and learn. Green public spaces will reinforce the Bushland Shire's identity, provide additional space for shopper and residents to gather and provide links to the future Hornsby Park.

Residential development will provide high-quality housing choice and key worker housing above podiums that deliver employment opportunities and activate the public domain. A new multipurpose facility and library will service our community with access from Florence Street Mall.

The Town Centre has developed into six distinct and identifiable precincts. Development should be consistent with the individual characteristics of the precincts, as described in the following sections.

Figure 4.5-b: Hornsby Town Centre (I)

Central Heart

The Central Heart Precinct is located to the east of the Hornsby Train Station. The skyline will be defined by 40 storey buildings incorporating slender residential towers above commercial and retail podiums. Ground floor active frontages integrate with new public open spaces and Hornsby Mall.

A new Hornsby Square provides a generous expansion to Hornsby Mall offering important open space for residents, visitors and workers.

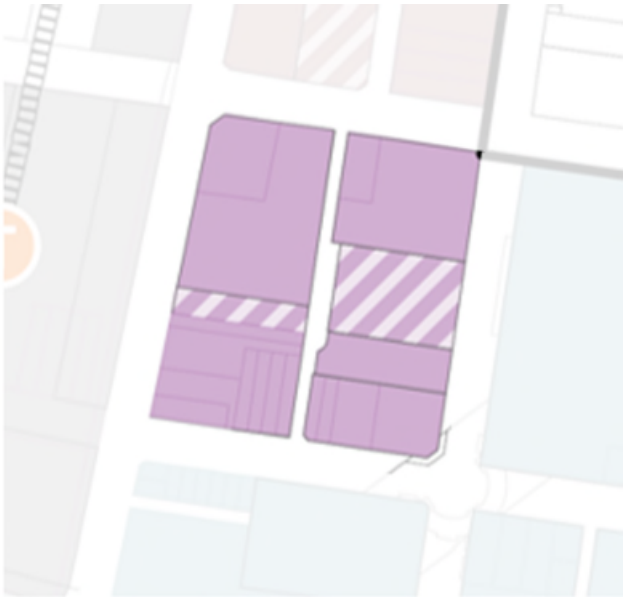
The Precinct provides east-west connections via the existing footbridge and a new pedestrian overpass between Burdett and Coronation Street, with access to the northern train station concourse. The future Burdett Street Park will serve as a landing point for the overpass.

New buildings are designed to maximise solar access to a new Hornsby Square and existing residential developments within the Town Centre.

Redevelopment includes a new multi-purpose facility and library fronting Florence Street Mall servicing the Hornsby Shire community and activating the adjoining public space.

Florence Street will be fully pedestrianised and integrated into Hornsby Mall. Vehicular access to existing and new developments is via a northern laneway connecting Hunter Lane to George Street.

Figure 4.5-c: Central Heart Precinct (I)



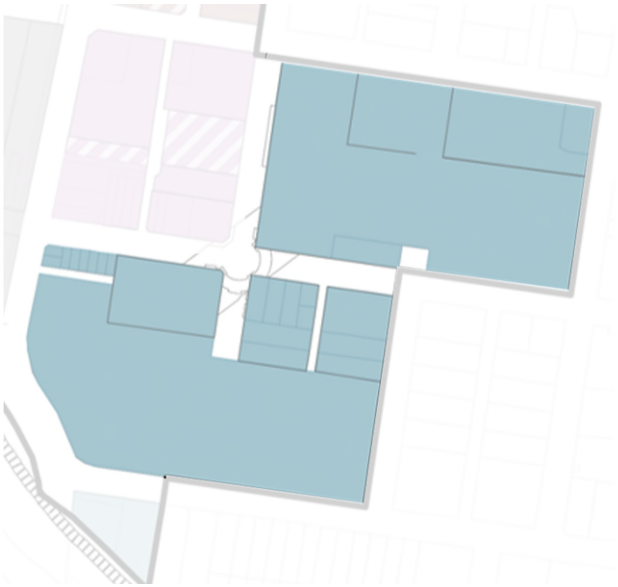
Retail Core

The Retail Core Precinct is located to the south-east portion of the Town Centre. Residential towers are situated on top of, or incorporated within, the existing retail precinct. The towers range from 40 to 49 stories along George Street and 37 to 53 stories along Burdett Street.

The further integration of Westfield Hornsby into the greater Town Centre will create pedestrian through links to provide north-south access and connectivity. Additional open, community and library space serve new and existing communities.

Active frontages at ground level contribute to an increased day and night time economy for new workers, residents and visitors.

Figure 4.5-d: Retail Core Precinct (I)



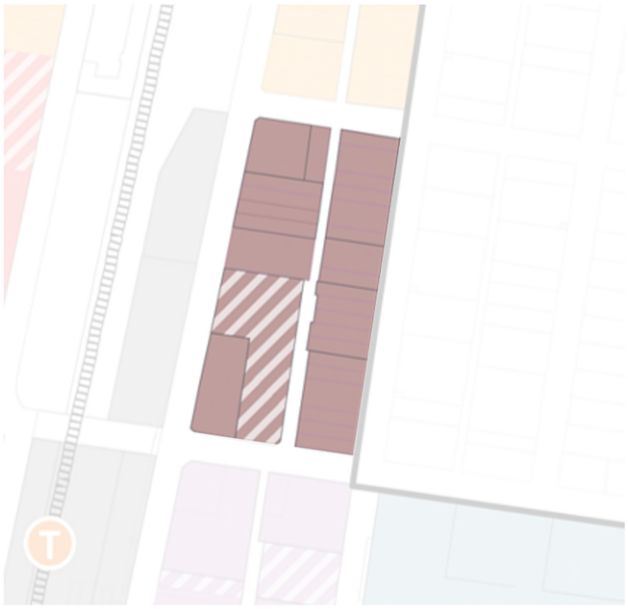
Central North

The Central North Precinct will provide residential and retail uses within walking distance of the Train Station. A series of 12 storey buildings are proposed, incorporating residential towers above commercial and retail podiums. Future redevelopment between Hunter Lane and Hunter Street will incorporate multilevel public parking.

New buildings along Hunter Street are set back above the podium and maintain solar access to existing residential developments within and around the Precinct.

The George Street, Burdett Street, Linda Street and Hunter Street interfaces will be activated. Hunter Lane will provide for a mixed service and active role with high quality public domain activated by retail frontages where possible.

Figure 4.5-e: Central North (I)



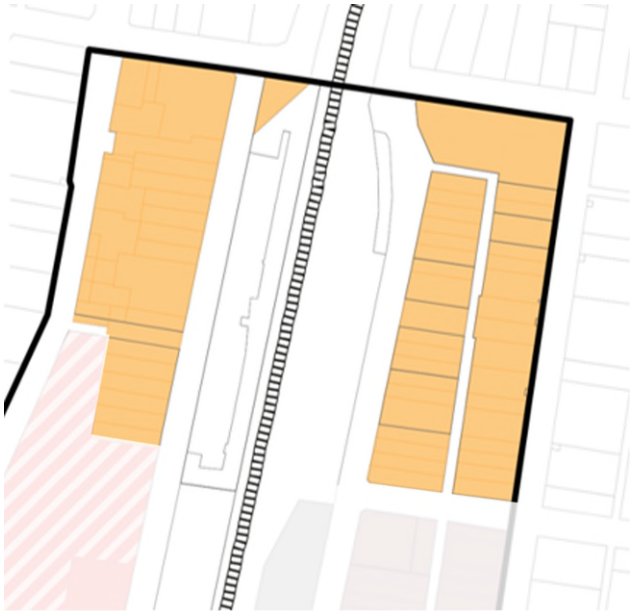
Northern Employment

The Northern Employment land is located to the north of the Train Station and largely consists of existing industrial and urban services which will be retained and expanded. The Precinct plays a critical role in supporting the local economy and a wide range of business operate throughout.

Business redevelopment in four storey buildings provides additional employment opportunities leveraging the proximity to TAFE and existing civic uses to service the needs of existing and new populations.

An east-west street is provided between Peats Ferry Road and Jersey Street north of TAFE, increasing east-west pedestrian permeability and servicing proposed bus networks.

Figure 4.5-f: Northern Employment Precinct (I)



Transport Corridor

The Transport Corridor bisects the Hornsby Town Centre, with Hornsby Station at its centre. Development in the corridor will take the form of 16 to 40 storey towers, a bus interchange, northern entrance to the station and pedestrian overpass.

The public and active transport connections that will be provided within the Transport Corridor are essential for the delivery of jobs and housing across the centre. These links will connect the western and eastern portions of the centre, improving access to amenities and the function of the station.

Figure 4.5-g: Transport Corridor Precinct (I)

Western Heritage Precinct

The Western Heritage Precinct encompasses the western site of the Town Centre and 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.

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. Lower levels of new buildings should respond to the existing fine grain character of the Conservation Area, using modulation to reduce the overall massing of a development.

The integration of new residential towers into the traditional shopping centre with well scaled podium forms and active frontages contributes to the pedestrian

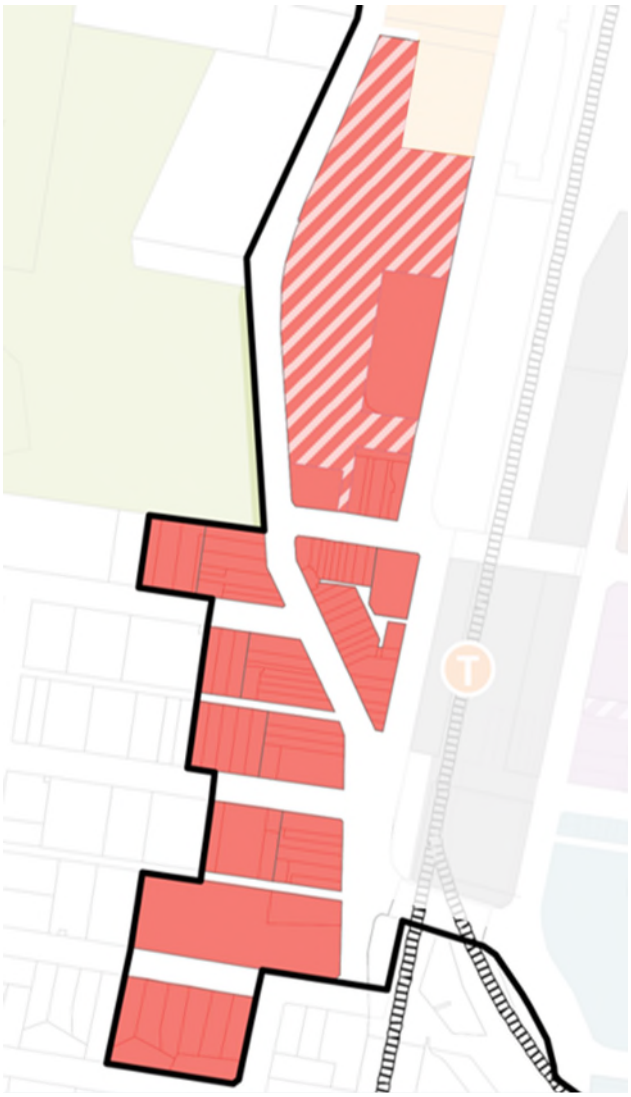
experience. Tower elements are elegant with slim proportions, setback from the podium to respect heritage and allow view and light corridors.

Historic facades, character and original fabric will be celebrated and retained in redevelopment. Active streetscapes offer food, beverage and entertainment leveraging visitors to Hornsby Park and civic and education anchors.

Development along the Peats Ferry Road and Coronation Street should strengthen the 'main street' shopping and dining character of the precinct and should preserve high value heritage buildings, contributory streetscape elements and facades that enhance the streetscape and contribute to the overall sense of place of the precinct.

A new interchange for north and west bus services is located on Jersey Street. In turn, Station Street provides a high quality pedestrian experience, connection to an expanded Cenotaph Plaza and a gateway to Hornsby Train Station. East-west connections at each end of Station Street enable access to Hornsby Mall and Central Heart Precinct.

Figure 4.5-h: Western Heritage Precinct (I)



4.5.2 Development within the Transport Corridor Precinct

Desired Outcome

a. Development steps from taller heights around the train station to lower heights north along George Street.

b. Development integrates a new bus interchange and associated retail and commercial development fronting the public domain.

c. Podium levels provide public access to crossings over the rail corridor.

Prescriptive Measures

a. Development should integrate a new bus interchange on George Street into Hornsby Station, allowing for direct access to the train station.

b. Development should minimise impacts on the solar amenity of adjacent existing and future residential buildings as per the requirements of the Apartment Design Guide, supported by shadow diagrams developed by a suitably qualified consultant.

c. Development should include commuter carparking consistent with current and future travel demand for the Hornsby Train Station and Bus Interchange.

d. Development should incorporate a podium along George Street and locate the residential towers above the noise and vibration impact of the street and rail operations and activate the street level.

e. Development should comply with State Environmental Planning Policy (Transport and Infrastructure) 2021 and the NSW Government's Development near Rail Corridors and Busy Roads – Interim Guidelines.

f. Development should facilitate the provision of a second pedestrian and active transport crossing over the rail line to the north of the train station.

4.5.3 Urban structure

Desired Outcome

a. An urban structure that builds on the existing and future character of the Hornsby Town Centre.

b. Development that defines Hornsby Town Centre as a Strategic Centre within Sydney.

4.5.3.1 Development on Key Sites

Desired Outcome

a. Development on Key Sites in the Hornsby Town Centre provides community infrastructure identified in the Hornsby Town Centre Masterplan and Transport Oriented Development precinct plans.

b. Amalgamation of Key Sites in the Hornsby Town Centre facilitates the development of efficient and high quality development that delivers public domain interfaces, pedestrian access, servicing and design outcomes.

Prescriptive Measures

a. HLEP Part 8, Division 2 and Hornsby Precinct Design Guide Section 2.4 identify Key Sites in the Hornsby Town Centre, where delivery of lot amalgamation and designated infrastructure is required to be provided as part of proposed development.

4.5.3.2 Lot Amalgamation

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.

b. Community and transport infrastructure on identified sites is delivered as part new development, linking the supply and demand for infrastructure.

Prescriptive Measures

General

a. The development site should be consistent with the site amalgamation provisions for the precinct, as described in the HLEP.

b. Development sites should be of an area and width that can accommodate a building envelope consistent with the floor plate and setback controls in this DCP and the Apartment Design Guide.

c. On lands not subject to Lot Amalgamation requirements in the HLEP, if a development proposal would result in an isolated site, proponents should demonstrate that orderly and

economic development of the site can be achieved under this DCP. Documentation should include a massing envelope for the isolate site which indicates the following:

i. Maximum building height as identified within the HLEP;

ii. Floor space ratio as identified within the HLEP;

iii. Location of setbacks as identified within this DCP;

iv. Location of pedestrian, car parking and services access, including waste services; and

v. Location of open space and landscaping with controls as identified within the DCP.

d. 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.

e. Documentation should address, at minimum, the matters identified in Section 1.3.2.12 of this DCP.

4.5.3.3 Community facilities

Desired Outcome

a. A community facility that is multi-functional and able to cater to the evolving needs of the local community.

b. A community facility that is located within a prominent location within the Central Heart, and/or Retail Core.

Prescriptive Measures

a. A community facility should be designed to be consistent with the Hornsby Town Centre Masterplan, Public Domain Plan and Community and Cultural Facilities Strategic Plan.

4.5.3.4 Gateway areas

Desired Outcome

a. Gateway areas contain development, built form and streetscape elements that communicate the transition between the Hornsby Town Centre precincts and surrounding areas.

Prescriptive Measures

a. The following areas represent the gateway to the Town Centre and require special treatment (see Figure 4.5-i).

i. Intersection of Peats Ferry Road and High Street;

ii. Intersection of Peats Ferry Road and Edgeworth David Avenue;

iii. Intersection of Burdett Street and Hunter Street;

iv. Intersection of Bridge Road and George Street; and

v. Intersection of Bridge Road and Peats Ferry Road.

b. Buildings on or adjacent to gateway areas should:

i. Incorporate landmark features including a tower, or other vertical element or emphasis in the design; and/or

ii. Form a pair with another building to enhance the perception of entry.

c. Where overhead bridges are proposed in accordance with the Public Domain element, the bridges should be designed to promote a gateway or arrival point.

4.5.3.5 Corner buildings

Desired Outcome

a. Corner buildings:

i. respond to their corner location on two streets;

ii. step up at the corner;

iii. incorporate distinctive features to enhance the streetscape, (such as stepped parapet turrets, towers, clocks etc.); and

iv. incorporate a splayed or square recess treatment to give form to the intersection and provide more circulation space for pedestrians at the corner.

Prescriptive Measures

a. Facades should incorporate corner treatments such as wrap-around balconies, flat roof forms with eaves and other elements to cast shadows and visually break up the built form.

b. Buildings on corner allotments should be designed to provide elevations that address both street frontages.

c. On lane corner sites, the ground floor active street frontage should wrap around the corner into the lane frontage.

4.5.3.6 Arrival points

Desired Outcome

a. Arrival points contain features at the ground level that contribute to a sense of arrival to the Hornsby Town Centre, create a strong sense of place.

Prescriptive Measures

a. The following areas represent arrival points within the Town Centre and require special treatment (see Figure 4.5-i):

   i. Intersection of Peats Ferry Road with Coronation Street;

   ii. Intersection of Peats Ferry Road with William Street;

   iii. Intersection of Peats Ferry Road and Edgeworth David Avenue;

   iv. George Street, fronting the train station; and

   v. Intersection of Linda Street and Hunger Street.

b. Arrival points should be identified by one or more of the following elements: graphics, sculpture, architecture, urban or landscape design elements.

4.5.3.7 Feature points

Desired Outcome

a. Feature points throughout Hornsby Town Centre enhance the visual quality of the private and public realms.

Prescriptive Measures

a. Hornsby Junction at the intersection of Peats Ferry Road, 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).

b. The site fronting Cenotaph Plaza and Peats Ferry Road is in a prominent position to provide a focal point to the overall place making of the West Side Precinct, by setting a positive architectural example and depicting the desired future character of the Precinct.

c. Hornsby Square represents a prominent point within the future Central Heart and Retail Core of the Hornsby Town Centre. It requires special treatment including the provision of a central civic space for the community.

d. The future Burdett Street Park will reinforce the Hornsby Town centre character through planting, paving and connection across the train line.

4.5.3.8 Views and vistas

Desired Outcome

a. Development improves or maintains views within the Town Centre.

Prescriptive Measures

a. Open spaces, low rise podiums or spaces between tall buildings should align with the key vistas to and from the Town Centre depicted in Figure 4.5-j.

b. Development should maintain and enhance views into the Florence Street and Hunter Street Malls.

c. 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.

d. 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.

e. 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.

4.5.3.9 Active frontages and facades

Desired Outcome

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

b. Developments incorporate active street levels and the public domain.

Prescriptive Measures

General

a. Active frontages should be provided in areas shown in Figure 4.5-k.

b. 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.

c. Retail or commercial active frontages should be provided on prominent corners and provide amenity to the public domain.

d. Residential dwellings should not be located along ground floor frontages.

Western Heritage Precinct

e. Building facades should reinforce the continuity of the streetscape by:

   i. maintaining a generally consistent street wall height and podium level;

   ii. maintaining consistent horizontal building elements and vertical rhythm to merge existing and heritage facades with new development; and

   iii. incorporating horizontal features that relate to the features on neighbouring buildings. Where these vary, infill buildings should relate to, and create a transition between, the two buildings.

f. Articulation of facades should relate to the established rhythm of the streetscape and incorporate vertical features such as party walls, projecting or recessed planes, columns, down pipes, changes in materials, textures, or colours.

g. Retain or incorporate heritage buildings and high-quality facades where possible according to Figure 4.5-I.

Central Heart Precinct

h. Building facades should address the public open space and landscaping at street level. This may include through architectural features, large openings, materials, colours and finishes.

i. A minimum of 70 percent of the building length of facades adjacent to Burdett Street Park and Hornsby Square should be active.

Figure 4.5-i: Gateways, arrival and feature points (C)

Figure 4.5-j: View corridors (C)

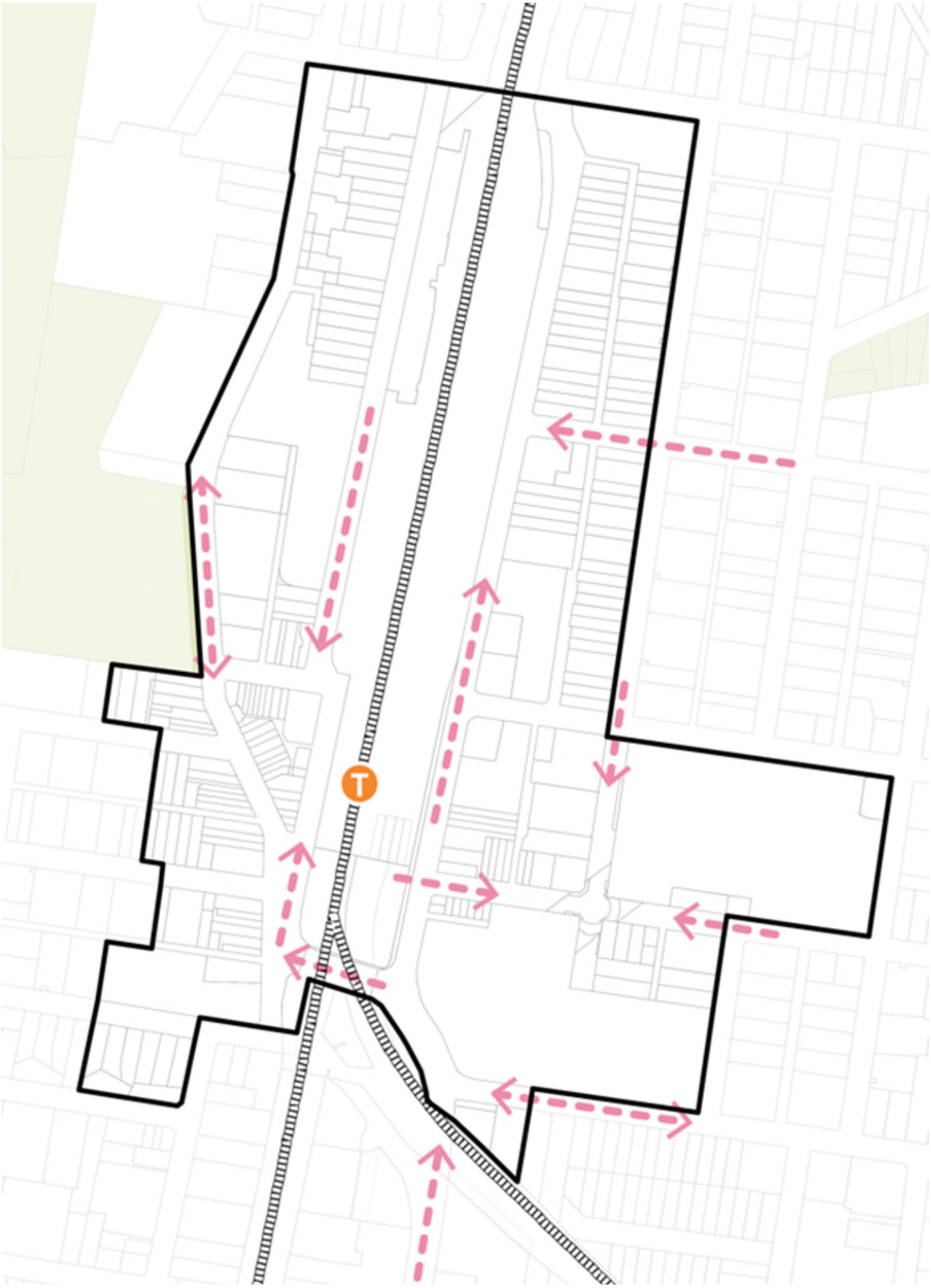


Figure 4.5-k: Active frontages (C)

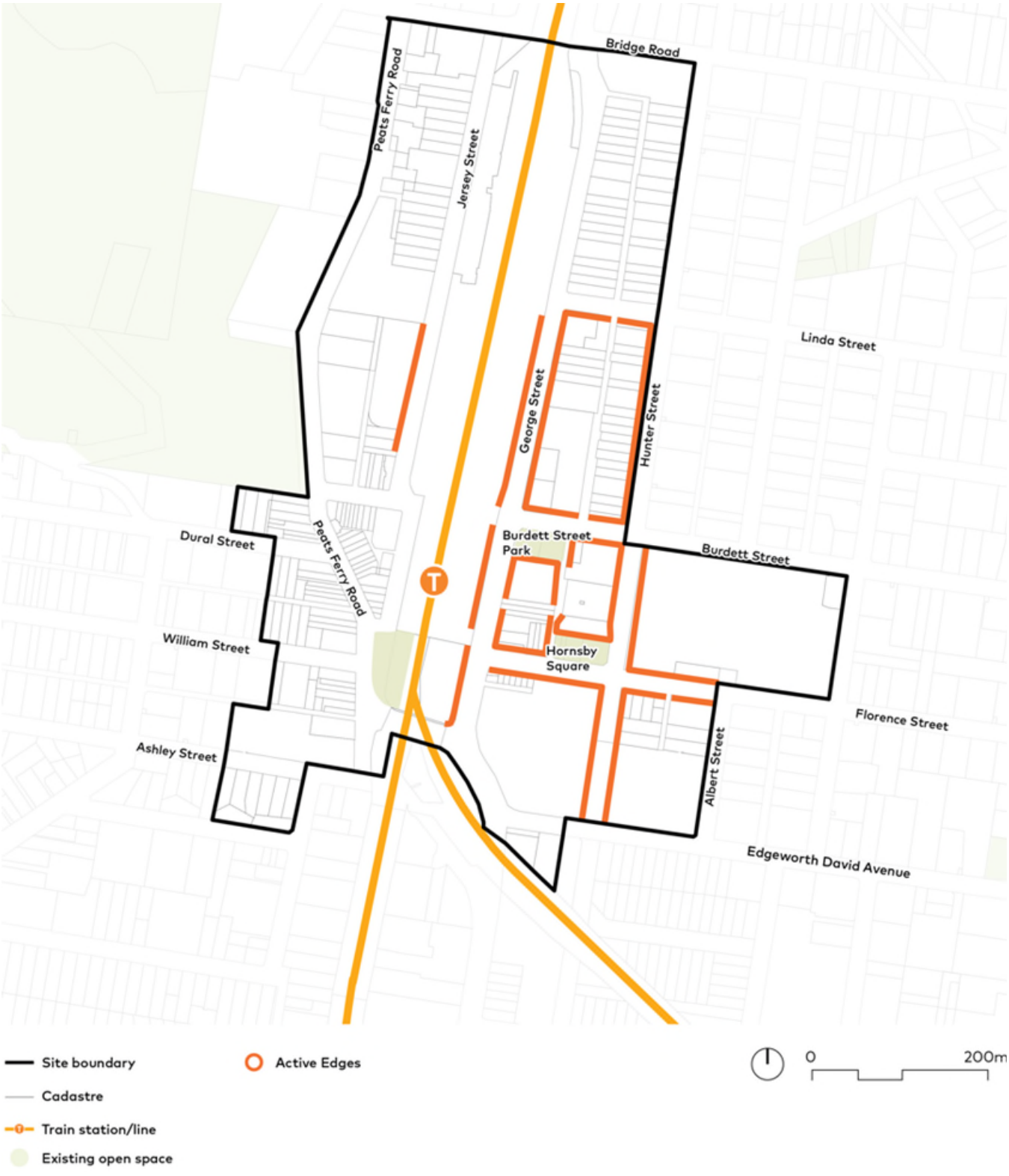


Figure 4.5-I: Heritage and Facade Retention Plan (C)

4.5.4 Design Quality

Desired Outcome

a. Development delivers the highest standard of design quality and urban design.

b. Built form 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:

   i. they designed, or directed the design, of the development;

   ii. that the design principles set out in Schedule 9 of the Housing SEPP are achieved; and

   iii. the design is consistent with the objectives of the Apartment Design Guide.

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 principles set out in Schedule 9 of the Housing SEPP, namely:
- context and neighbourhood character; built form and scale; density; sustainability; landscape; amenity; safety; housing diversity and social interaction; and aesthetics;
- an explanation of how the design addresses the design criteria in Part 3 and Part 4 of the Apartment Design Guide;
- 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;
- a sample board of the proposed materials and colours of the facade; and
- detailed drawings of proposed facades.

4.5.5 Scale

4.5.5.1 Floor plates

Desired Outcome

a. Development that provides a floor plate that appropriately designed to meet the needs of proposed and potential land uses.

b. Development that results in towers of slender proportions to achieve elegance of built form.

Prescriptive Measures

a. Residential floorplates above the podium should have a maximum GFA of 1,000m^2. Balconies and terraces may project from this maximum.

b. Residential floorplates should have a maximum dimension of 50 metres, measured in a perpendicular direction between opposing exterior walls at any point. Balconies and terraces may project beyond this maximum.

c. Commercial floorplates above the podium should have a maximum GFA of 2,500m^2.

d. Commercial floorplates should have a maximum dimension of 60 metres, measured perpendicular to the primary retail frontage and between opposing exterior walls at any point. The above provision does not apply to car parking areas with a commercial component.

Note:

The maximum floorplate requirements for the West Precinct do not apply to No. 2 and No. 4 High Street, Hornsby.

4.5.5.2 Building and floor heights

Desired Outcome

a. Floor heights accommodate services and deliver high internal amenity, including light and ventilation.

b. Ground and podium floor heights accommodate the needs of planned and potential businesses.

Provisions

a. The maximum building height developments is identified on the HLEP Height of Building Map.

b. Minimum floor to floor heights should be:

Table 4.5.5-a: Minimum floor to floor heights

Floor uses	Minimum floor to floor height
Ground floor	4.8 metres
Commercial, retail or industrial	4 metres
Residential	3.2 metres

c. Figure 4.5-m identifies the number of stories that should be delivered by a development that achieves the maximum building height, including if Key Site provisions are met.

Figure 4.5-m: Building height strategy (C)

4.5.5.3 Podium heights

Desired Outcome

a. Development that defines the street and public spaces and articulates its edges, consistent with the surrounding context and heritage.

b. Design of the street wall and podium that provides appropriate scale, material, and detail.

c. High-quality built form with articulation, modulation and attractive composition of building elements.

Provisions

a. Podium storeys of all mixed-use developments should be used for non-residential uses.

b. Podium heights should be consistent with Figure 4.5-o and Figure 4.5-s.

c. Podium heights should be built to the street alignment along its full frontage at all levels.

d. Podiums should have minimal gaps in the street wall and maintain a consistent building line. Minor recesses should be limited to design related modulation and articulation.

e. Façades are to be articulated so that they address the street and add visual interest. Vertical articulation should be limited to one step.

f. Where a podium is near a heritage item, a sensitive transition should be provided.

4.5.5.4 Tower built forms

Desired Outcome

a. Towers with slender proportions to achieve elegance of built form.

b. Adverse effects on the public domain, including overshadowing, views to sky, urban heat, and wind effects are minimised.

Prescriptive Measures

a. The following controls relate to development above podium identified in Figure 4.5-p and Figure 4.5-q.

b. Buildings should be designed with external appearances that provide for a distinctive base, middle and a top.

c. Tower forms should appear simple yet elegant, with slim and slender proportions, to contribute to the overall skyline composition of the Hornby Town Centre.

d. Facades above the podium should engage with frontages and the public domain through the extensive use of large windows and other openings.

e. Expanses of blank walls should be avoided, particularly at interfaces with the public domain.

f. 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.

4.5.5.5 Setbacks and separation

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.

b. Development that contributes to a visual cohesiveness along the streetscape.

Prescriptive Measures

a. Buildings should have primary ground floor setbacks consistent with existing setbacks on the surrounding properties, except where otherwise indicated in Figure 4.5-p and Figure 4.5-q.

b. Buildings should have secondary above podium setbacks as indicated in Figure 4.5-r and Figure 4.5-s.

c. The third and fourth level of a building within the Northern Employment Precinct should be set back 5m from the primary ground floor setback identified on the Hunter Street, George Street, Jersey Street or Peats Ferry Road frontages.

d. Building setbacks should maximise solar access and to minimise overshadowing to and from adjoining buildings.

e. A transition in setbacks should be provided at sensitive interface areas adjacent to heritage items.

f. In all cases, the tower above the street wall should be set back a minimum of 3 metres from the street, except where otherwise indicated in Figure 4.5-p.

g. Building setbacks greater than 0m should consist of over 40 percent unpaved areas.

h. For building setbacks of 0m, a minimum of 90 percent build to line should be provided.

i. Residential buildings separation should be consistent with the controls of the Apartment Design Guide. Separation between habitable rooms should be a minimum of:

   i. 12m up to 4 storeys;

   ii. 18m between 4 and 8 storeys; and

   iii. 24m over 8 storeys.

j. The separation distance should be apportioned equally between adjacent sites to determine side and rear boundary setbacks if not provided for in Figure 4.5-p.

Notes:

Separation is measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids, and external walls:

Greater setbacks may apply to the upper residential storeys in accordance with the separation controls in the Apartment Design Guide.

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

4.5.6 Affordable housing and unit mix

Desired Outcome

a. A range of dwelling types that provide for low-cost housing options for renters

Prescriptive Measures

a. For all new developments, developments should identify affordable housing contributions in line with the Hornsby Affordable Housing Scheme and Hornsby Affordable Housing Strategy.

b. Development should include a mix of 1, 2 and 3 bedroom dwellings. At least 10 percent of each dwelling type should be provided.

Figure 4.5-n: Built form scale (I)

Scale controls provide basic guidance for the massing of podiums, towers and other built form elements. This example shows how floorplate, podium setbacks and floor to floor heights define an initial building envelope, prior to consideration of design and amenity.

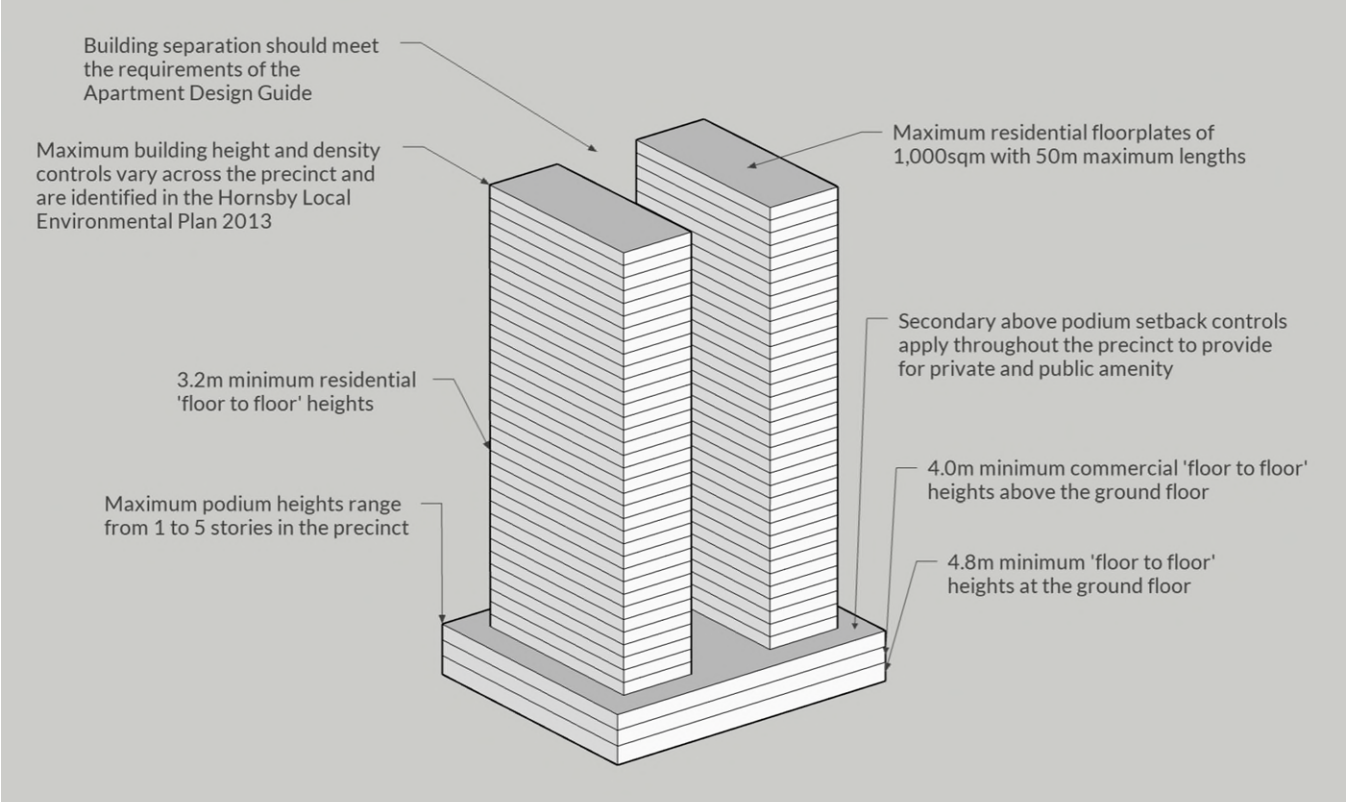


Figure 4.5-o: Podium heights (C)

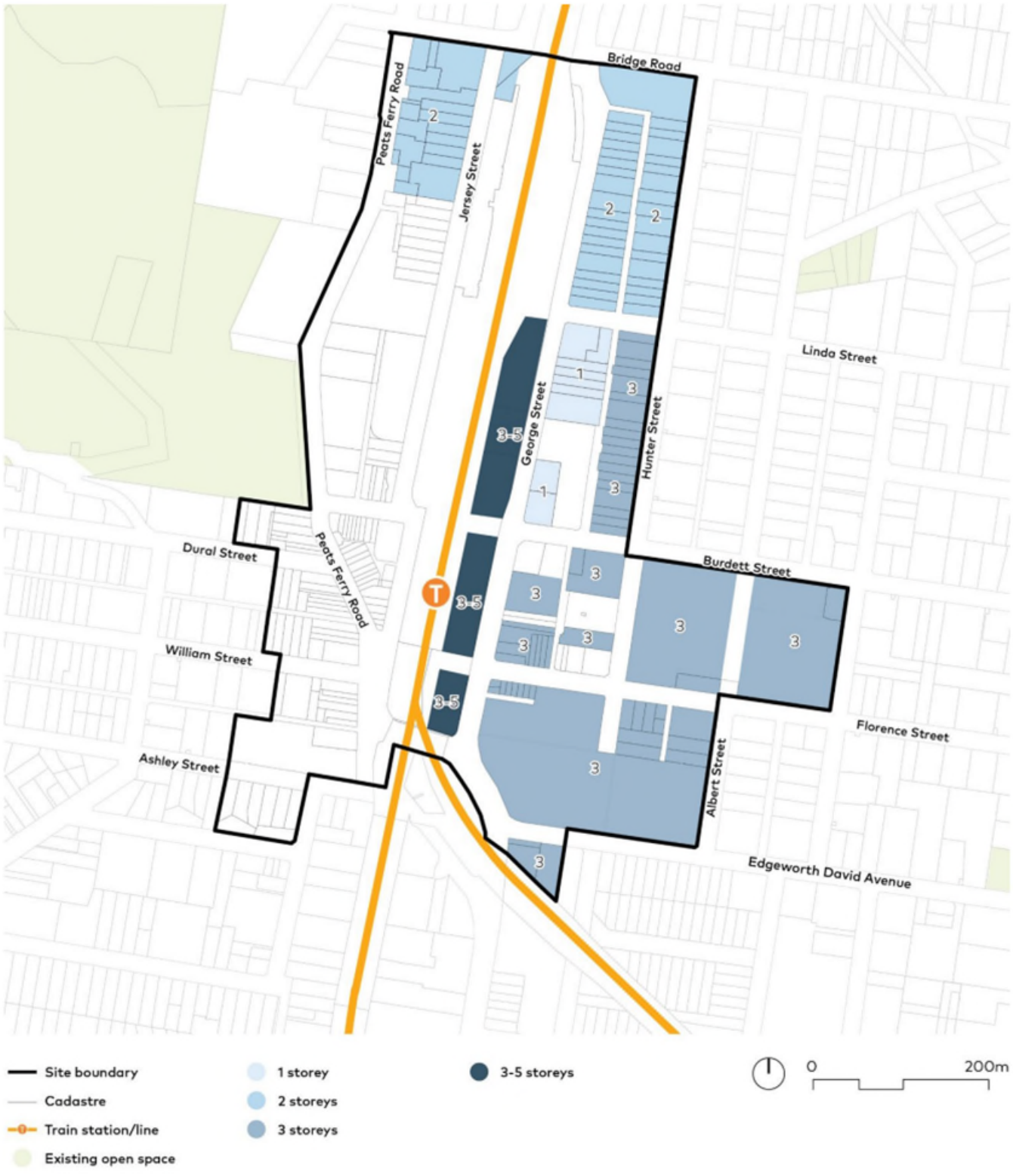


Figure 4.5-p: Primary ground floor setbacks (C)

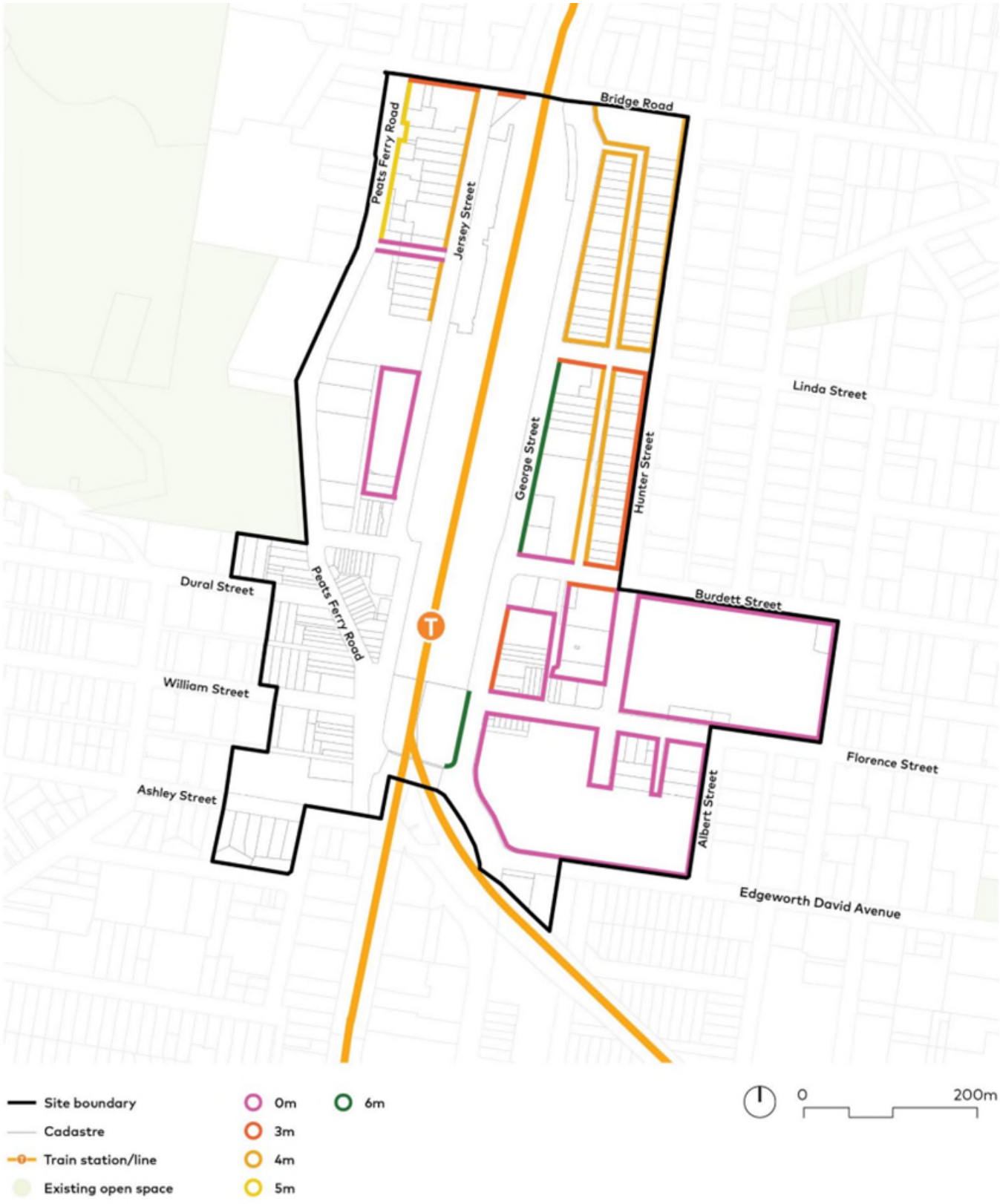


Figure 4.5-q: Primary ground floor setbacks (Western Heritage Precinct) (C)

Figure 4.5-r: Secondary above podium setbacks (C)

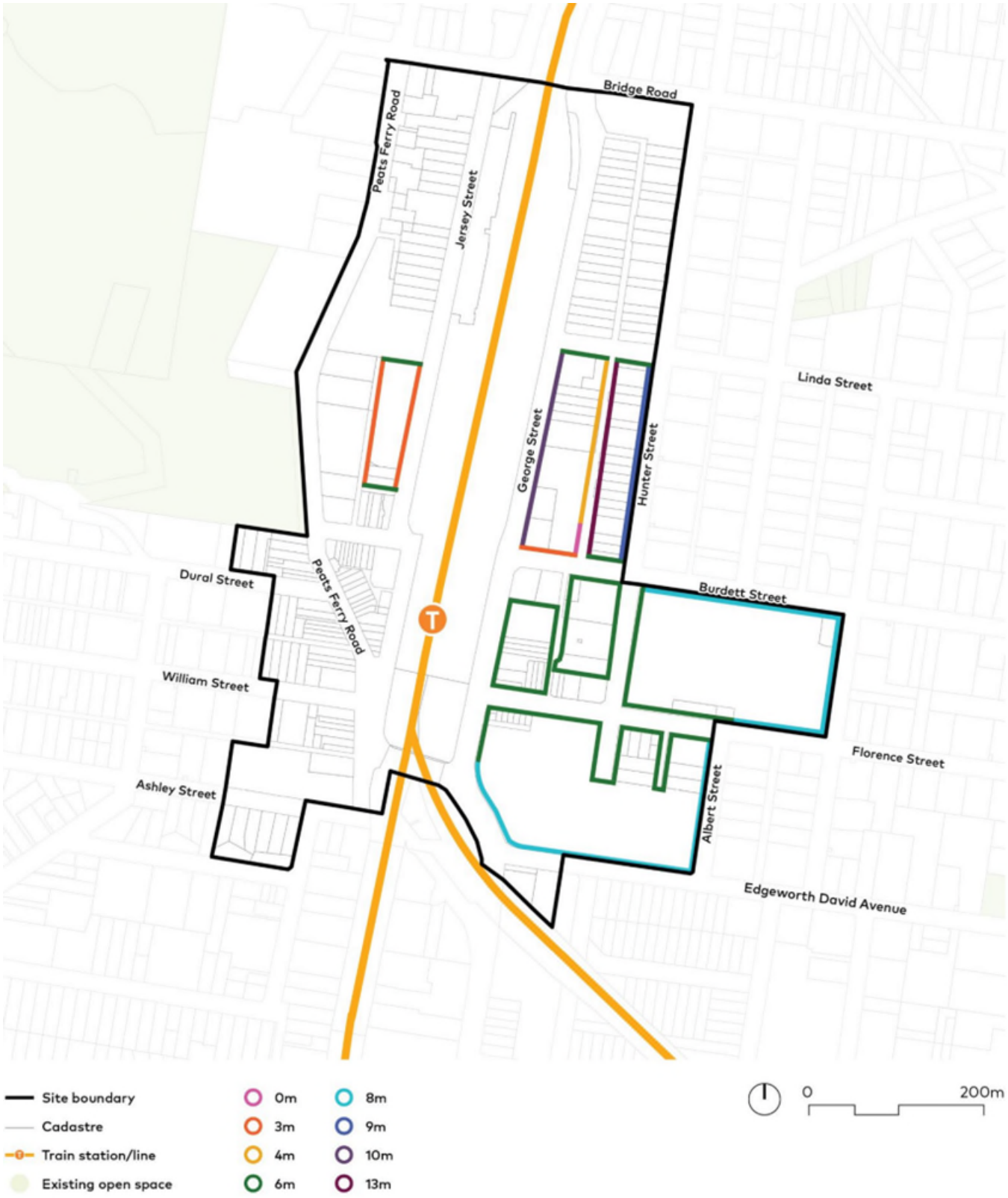


Figure 4.5-s: Secondary above podium setbacks and podium heights (Western Heritage Precinct) (C)

4.5.7 Design and amenity

4.5.7.1 Materials and Finishes

Desired Outcome

a. Development that contributes positively to the streetscape and character of the Hornsby Town Centre.

b. Development that enhances the visual quality of architectural buildings and the public domain.

Prescriptive Measures

a. Development Applications should be accompanied by a Schedule of External Finishes, Colours and Materials Board which includes samples and large wall sections indicating how the details and colour schedules are to be applied.

b. Colour palettes should reference the natural habitat and environmental influences of the area and avoid use of primary colours.

c. Materials should relate to the context of buildings within the precinct to achieve continuity and harmony, in particular at the podium and street interface levels.

d. Large areas of render should be avoided.

e. Exterior sunshades and screens should be used as design elements, as well as contributing to residential amenity.

f. Heating, Ventilation and Air Conditioning (HVAC) equipment should be grouped within designated screened areas either on typical floors or on roof-tops.

g. Service equipment should be integrated into the development and not located on private balconies.

4.5.7.2 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. 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.

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

Security

e. Pedestrian and cyclist entrances to the building should be safe and directly accessible from the primary street frontage and clearly identified.

f. 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.

g. 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.

4.5.7.3 Landscaping in setbacks

Desired Outcome

a. The public domain is an attractive place that encourages development and provides amenity for workers, residents and visitors.

b. Developments incorporate green roofs and walls to improve air quality, amenity, and aesthetic quality of the urban environment.

Prescriptive Measures

General

a. Where building setbacks are required, landscaping should be provided to complement the appearance of the building.

b. Setbacks from sensitive areas including community uses, educational uses, public open spaces and recreational areas should be fully landscaped.

c. Landscaping should include waterproofing, drainage and automatic irrigation.

d. For new development that involves changes to the public domain, landscaping or public or private open space, a landscape plan, prepared by an appropriate qualified landscape architect, should be submitted that shows:

   i. Compatibility with Council's Public Domain Guidelines;

   ii. Planting schedules with numbers and species of plants including botanical and common names;

   iii. Number and name including botanical and common names of mature trees on site; and

   iv. Type, levels and detail of paving, fencing, retaining walls and other details of external areas of the site.

4.5.7.4 Tree canopy cover

Desired Outcome

a. The health and extent of the tree canopy or vegetation cover of the Hornsby Town Centre is improved and provides environmental and social benefits.

b. The Hornsby Town Centre is home to an abundance of locally endemic and native flora and fauna that contributes to the Shire's natural characteristic.

Prescriptive Measures

a. Development should not result in a reduction in the tree canopy provided in the Hornsby Town Centre.

b. Canopy coverage for private land should be provided as per the canopy cover or tree planting rates in the Greener Neighbourhoods Guide.

c. Canopy coverage for streets should be provided as per the canopy cover in the Greener Neighbourhoods Guide.

d. Street tree planting should be provided along green links where possible in accordance with Council's Public Domain Guidelines.

e. Street tree pits and bio pods should be provided along green links as per the Hornsby Public Domain Guidelines.

f. Street tree species should be provided as per the Hornsby Public Domain Guidelines.

g. Tree planting should be:

   i. native evergreen species on streets running north-south, and

   ii. deciduous tree species on streets running east-west.

Notes:

The NSW Government's Greener Neighbourhood Guide is available at: https://www.planning.nsw.gov.au/sites/default/files/2023-10/greener-neighbourhoods-guide.pd

4.5.7.5 Green roofs and walls

Desired Outcome

a. 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.

b. Development that incorporates community gardens into the design of the proposed open public spaces.

Prescriptive Measures

a. Green roofs and walls should be incorporated into the design of development where appropriate, with a preference for incorporation into north facing facades.

b. Green roofs should be incorporated into mixed use areas where the amount of deep soil and tree canopy coverage may be limited.

c. Green roofs should be located in accessible, serviceable and visible parts of the roof, such as on podium roofs.

d. Habitable green roof areas designed for use as recreation facilities should have a high standard of finish and design and supported by a detailed description and plan of roof top design submitted with the development application as part of the landscape plan.

Note: The design of any habitable green roof area should address:

- visual and acoustic privacy;
- safety;
- security;
- roof maintenance and servicing
- wind effects
- waterproofing; and
- irrigation.

4.5.7.6 Communal open space

Desired Outcome

a. High-quality private open space and recreational facilities within the development, to meet the needs of future residents.

Prescriptive Measures

a. Communal open space should be provided to meet the design criteria and guidance of Part 3 Section 3D of the Apartment Design Guide.

b. Communal open space should be landscaped for active and/or passive recreation and encourage social interaction between residents.

c. Each individual tower within the development should provide high quality communal open space.

d. Rooftop gardens should use locally native species.

4.5.7.7 Solar access 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.

Prescriptive Measures

General

a. 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.

b. Communal open space should achieve at least the minimum solar access identified in Part 3 Section 3D of the Apartment Design Guide.

c. Development, including new planting, should maintain solar access to existing photovoltaic solar panels having regard to the performance of, efficiency, economic viability and reasonableness of their location.

d. 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).

e. Every habitable room should have a window in an external wall with a total minimum glass area of not less than 10 percent of the floor area of the room.

f. A window should be visible from any point in a habitable room.

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

Note:

The Sustainable Buildings SEPP requires a BASIX certificate for new dwellings to facilitate energy efficient housing.

4.5.7.8 Wind mitigation

Desired Outcome

a. Usable and pleasant street and podium environments.

b. Design features eliminate wind downdrafts onto streets and public spaces.

Prescriptive Measures

a. A wind effects report should be submitted with a development application for buildings higher than 32m and prepared by a suitably qualified engineer. The report should:

   i. be based on wind tunnel testing, which compares and analyses the current and proposed wind conditions;

   ii. report the impacts of wind on the pedestrian environment within the site and the public domain; and

   iii. provide design solutions to minimise the impact of wind on the public and private domain.

b. Wind effects caused by development should not exceed:

   i. 10 metres/second in retail streets;

   ii. 13 metres/second along major pedestrian streets, parks and public spaces; or

   iii. 16 metres per second for all other streets.

c. New development should incorporate design features to ameliorate existing adverse wind conditions.

4.5.7.9 Noise and Vibration

Desired Outcome

a. Development designed and managed to minimise noise and vibration impacts on the occupants of residential dwellings and other noise sensitive land uses.

Prescriptive Measures

a. Non-residential development should not adversely affect the amenity of adjacent residential development as a result of noise, odour, hours of operation and/or service deliveries.

b. Potential noise generating industries, commercial or retail uses adjacent to residential zoned land should be accompanied by documentation from a qualified Acoustic Engineer specifying noise standards.

c. Residential buildings should be designed to locate noise sensitive rooms and private open space away from the noise source or by use of solid barriers where dwellings are close to high noise sources.

d. Conflicts between noise, outlook and views should be resolved by using design measures, such as double glazing, operable screened balconies and continuous walls to ground level courtyards, where they do not conflict with streetscape or other amenity requirements.

e. Enclosure of private open space areas as 'wintergardens' should be avoided. Wintergardens may be considered where the elevation of a building fronts a rail corridor or otherwise required due to wind or other amenity impacts.

f. Residential buildings should minimise transmission of sound through the building structure and, in particular, protect sleeping areas from noise intrusion.

g. In all residential buildings, all shared floors and walls between dwellings should be constructed in accordance with relevant noise transmission and insulation requirements.

4.5.7.10 Vehicle Access and Parking

Desired Outcomes

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 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-t.

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 to maintain capacity for through traffic movements. However, direct site access may be considered where 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 acceptable subject to appropriate design requirements. Where available, access should be provided via a lower ranked road.

d. Vehicle access points for servicing should be located at the rear of developments and avoid areas of high pedestrian use or active frontages.

e. 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.

Car parking

f. On-site car parking should:

   i. be provided behind or beneath buildings;

   ii. be accessed via rear laneways or side streets where available;

   iii. share carpark entrances with adjoining properties where possible;

   iv. be screened from the street and other public areas; and

   v. not exceed car parking maximums identified in the Hornsby Precinct Design Guide.

g. On-site car parking ramps should be designed:

   i. as two way ramps in accordance with AS 2890.1 and AS 2890.2; and

   ii. in accordance with the exits and entry widths of AS 2890.1 and AS 2890.2.

h. Carpark entrances should incorporate other facade elements such as overhanging balconies or side planter boxes in the composition of the façade.

i. Public car parking should be provided in locations as indicated on the Public Car Parking Strategy at Figure 4.5-u.

j. Additional commuter car parking in the Hornsby Town Centre should be avoided. If a development includes commuter car parking, it should be accompanied by a traffic study that considers traffic movements in the Hornsby Town Centre.

k. Where vehicular access and/or site constraints restrict the ability to provide appropriate parking on-site within a commercial development, parking

should be provided in a public car park to meet the projected demand.

l. Above-ground car parks should be appropriately screened so that car parks are not visible from the public domain.

m. If car parking is located on a roof top, it should not be visible from the sky or other buildings.

n. Proposals should demonstrate how the layout and floor to ceiling height of above ground car parking could be adapted in the future for alternative uses.

o. Above ground car parking should be screened to streets on the ground floor with active uses. Depending on the site context, this may not apply to laneways, and partial activation may be required.

Note:

Refer to Part 1 General of the DCP for car parking and bicycle parking rates and ancillary general design requirements.

Figure 4.5-t: Access Routes Strategy Map (C)

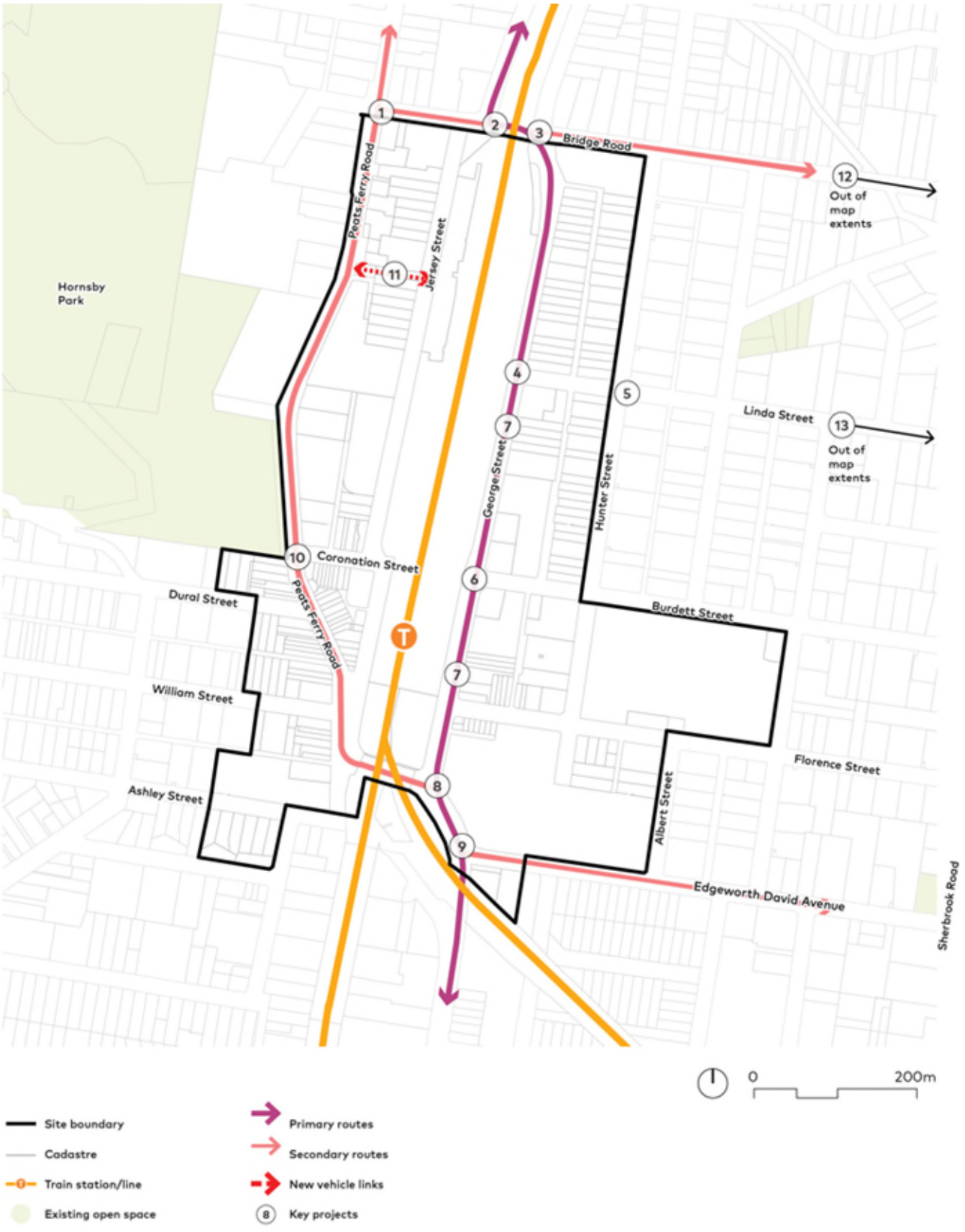
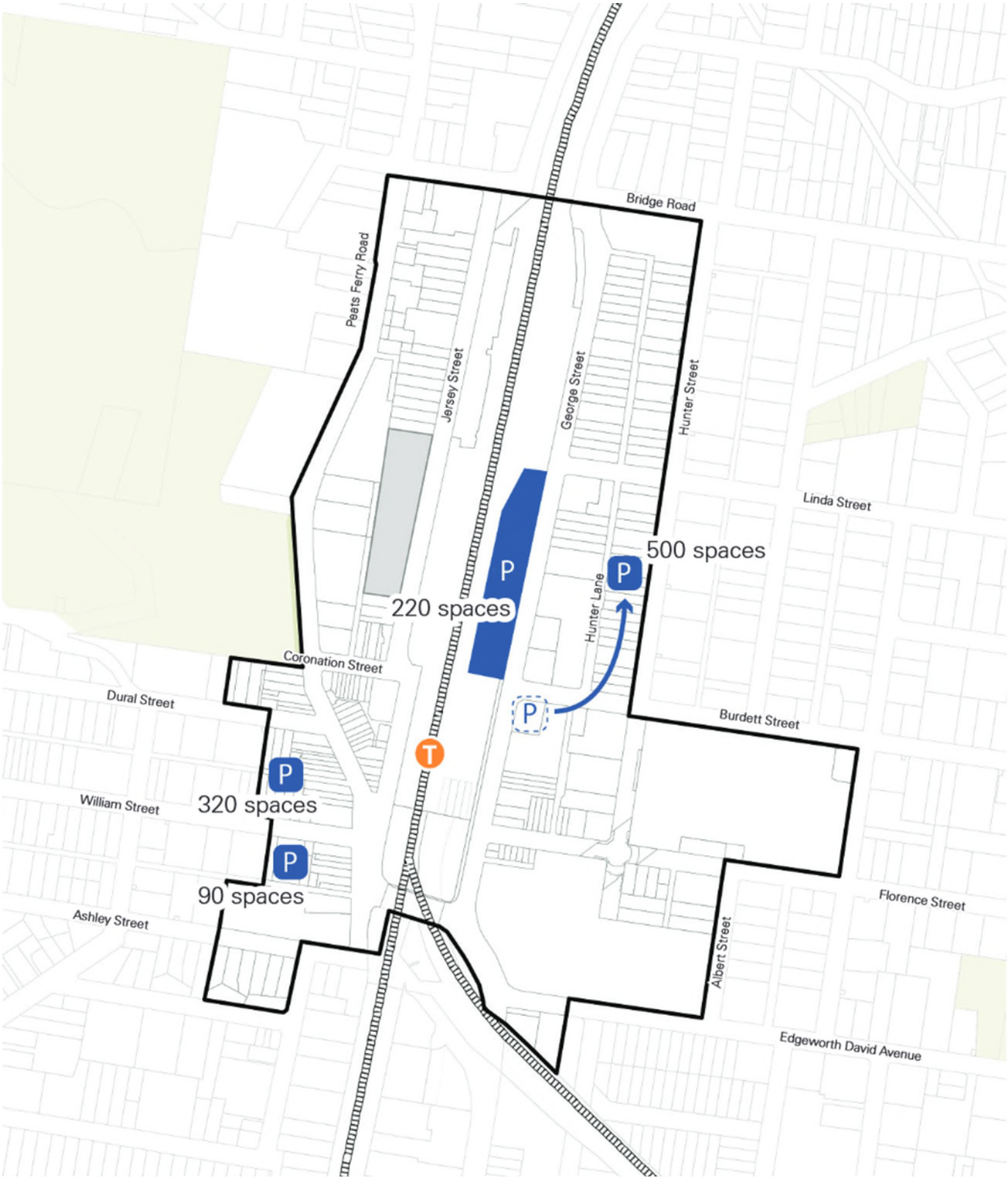


Figure 4.5-u: Public Car Parking Strategy (C)



4.5.8 Public interface

4.5.8.1 Awnings

Desired Outcome

a. Awnings provide protection from rain, sun and wind down draft.

Prescriptive Measures

a. Continuous awnings should be provided to provide shelter for pedestrians.

b. Awnings should be consistent with the general alignment of awnings in the street and the desired future character of the area.

c. Awnings should be located as per Figure 4.5-v.

d. Double height awnings are not permitted.

e. New awnings should be designed to be consistent with and complement adjacent existing awnings to provide continuous shelter.

f. Where awnings are near street trees and light poles, the entire length of the awning should be set back from access and growth areas. Allowances for trees and light poles in awnings should not result in gaps in pedestrian cover.

4.5.8.2 Outdoor Dining

Desired Outcome

a. Outdoor dining activates and improves the experience in the mall and the public domain.

Prescriptive Measures

a. Outdoor dining areas should be located in areas with good amenity, landscape, outlook, solar access in winter and shading in summer.

b. Outdoor dining areas should not interfere with pedestrian amenity.

c. Materials and furniture should comply with the proposed material palette of the Hornsby Outdoor Dining Code.

Note:

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

4.5.8.3 Public art and interpretation

Desired Outcome

a. Development should include and integrate site-specific public artworks which are accessible to the public.

b. Public art and interpretation responds to, and provides opportunities to link to, the settlement and Indigenous history of Hornsby and creates discussion, interest and awareness, and fosters relationships between people and place.

Prescriptive Measures

a. All new development with a capital value of more than $5,000,000 or greater than 5,000m^2 Gross Floor Area is required to provide an Arts and Culture Statement as part of the overall application. The statement should include the following:

   i. Summary of the proposed development;

   ii. Location of high quality artworks in accessible locations;

   iii. Methods for procurement of local and/or Indigenous artists; and

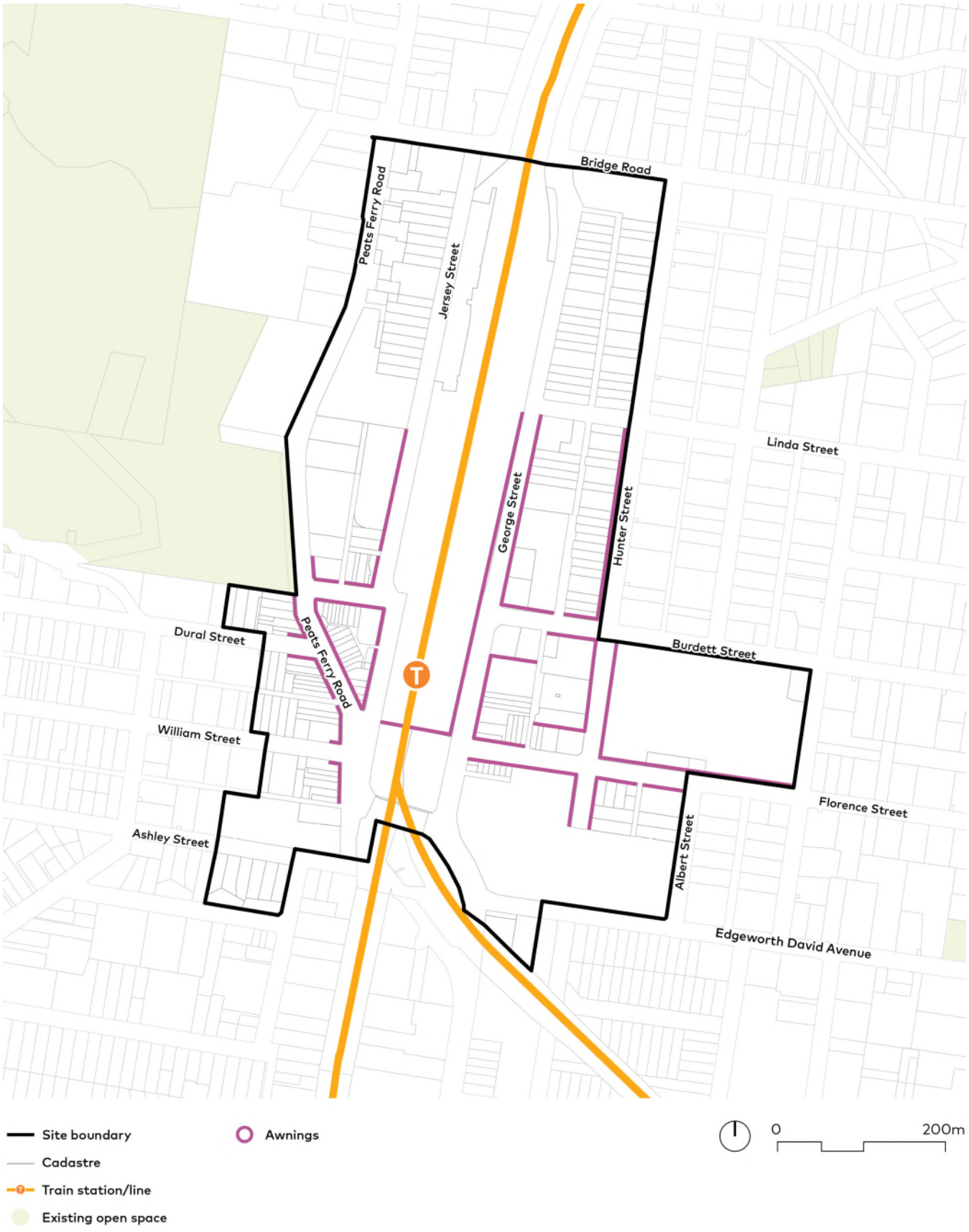
   iv. Outline of potential links to the heritage, culture, social groups or Indigenous history of the Shire.

b. Development on parks and public spaces should consider the inclusion of public art. Development for the areas identified in Figure 4.5-cc should include at least one public artwork that has regard to links between the development site and the character of Hornsby, including links to the heritage, culture, social groups or Indigenous history of the Shire.

c. Where indigenous artworks are to be included, appropriate and meaningful consultation and collaboration should be undertaken with local Aboriginal groups for the planning and production of Public Art and interpretation.

d. The development of a Public Artworks should include and select themes and stories that celebrate and present the local character of the area.

Figure 4.5-v: Awnings (C)



4.5.9 Traffic Management

4.5.9.1 Pedestrian Links

Desired Outcome

a. Pedestrian links encourage active and public transport within the centre.

b. Pedestrian links provide comfortable and high amenity environments with suitable tree canopy, street furniture and pedestrian crossings.

Prescriptive Measures

a. Pedestrian links should be provided in accordance with the Movement and Place Network Plan at Figure 4.5-aa.

b. External pedestrian links should provide shelter or shade by trees or covered walkways.

c. Pedestrian links should have a minimum unobstructed width of 3 metres and 4.5 metres minimum unobstructed height, with an example shown in Figure 4.5-w.

d. Colonnades should have a minimum proportion of height to width of 1.5:1, with a preferred proportion of 2:1.

e. Through site pedestrian links should identify the entry to the pedestrian link by:

   i. the use of architectural features incorporated in the building facade, awning, or verandah and/or modulation of the entrance walls;

   ii. provide insets in the paving used to mark the entry and include the name of the path/arcade where appropriate; and

   iii. provide a splayed or widened entry to facilitate pedestrian circulation.

f. Through site pedestrian links should be designed to:

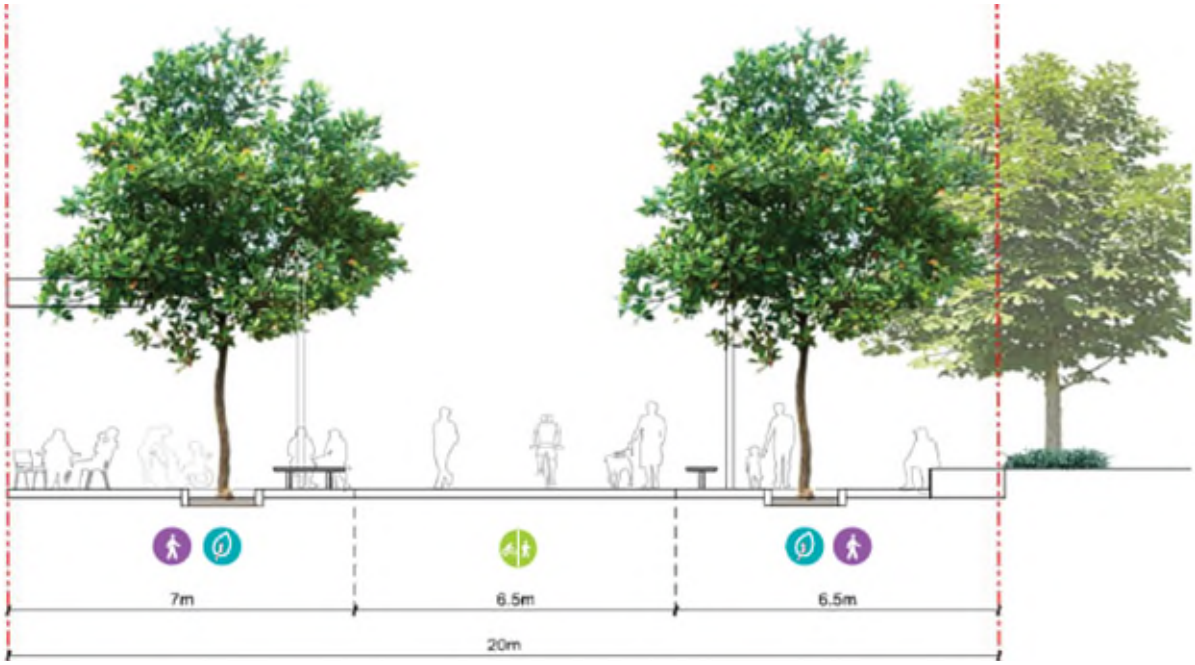
   i. comply with the minimum dimensions above;

   ii. achieve changes of level by means of ramps suitable for disabled persons (i.e. not greater than a grade of 1:14) or escalators;

   iii. be functional and practical; and

   iv. be well lit, ventilated, cleaned, and maintained to standards approved by Council.

Figure 4.5-w: Florence Street Pedestrian Streets (E)



4.5.9.2 Cycling links

Desired Outcome

a. Cycling links encourage active and public transport, with connections to surrounding areas.

b. Cycling links are safe, convenient and accessible, and are supported by public and on-site bicycle parking.

Prescriptive Measures

a. Bicycle links should be provided in accordance with the Movement and Place Network Plan at Figure 4.5-aa.

b. Bicycle links should be separated from roads, either through a barrier or median or segregated through line marking or visually through the use of different coloured pavements.

c. Off-road bicycle links should be a minimum of 2.5m wide.

d. On road bicycle lanes should be marked by signs and pavement markings.

e. Bicycle parking should be provided in all developments in accordance with 1.C.2.1 Transport and Parking.

f. On site bicycle parking should also be provided in public spaces in the Town Centre including in bicycle storage areas at Figure 4.5-aa.

Figure 4.5-x: Coronation Street Bicycle Shared Path (E)

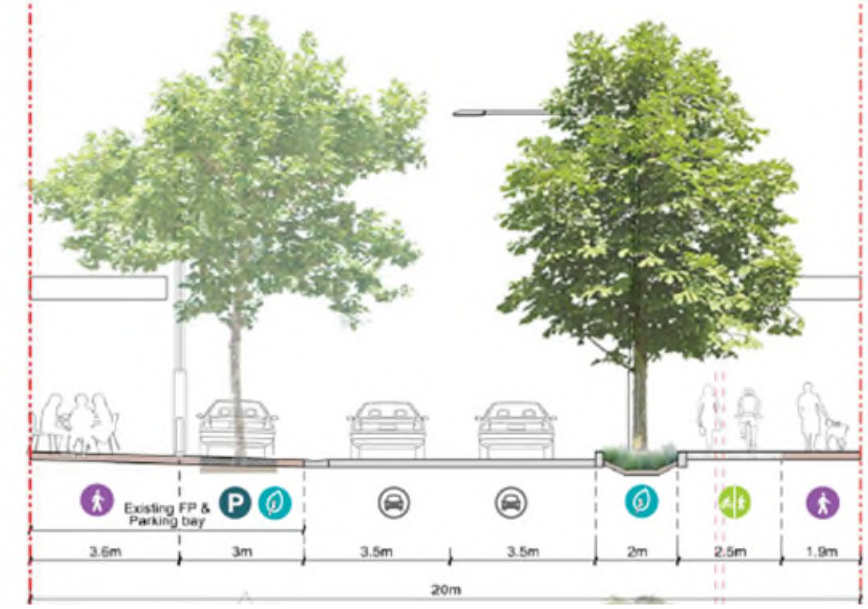
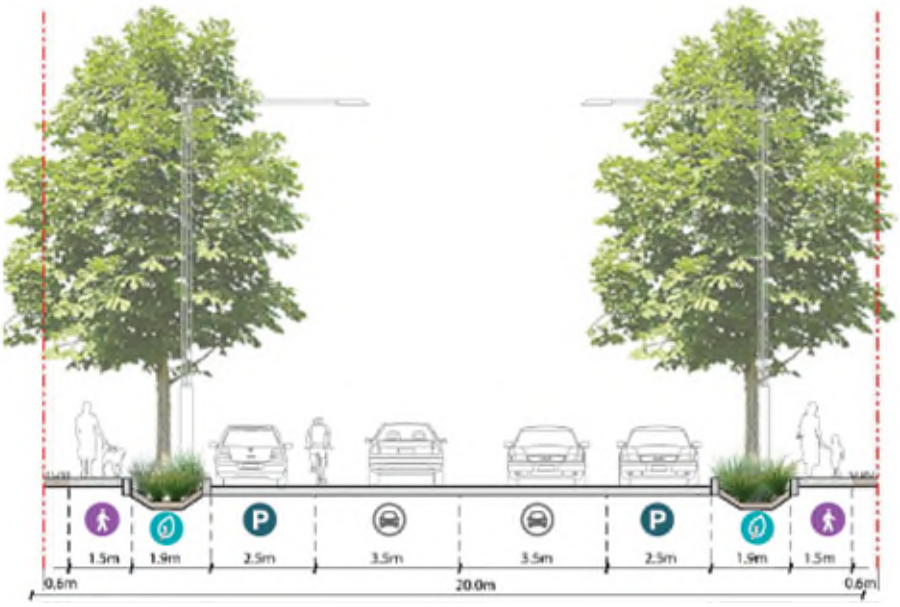


Figure 4.5-y: Florence Street Bicycle On-Road Path (E)



4.5.9.3 Shared zones

Desired Outcome

a. Shared zones facilitate the safe and orderly movement of vehicles at low speeds through pedestrian friendly areas.

b. Share zones provide comfortable and high amenity environments with suitable tree canopy, street furniture and separation of travel modes where needed.

Prescriptive Measures

a. Shared zones should be provided in accordance with the Movement and Place Network Plan at Figure 4.5-aa.

b. All new shared zones should demonstrate consistency with the provisions of RMS Technical Direction TTD 2016/001 - Shared Zones and the TfNSW Policy & Guidelines for shared zones (July 2012 Version 1.0).

c. Bicycle pedestrian shared links should be a minimum of 3m wide, with an example shown in Figure 4.5-z.

Figure 4.5-z: Station Street Kiss and Ride and Bicycle/Pedestrian Shared Link (E)

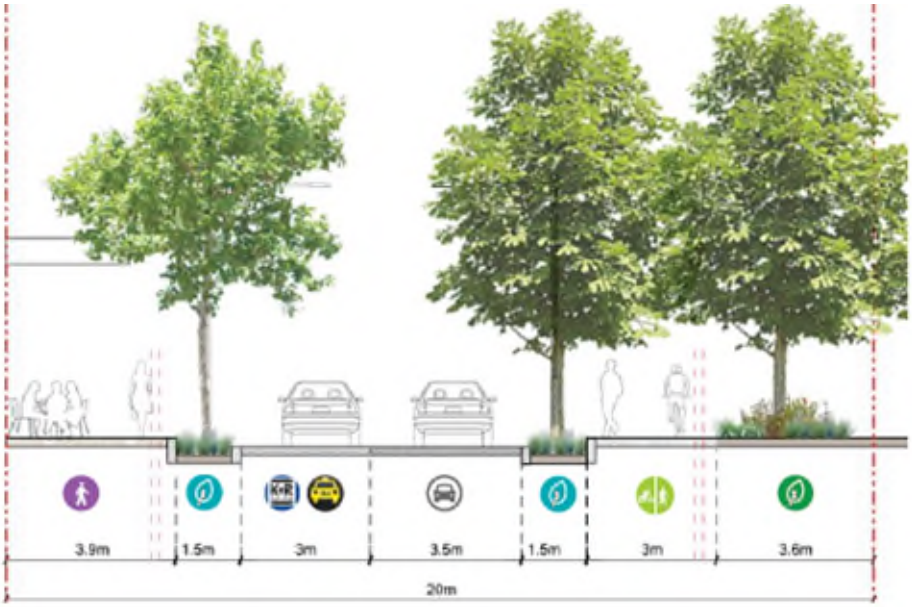
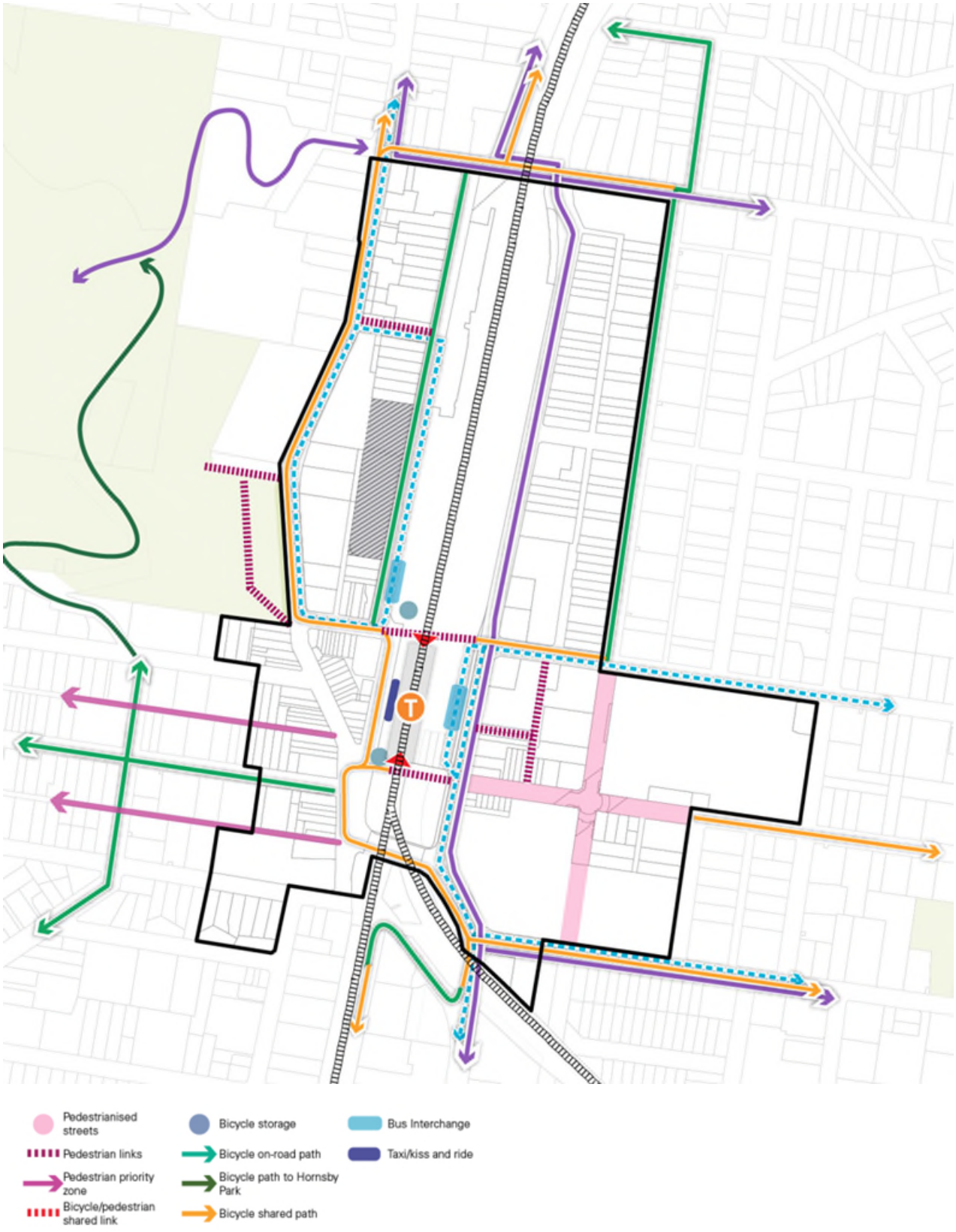


Figure 4.5-aa: Movement and place strategy (C)



4.5.9.4 Traffic and transport works

Desired Outcome

a. A traffic network in the Hornsby Town Centre provides for the safe and efficient movement of vehicles to, from and within the town centre.

Prescriptive Measures

Traffic management works should be undertaken in accordance with Figure 4.5-bb:

a. Peats Ferry Road and Bridge Road Intersection Upgrade.

b. Bridge Road Widening.

c. Bridge Road and George Street Intersection Upgrade.

d. George Street and Linda Street Intersection Upgrade.

e. Hunter Street and Linda Street Signalisation.

f. George Street and Burdett Street Intersection Upgrade.

g. George Street widening between Linda Street and Peats Ferry Road.

h. Peats Ferry Road and George Street Intersection Upgrade.

i. George Street and Edgeworth David Avenue Intersection Upgrade.

j. No Right Turn Peats Ferry Road to Dural Lane that may result in closure of Dural Lane at Peats Ferry Road.

k. New two-way Street from Peats Ferry Road to Jersey Street.

l. Consolidate existing roundabouts on King / Bridge / Sherbrook Road into one realigned, two-lane roundabout.

m. Convert Sherbrook Road to two lanes each way within the existing carriageway.

Figure 4.5-bb: Traffic Management Projects (C)

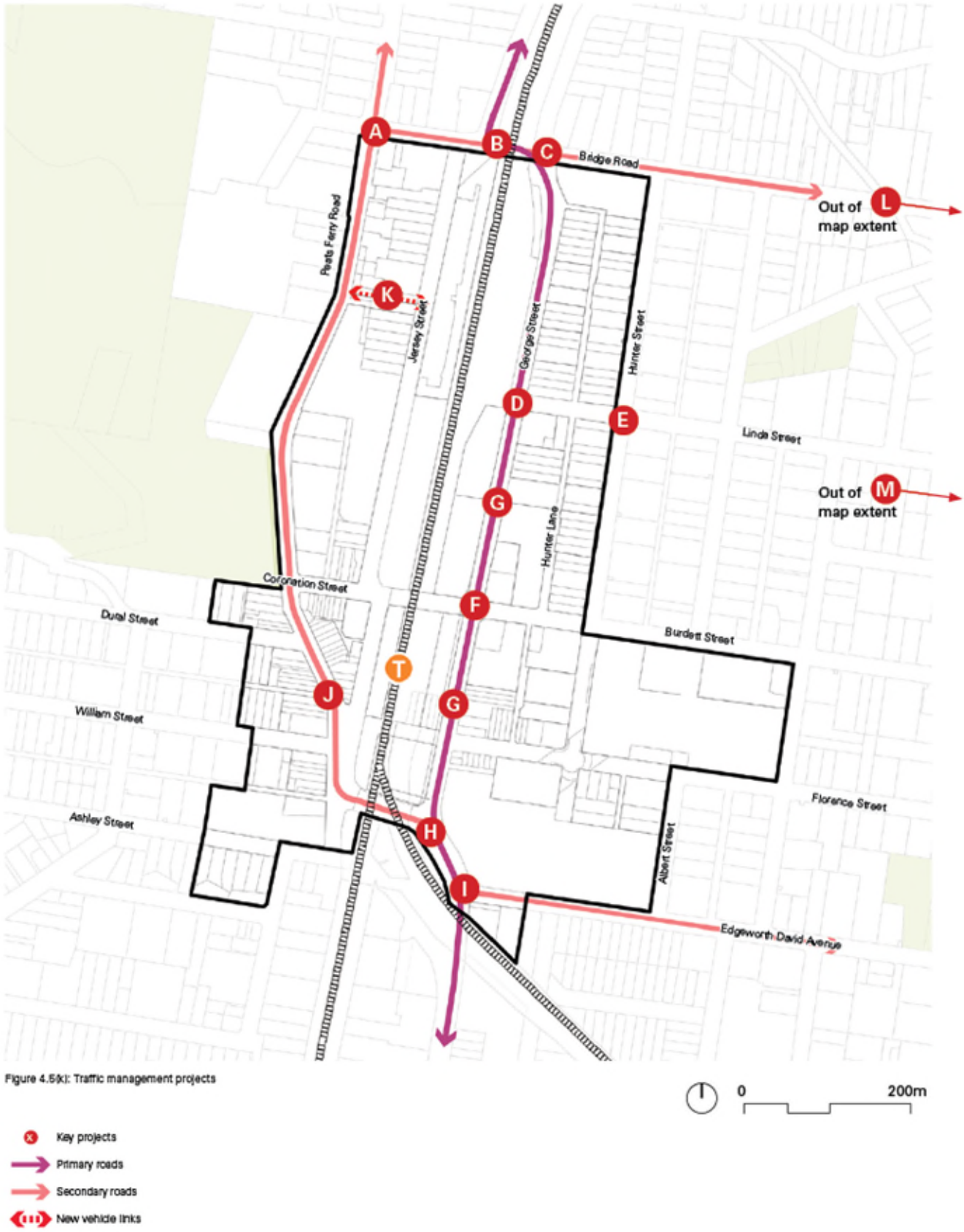


Figure 4.5(k): Traffic management projects

4.5.10 Public domain and open space

4.5.10.1 Public domain

Desired Outcome

a. The public domain encourages vitality around and within development precincts.

b. Development interfacing with the public domain consists of high quality materials and detailing, particularly at podium and street level.

Prescriptive Measures

a. Embellishment in or in areas interacting with the public domain should be consistent with Council's Public Domain Guide.

b. Seating areas, street furniture and drinking fountains should be provided in the public domain where appropriate to ensure activity and facilities for pedestrians.

4.5.10.2 Public open spaces

Desired Outcome

a. High quality passive and active recreation areas provide welcoming places for residents, workers and visitors with shade through trees and structures and solar access.

Prescriptive Measures

a. Public open space should be provided in accordance with Figure 4.5-cc.

b. Elements of the public domain within open space areas should be consistent with the Hornsby Public Domain Guidelines.

4.5.10.3 Integration and connectivity

Desired Outcome

a. Open space is integrated with active and public transport networks to facilitate a more active use of public space.

Prescriptive Measures

a. Developments should facilitate the placement of powerlines underground on the road reserve at the front of the site as well as within the site boundaries.

b. New Cenotaph Plaza to provide a direct pedestrian connection from the rail station to Peats Ferry Road. Paving, trees, water features and street furniture to unify and connect the space to surrounding areas.

c. A contrasting paved or raised pedestrian crossing connecting the Cenotaph Plaza to Dural Lane should be provided.

d. Footpath widening and planting should occur along the Peats Ferry Road and Coronation Street where possible. Where footpath widening occurs, street tree planting should be provided in front of the existing awning line.

e. Footpath widening along Peats Ferry Road and the southern side of Coronation Street should allow for outdoor dining, cafes and restaurants to encourage active use of the public domain.

f. 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.

g. The taxi/kiss and ride in Station Street should incorporate additional landscaping and screen planting to soften the visual impact of hard paved areas.

Figure 4.5-cc: Open space (C)

4.5.10.4 Smart places

Desired Outcome

a. Technology is incorporated into development, providing meaningful data, automation and security to benefit the residents, workers and visitors of Hornsby Town Centre.

Prescriptive Measures

a. New development should integrate and use smart technologies to monitor and self-regulate building environment and operations (e.g. lighting, heat, ventilation, water usage and air conditioning).

b. Smart monitoring equipment should be included in the public domain, including equipment for water quality, ambient temperature, tree canopy cover and soil moisture content, cycle, rubbish bin fullness and car movements.

c. Street poles in high pedestrian usage areas should be multi-fuction, and may include signage, street lighting, telecommunications, CCTV, IoT sensors, digital wayfinding and public Wi-Fi.

d. All new public space developments in and around the Train Station should incorporate digital display screens, linked to a Local Government accessible network to share key community information and data.

4.5.11 Integrated Water Cycle Management

This section provides controls for water sensitive urban design within all developments in the Hornsby Town Centre. Notwithstanding, the general controls outlined within Part 1 of the Hornsby Development Control Plan 2024 also apply to all forms of development within the Hornsby Shire.

Desired Outcome

a. Development incorporates measures during both construction and operational phases which protects, maintains and restores the ecological condition of receiving aquatic ecosystems.

b. Stormwater management systems are designed and constructed to enhance and/or protect site perviousness, biodiversity, landscape, property and people, and to achieve acceptable maintenance, renewal and adaptation costs.

c. Development that reduces consumption of reticulated potable water supply, through water efficient devices and fixtures, low-water demand landscapes and substitute water sources.

Prescriptive Measures

Stormwater Quality

a. For sites exceeding 2,500m2 in area, appropriate controls should be provided during the construction phase to ensure at least 80 percent of the average annual runoff volume of the contributing catchment is treated to 50mg/L Total Suspended Solids (TSS) or less.

b. As an alternative to percentage load removal requirements identified in HDCP Section 1.3.1.2, completed development may incorporate stormwater quality treatment and other measures to ensure all stormwater discharges achieve the maximum annual export loads per hectare of development discharging from the site of:

   i. 90 percent reduction in the post developed mean annual load of total gross pollutants (>5mm);

   ii. 179kg/ha of development of total suspended solids;

   iii. 0.89kg/ha of development of total phosphorous; and

   iv. 2.95 kg/ha of development of total nitrogen.

c. Operational-phase stormwater treatment measures should be protected from construction activities by allowing completion of stormwater

treatment measures to only occur once 90 percent of the contributory catchment is developed. Protective measures may also be provided.

d. Vegetated stormwater systems should be adopted to achieve the stormwater quality objectives.

e. Non-vegetated proprietary treatment devise should only be used for gross pollutant management and verified through the Stormwater Quality Improvement Device Evaluation Protocol (SQIDEP).

Water Conservation

f. Any BASIX affected development, including residential components within mixed use buildings, should consider attaining BASIX Water 50. Measures may include, amongst others:

   i. Appliances and plumbing have at least a "AAA" Australian Standards Conservation Rating or equivalent;

   ii. New developments incorporate dual reticulation system for permitted non-potable reuse (toilet flushing, laundry and irrigation) to allow future connection to recycled water; and

   iii. Recycled water/stormwater reuse should be used for accepted non-potable use such as toilet flushing, laundry and irrigation.

g. Developments not affected by BASIX should include water use fittings that achieve the minimum standards defined by WELS.

h. Only stormwater collected from roof areas may be stored for reuse without pre-treatment.

i. Design with water conserving landscape practices in mind including:

   i. Choose low water demanding species;

   ii. Drip irrigation to plants;

   iii. Use of mulch;

   iv. Irrigate with alternative sources of water; and

   v. Direct hardstand/impervious areas to garden beds to facilitate passive irrigation.

Wastewater Management

j. New development should incorporate either greywater or blackwater recycled water systems, and waterless urinals and integrate these into the buildings recycled water network.

Blue-Green Design

k. Green walls, roofs and facades, and vegetated treatment systems should be incorporated into developments where possible.

l. Stormwater quality management systems should be vegetated.

m. Vegetated stormwater management systems may contribute to the minimum vegetated landscape requirements for the site.

n. Runoff from impervious areas should be directed to deep soil/landscape areas whenever possible.

Notes

All proprietary products should be used for gross pollutant management only, and must have performance verified through the Stormwater Quality Improvement Device Evaluation Protocol (SQIDEP) and remain in private ownership and managed by the building owners or managers.

Development drainage is to be designed in accordance with the Australian Rainfall and Runoff Handbook and relevant Council specifications and standards.

Alternative sources of water must be delivered via a separate clearly identifiable pipe system (i.e. purple pipe) and must not have any cross connections with potable water supplies.

Main water backup must include appropriate backflow prevention devices and must not result in any risk of cross contamination.

Schemes must comply with Sydney Water Guidelines and the Australian Guidelines for Water Recycling.

4.5.12 Sustainability

Desired Outcome

a. Development suits future climate scenarios, in particular increasing temperatures and more frequent extreme weather events.

b. Development mitigates climate risks such as heat, bushfire, smoke, flood and storm impacts.

c. Development promotes sustainable use of potable water and stormwater across the precinct and encourage water conservation and reuse.

Prescriptive Measures

High Performing Buildings

a. Development should comply with the level of performance and standards required for residential and non-residential development as outlined in State Environmental Planning Policy (Sustainable Buildings) 2022.

b. Buildings and public realm design should achieve high levels of energy efficiency through passive design and efficient services.

c. All normally operating building and precinct systems should be electrified for all energy requirements associated with normal operations.

d. Development should maximise the on-site collection of renewable energy.

e. Development should demonstrate prioritisation of water conservation measures to minimise water consumption.

f. Development should include space within buildings for future energy storage (electrical and/or thermal batteries).

g. Improve the control of mechanical space heating and cooling by designing heating/ cooling systems to target only those spaces which require heating or cooling, not the whole building.

h. New developments should connect to recycled water if serviced by a dual reticulation system for permitted non potable uses, such as toilet flushing, irrigation, car washing, firefighting and other suitable purposes.

i. Commercial and retail development should incorporate a timing system to automatically control the use of lighting throughout the building.

j. Developments should:

   i. Minimise embodied carbon of materials in construction;

   ii. Maximise the reuse of materials and recycled materials, or otherwise use easily recyclable materials; and

   iii. Maximise the durability and adaptability of materials and structures.

Refrigerants

k. Natural or Hydrofluoroolefin (HFO) refrigerants with a GWP (Global warming potential) of less than 10 should be used in all air conditioning, refrigeration and heat pump equipment:

   i. if the equipment can be supplied on similar terms to conventional systems; and

   ii. at a cost of not more than 10 percent higher than the market rate for conventional systems.