



Hornsby RSL Club

Planning Proposal

May 2016

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Executive Summary

This report provides an overview of a Planning Proposal to amend the height development standard and to amend the applicable controls within Hornsby Development Control Plan 2013 for of 2-4 High Street, 7-19 Ashley Street, 2-4 Webb Avenue and 3-7 William Street, Hornsby (the site).

The site can generally be described as three components:

- Hornsby RSL Club & Community Car Park, which contains ### spaces allocated for public use.
- Hornsby RSL Club; and
- A 5,463.2m² predominantly vacant area of land to the south of the Hornsby RSL Club, between Ashley Street, Webb Avenue and Forbes Street.

The Planning Proposal represents a continuation of the Hornsby West Side Planning Proposal in which it was recommended, based on a submission provided, that there is merit in including additional sites to the Precinct and that an increase in height to the Hornsby RSL Club holdings warrant consideration.

The Planning Proposal is submitted to the Hornsby Shire Council to support a request by the Hornsby RSL Club to initiate an amendment to the *Hornsby Local Environmental Plan 2013 (HLEP)* and Hornsby Development Control Plan 2013 (HDCP). Specifically, the following amendments are proposed:

- Amend the Height of Buildings map under the HLEP to increase the maximum permissible heights across the site to 23.5 to 48 metres.
- Amend Clause 4.4(2D) of the HLEP to include providing public car parks, with an area equivalent to 1:1 of the site area, as a use to allow additional floor area.
- Amend the relevant figures in the HDCP to reflect the desired built form, including:
 - Building Height Plan
 - Ground Floor Minimum Setbacks
 - Wall Heights

An indicative concept scheme has been prepared by Altis Architecture to support the Planning Proposal to demonstrate an example of the potential future built form of the site. The proposed built form responds to the surrounding context and intends to add to the locality's strong 'sense of place' by maintaining a clear hierarchy of building heights which focuses at gateway buildings and the centre of the Hornsby West Side Precinct, tapering down to the edges of the Precinct and surrounding development.

Specifically, the Altis Architecture scheme comprises:

- 1,440m² of flexible additional club space.
- Hotel with 114 rooms.
- 200m² of retail floor area.
- Approximately 236 new residential dwellings, including 110 seniors housing dwellings.

Hornsby is identified as a Strategic Centre within the NSW Government's, *A Plan for Growing Sydney*. This strategic document aims to increase housing in the area, while strengthening the commercial core of the area.

The planning proposal meets these objectives by providing a significant contribution to housing stock in an area which has high accessibility to public transport and goods and services, while also providing new facilities and visitor accommodation in the RSL Club to support social and business growth in the area.

An economic feasibility assessment has been undertaken for the proposed hotel which found that the forecasted revenue of the hotel can be sustained, with additional indirect benefits provided to food and beverage offerings in the RSL Club and other local businesses in the surrounding area. The synergy of operating the hotel and RSL Club facilities in the same location will further strengthen the commerciality of the Hornsby area.

A transport and traffic assessment has been undertaken by Bitzios Consultants for the indicative concept scheme which demonstrates that such a development can be delivered without generating adverse impacts to the local and regional road networks. Sufficient on-site car parking would be provided, in accordance with Council's DCP controls and RMS guidelines.

The envisaged Planning Proposal will deliver a superior urban planning outcome and will provide a range of substantial benefits which warrant support, including:

- The urban renewal of a key strategic site within the Hornsby West Side Precinct and raises the bar of design quality in the precinct and revitalise an out-dated area of the Precinct.
- Provision of additional flexible club space and visitor accommodation facilities which are not provided in the local area.
- Providing additional services to the Hornsby RSL Club which continues to be a major social and community driver in the area.
- Delivery of up to 236 new, high quality designed residential apartments, including 110 seniors housing dwellings, to support the housing targets for Hornsby, and assist with the high projected growth in the area (which is larger than the Sydney average).

For these reasons, we believe the Planning Proposal would create a significant positive contribution to the surrounding area and warrants support.

1 Introduction

This Planning Proposal is submitted to Hornsby Shire Council to support a request by the Hornsby RSL Club to initiate an amendment to *Hornsby Local Environmental Plan 2013 (HLEP)* to increase the height and development standards applicable to the site, in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*.

The key objectives of the Planning Proposal are to demonstrate the strategic planning merit of the intended built form outcome and evaluate the impact of additional building height on the site, and to assess the relevant environmental, social and economic impacts of the proposal. As required by Section 55 of the EP&A Act, this Planning Proposal includes the following:

- Description of the subject site and context.
- Indicative site plan showing sufficient detail to indicate the effect of the proposal.
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal.
- Summary of the justification of the proposal.
- Description of the community consultation process that would be expected to be undertaken before consideration is given to making of the planning instrument.

The Planning Proposal has been prepared having regard to the NSW Department of Planning's '*A Guide to Preparing Planning Proposals*' and '*A Guide to Preparing Local Environmental Plans*'.

It is requested that Council forward the Planning Proposal to the Minister for Planning for Gateway determination in accordance with Section 56 of the EP&A Act. The Gateway determination by the Minister will decide:

- Whether the matter should proceed (with or without variation).
- Whether the matter should be resubmitted for any reason (including for further studies or other information, or for the revision of the Planning Proposal).
- The community consultation required before consideration is given to the making of the proposed instrument.
- Whether a public hearing is to be held into the matter by the Planning Assessment Commission or other specified person or body.
- The times within which the various stages of the procedure for the making of the proposed instrument are to be completed.

The Planning Proposal is accompanied by a range of plans and reports prepared by specialist consultants to provide a comprehensive analysis of the site opportunities and constraints. These address the key issues and impacts associated with the proposed rezoning including:

- Indicative Design Concept (Altis Architecture) – Refer to **Appendix A**.
- Urban Design Analysis (Altis Architecture) – Refer to **Appendix B**.
- Transport and Traffic Assessment (Bitzios) – Refer to **Appendix C**.
- Hotel Feasibility Study (Altis Architecture) – Refer to **Appendix D**.

2 Land to which the Planning Proposal Applies

2.1 SITE DESCRIPTION AND LOCATION

The subject site of the Preliminary Planning Proposal is located in the southern portion of the Hornsby West Side Precinct. The site consists of three general components including:

- Hornsby RSL Club.
- Hornsby RSL & Community Car Park which currently contains 234 car parking spaces, 120 of which are allocated for public use.
- Vacant Land - A 5,463.2m² predominantly vacant area of land to the south of the Hornsby RSL Club, between Ashley Street, Webb Avenue and Forbes Street. There is one dwelling house on one of the lots.

Descriptions of the individual lots within the site are provided in **Table 1** below, with the extent of the site illustrated in **Figure 1**.

TABLE 1 – PROPERTY DESCRIPTIONS

COMPONENT	ADDRESS	LOT	DP	AREA
Hornsby RSL Club & Community Carpark	1A William Street	1	432351	153.3m ²
	3-7 William Street	1	817649	1,961m ²
	2 Ashley Lane	9	655107	335.1m ²
	<i>Total of 1A & 3-7 William St and 2 Ashley Ln</i>			<i>2,449.4m²</i>
Hornsby RSL Club	4 High Street	2	817649	6,698m ²
Predominantly vacant land	7 Ashley Street	6	222907	682.9m ²
	9 Ashley Street	5	222907	682.9m ²
	11 Ashley Street	4	222907	682.9m ²
	15 Ashley Street	3	222907	682.9m ²
	17 Ashley Street	2	222907	682.9m ²
	19 Ashley Street	1	222907	682.9m ²
	2 Webb Avenue	8	222907	682.9m ²
	4 Webb Avenue	7	222907	682.9m ²
	<i>Total of 7-19 Ashley St and 2-4 Webb Ave</i>			<i>5,463.2m²</i>

FIGURE 1 – AERIAL IMAGE OF SUBJECT SITE



SOURCE: NEARMAP (13 FEBRUARY 2016)

2.2 EXISTING DEVELOPMENT ON THE SITE

The existing development on the lots included in the site is provided in **Table 2**.

TABLE 2 – EXISTING DEVELOPMENT

PROPERTY	EXISTING UPGRADES
3-7 William Street	Four storey, split level car park containing 234 spaces
4 High Street	The Hornsby RSL Club which includes food and beverage areas, entertainment facilities, billiards room, sports bar, function areas, administration and back-of-house areas, and car parking
7 Ashley Street	Vacant land
9 Ashley Street	Vacant land
11 Ashley Street	Vacant land
15 Ashley Street	Vacant land
17 Ashley Street	Vacant land

PROPERTY	EXISTING UPGRADES
19 Ashley Street	Two storey dwelling house and associated landscaping
2 Webb Avenue	Vacant land
4 Webb Avenue	Vacant land

Figure 2 below illustrates the street views of the existing developments on the site.

FIGURE 2 – IMAGES OF SUBJECT SITE



PICTURE 1 – RSL CLUB & COMMUNITY CARPARK 1



PICTURE 2 – RSL CLUB & COMMUNITY CARPARK 2



PICTURE 3 – ASHLEY LANE BETWEEN CLUB AND CAR PARK



PICTURE 4 – HORNSBY RSL CLUB (FRONT)



PICTURE 5 – HORNSBY RSL CLUB (REAR)



PICTURE 6 – ASHLEY LANE RESIDENTIAL TO WEST OF RSL CLUB AND CAR PARK



PICTURE 7 – RESIDENTIAL FLATS TO WEST OF CARPARK



PICTURE 8 – VACANT LAND (RSL CLUB IN BACKGROUND)



PICTURE 9 – WEBB AVENUE RESIDENTIAL



PICTURE 10 – FORBES STREET RESIDENTIAL

2.3 SURROUNDING CONTEXT

The subject site is surrounded by the following:

- North – To the north of the site is the Hornsby West Side shopping area which comprises an eclectic mix of commercial uses, including retail, office, food and beverage and a cinema. The entry to the Hornsby Train Station is located approximately 120 metres to the north-east. Development in this area is generally dated and is anticipated to be revitalised in due course due to the gazettal of the Hornsby West Side Planning Proposal.
- East – To the east of the site is the T1 North Shore, Northern & Western Railway Line, Hornsby Westfield Shopping Centre and medium density residential housing to the east of Forbes Street.
- South – South of the site comprises a mix of residential dwelling typologies, predominantly being attached dwellings and dwelling houses.
- West – To the west of the site comprises a mix of residential flat buildings and dwelling houses.

3 Strategic Planning Context

3.1 A PLAN FOR GROWING SYDNEY

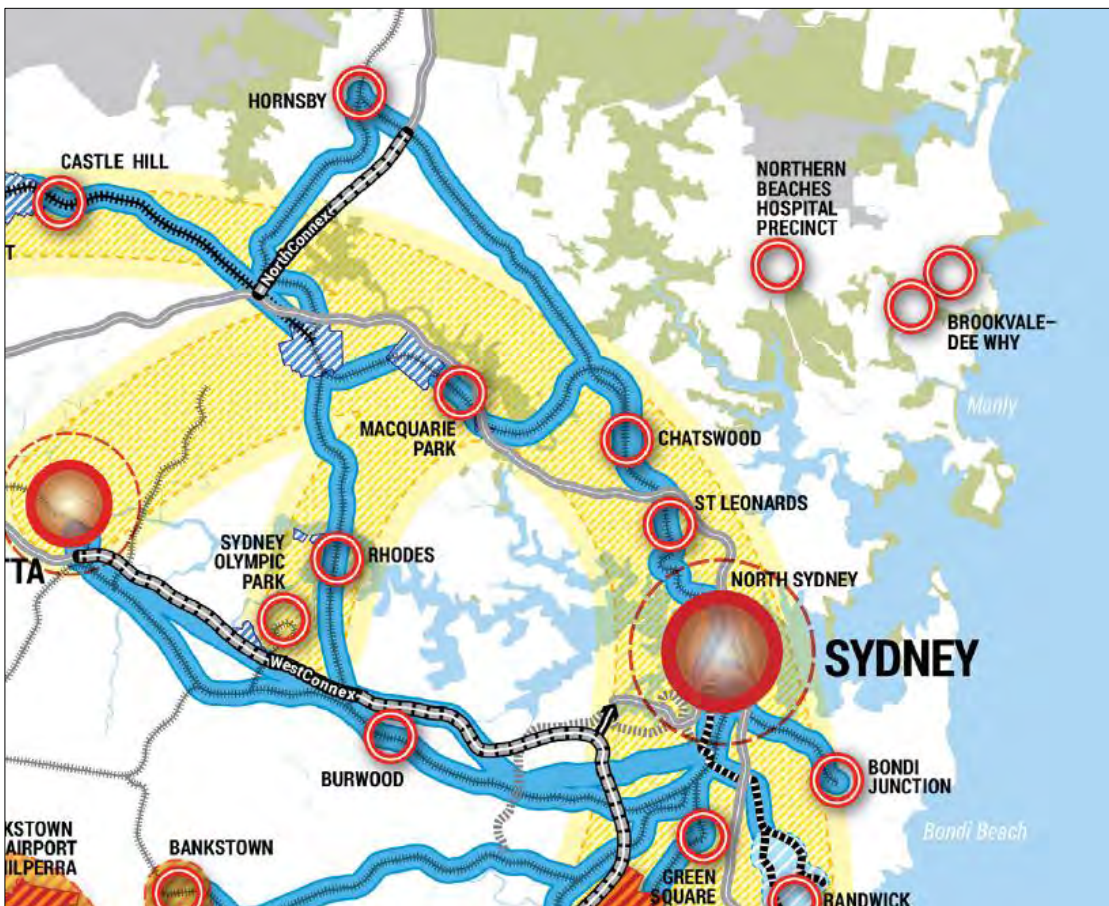
A Plan for Growing Sydney, released by the Department of Planning and Environment in December 2014, is the NSW Government’s strategic planning vision for metropolitan Sydney. The Plan is focused on creating a competitive economy and accelerating housing supply, choice and affordability.

Under *A Plan for Growing Sydney*, Hornsby LGA is within the North Subregion. The Strategy identifies that increases in the supply of housing and jobs will be focused on centres with good public transit in the North Subregion. A priority in the North Subregion is to work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery and train services, including along key public transit corridors.

Hornsby is identified as a Strategic Centre, and is identified as being located along an Urban Renewal Corridor. The priority for the Hornsby Strategic Centre is to *work with Council to provide capacity for additional mixed-use development in Hornsby including offices, retail, services and housing.*

The planning proposal assists in meeting the objectives and targets of the *A Plan for Growing Sydney* strategy by increasing housing supply and tourist and visitor accommodation, while maintaining the public benefit service of the registered club, in a highly accessible area to public transport, community facilities, and employment. Furthermore, the proposed development will contribute a number of jobs through the construction phase of the development, as well as increasing employment opportunities within the RSL Club, hotel and seniors development.

FIGURE 3 – NORTH SUBREGION MAP



SOURCE: A PLAN FOR GROWING SYDNEY 2014 (DP&E)

3.2 HORNSBY WEST SITE PLANNING PROPOSAL

The Hornsby West Side Planning Proposal was gazetted on 12 December 2014. It aimed to contribute to the priorities listed under the draft *Metropolitan Strategy for Sydney to 2013*, which included:

- Enhance as a location for growing retail and office uses for the subregion and a broader catchment extending to the Central Coast;
- Promote residential intensification near the centre;
- Provide for at least 1,000 additional jobs to 2031; and
- Provide for increased housing choice through redevelopment for a variety of new housing types and densities around centres along major transport corridors including strategic bus corridors and the North Shore Line and Northern Line.

The Planning proposal amended the HLEP 2013 by increasing height and floor space ratio controls for land within the Hornsby West Precinct to:

- Permit high density mixed use residential and commercial development ;and
- Include a requirement for a minimum floor space ratio of 2:1 for employment generating development within residential/mixed use buildings in the Hornsby West Precinct.

During the consultation process for the Planning Proposal, a submission was made on behalf of the Hornsby RSL Club which recommended the following amendments:

- That the 5-8 storey height limit specified for the Hornsby RSL Club be increased to between 10 and 15 storeys, given the proposal did not meet the minimum threshold outlined in the Economic Feasibility Study prepared by Hill PDA, and that the DCP diagrams be updated to reflect the inclusion of the western car park on the Club site being within the Planning Proposal.
- That the 12 storey height limit for the Hornsby RSL & Community Car Park be increased to 15 storeys.
- That the vacant land owned by Hornsby RSL to the south of the Club be included in the Precinct.

On behalf of the Hornsby Shire Council, JBA stated that the submission concerning height and feasibility of the RSL Club site is reasonable given the location and nature of the site, and that the other issues raised in the submission may warrant consideration as well.

However, as some of the landholdings (i.e. vacant land to the south of the Club) were outside the scope of the Planning Proposal, and in the interest of timing of the release of the Hornsby West Side Planning Proposal, it was considered appropriate that the Hornsby RSL Club pursue a separate site-specific planning proposal. This Planning Proposal is submitted in accordance with this recommendation.

3.3 HORNSBY HOUSING STRATEGY 2010

The Hornsby Shire Housing Strategy was prepared to identify suitable areas for the provision of additional housing to meet Council's housing target of 11,000 new dwellings under the Metropolitan Strategy and draft North Subregional Strategy.

The Housing Strategy found that there was capacity for 4,500 dwellings under the pre-existing planning controls, and provided a mechanism to release another additional 2,600 dwellings at strategic locations. With the existing controls and Housing Strategy enabling the delivery of total of 7,100 dwellings, there remains a shortfall of 3,900 dwellings to meet the housing target.

The Hornsby West Side Planning Proposal aims to provide an additional 1,000 dwellings to the area. and Epping Town Centre Priority Precinct has also assisted in meeting the dwelling targets for the Hornsby Shire and North Subregion. However, the subject planning will provide further assistance in meeting the 11,000 dwelling target, taking advantage of the close proximity to public transport and services.

3.4 KU-RING-GAI AND HORNSBY SUBREGIONAL EMPLOYMENT STUDY

The Ku-Ring-Gai and Hornsby Subregional Employment Study was undertaken in 2008 to identify a strategy to meet the employment capacity target of 13,500 new jobs in the North Subregion by 2031. The study analysed the quantum and type of current employment generating uses in the Subregion and specified what the forecasted demands will be and in which areas.

The Study found that the Hornsby Town Centre has an excess supply of 33,592m² of employment floorspace, including the accommodation of Subregional Strategy targets. However, the Study also found that while retail is well provided, there is a need to increase the amount of office floorspace. The Hornsby West Side is identified as a suitable location for the additional office floorspace.

3.5 YOUR COMMUNITY PLAN 2013-2023

The Hornsby Shire Community Strategic Plan, *Your Community Plan 2013-2023*, identifies the main objectives and priorities for the future of the local government area. The Plan is reviewed every four years and includes a Delivery Program which outlines the services Council will deliver over the following four year period from when it's released.

The Plan aims to identify what the community values about the area, to identify important issues and challenges for the future of the Hornsby Shire, to agree on a series of 'community Outcomes', and to establish 'Outcome Indicators' as a method of evaluating progress.

The 'Outcome Indicators' are provided under five community Outcome categories; My Environment, My Community, My Lifestyle, My Property and My Council. The community Outcome categories which are most relevant to the subject Planning Proposal are My Community and My Lifestyle.

3.5.1 MY COMMUNITY

The Strategy seeks to provide support programs and community and cultural facilities to create a stronger 'sense of belonging' in the community. The expansion of the Hornsby RSL Club responds positively to these objectives by providing additional facilities and services to the existing offerings of the Club.

The seniors housing and RSL Club developments are intended to complement each other by providing suitable housing for seniors within close proximity to social and community services. In turn, the accessibility of the RSL Club services, as part of the broader Hornsby area, will promote a stronger 'sense of belonging'.

3.5.2 MY LIFESTYLE

As part of the My Lifestyle services identified, the Strategy aims to:

- Provide strategic land use planning and urban design;
- Manage traffic flows, parking, access to public transport and road safety; and
- Regulate appropriate user activities on road network.

The Planning Proposal response positively to these objectives by providing a suitable built form, that respectfully responds to the adjacent existing and potential building envelopes, in a key location within easy walking to bus and train options and goods and services. The proposal also response to the Outcome Indicator by providing greater opportunities for seniors and people with a disability to care for themselves independently.

Traffic modelling analysis has been undertaken to confirm that the surrounding road network has capacity for the proposed development. However, given the accessibility provided to goods, services and public transport options in the immediate vicinity, the potential for multi-purpose trip-making and the ability to attract more pedestrian trips rather than car trips is considered likely.

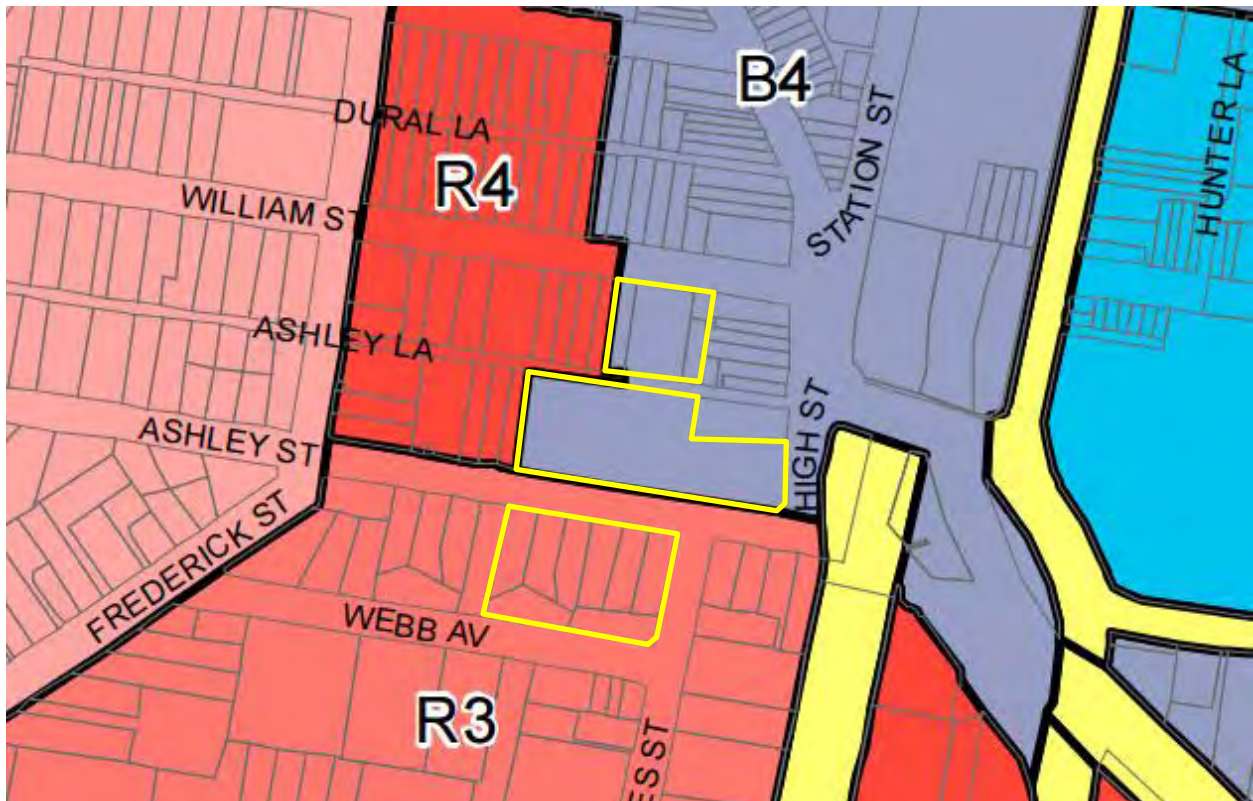
4 Existing Planning Provisions and Context

The *Hornsby Local Environmental Plan 2013* (HLEP 2013) is the principal environmental planning instrument governing development on the site. The following provisions are applicable to the subject land.

4.1 LAND USE ZONING

The Hornsby RSL & Community Car Park and the Hornsby RSL Club are zoned B4 Mixed use under the HLEP 2013, with the vacant area to the south zoned R3 Medium Density Residential. The zonings of the components of the site are shown in Figure 4 below.

FIGURE 4 – LAND ZONING MAP



SOURCE: HLEP 2013

4.2 ZONE OBJECTIVES

The objectives of the relevant zones are:

B4 Mixed Use

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*

R3 Medium Density Residential

- *To provide for the housing needs of the community within a medium density residential environment.*
- *To provide a variety of housing types within a medium density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

The Planning Proposal and indicative design concept seek to respond specifically to the above objectives by:

- Providing a mix of compatible uses to the area and filling a demand in the market for short term accommodation.
- Providing a complementary mix of uses within the proposal, and the local area, to build a stronger sense of community and offer of services to residents and visitors.
- Providing additional housing stock across a variety of dwelling types (i.e. 1, 2 and 3 bedroom apartments, as well as seniors housing).
- Providing additional employment opportunities to the area.

4.3 PERMITTED USES

The permitted and prohibited land uses are detailed in the following table.

TABLE 3 – LAND USE TABLE

B4 MIXED USED	
Permitted without consent	<i>Environmental protection works</i>
Permitted with consent	<i>Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hostels; Hotel or motel accommodation; Information and education facilities; Light industries; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Water reticulation systems; any other development not specified as permitted without consent or prohibited</i>
Prohibited	<i>Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home businesses; Home occupations (sex services); Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies</i>
R3 MEDIUM DENSITY RESIDENTIAL	
Permitted without consent	<i>Environmental protection works</i>
Permitted with consent	<i>Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dwelling houses; Emergency services facilities; Flood mitigation works; Group homes; Home-based child care; Home occupations; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Recreation facilities (indoor);</i>

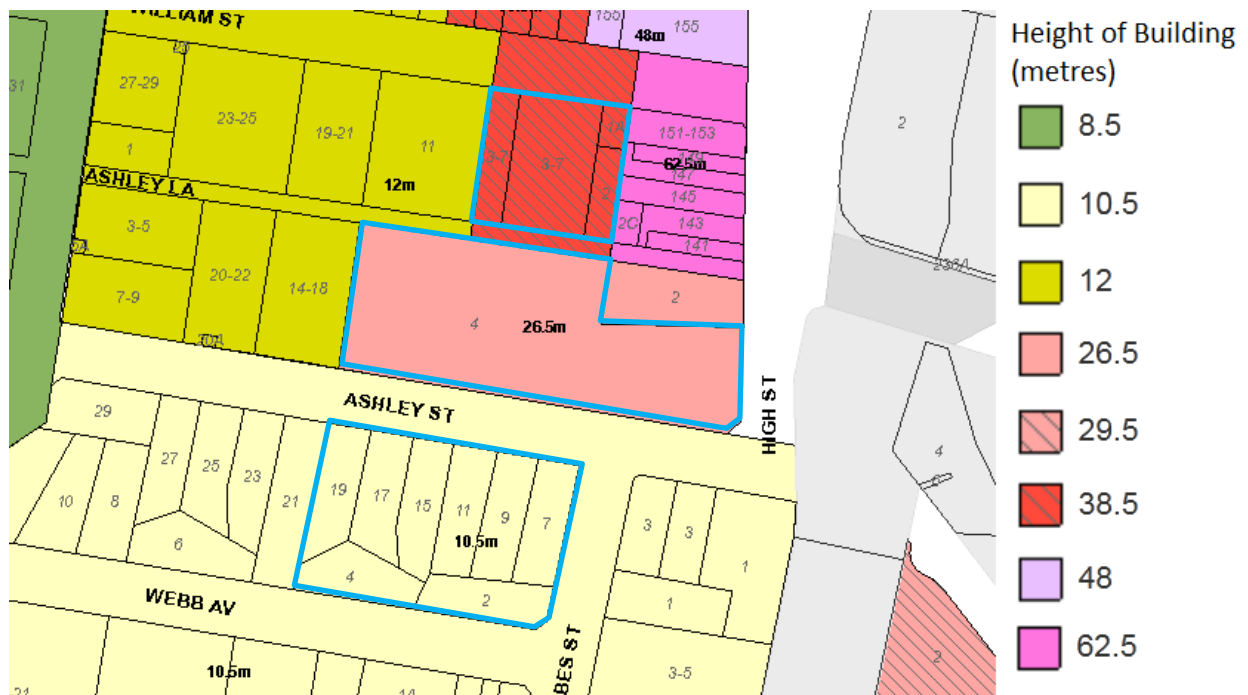
B4 MIXED USED	
	<i>Recreation facilities (outdoor); Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Water reticulation systems</i>
Prohibited	Any other development not specified above

4.4 HEIGHT

The site is currently subject to a maximum height of building as follows, and as shown in **Figure 5**:

- Hornsby RSL & Community Car Park – 38.5 metres
- Hornsby RSL Club – 26.5 metres
- Vacant land – 10.5 metres

FIGURE 5 – HEIGHT OF BUILDINGS MAP



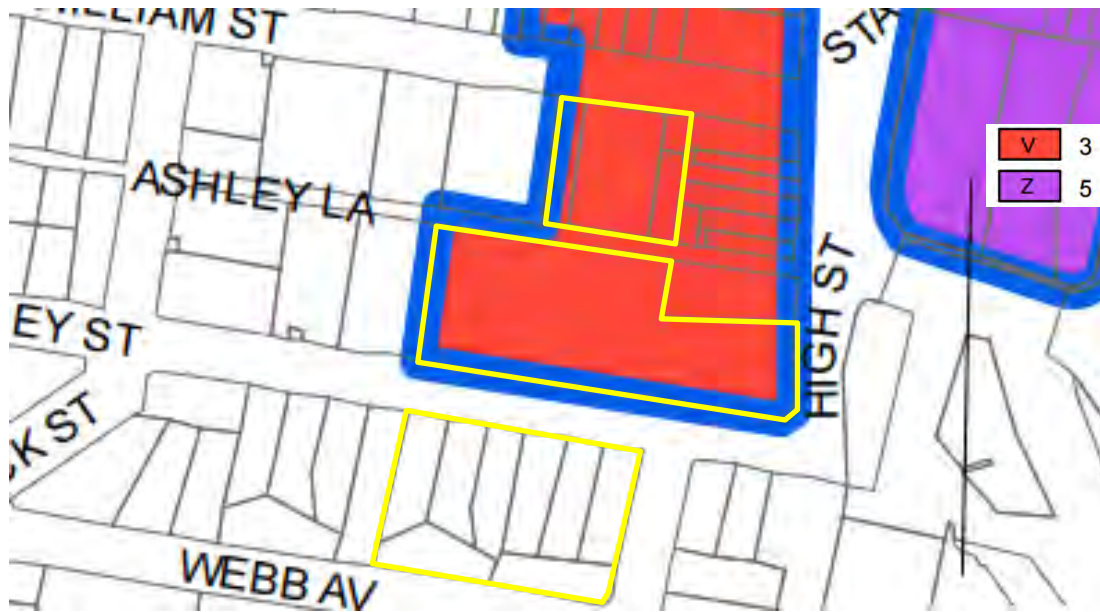
SOURCE: HLEP 2013

4.5 FLOOR SPACE RATIO

The Hornsby RSL & Community Car Park and Hornsby RSL Club are subject to a maximum floor space ratio (FSR) of 3:1. However, Clause 4.4(2D) allows development to exceed this FSR if the development is for the purposes of shop top housing or any other land use permitted in the zone, other than residential accommodation, that comprises a floor space ratio of at least 1:1.

There is no FSR standard for the vacant land zoned R3 Medium Density Residential.

FIGURE 6 – FSR MAP



SOURCE: HLEP 2013

5 Urban Design Analysis

5.1 PRELIMINARY DISCUSSIONS WITH COUNCIL

On Tuesday, 9 February 2015, a meeting was held with the project team and James Farrington, Fletcher Rayner and Jason Rawlin at Hornsby Council to discuss the preliminary Planning Proposal and Council's expectations for the site. Key matters raised in the meeting include:

- Economic feasibility of the land use, density and building heights, including reference to other clubs that have included similar land uses.
- Council wants confirmation that the local road network can accommodate the additional floor space above that estimated by the traffic modelling used to inform the Hornsby West Side Precinct Planning Proposal.
- The Hornsby RSL & Community Car Park currently has a legal agreement which allows public access to a certain number of spaces within the car park.
- Evaluation of the heritage impact for any future redevelopment of the Hornsby War Memorial Hall located at 2 High Street.
- Council requires justification for a departure from Council's five storey Housing Strategy Precinct control of 17.5 metres for the vacant land site. It was noted by Council that the exceedance may be considered reasonable if a larger dwelling size was proposed. However, there may need to be a restriction to only allow the additional height if these dwelling sizes were achieved (i.e. 20% above minimum).
- Council stated that the proposed heights should align with Council's established height hierarchy as included in the HLEP 2013.

Based on Council's feedback, the following actions were taken:

- A traffic study was prepared in support of the proposed amendments to the HLEP 2013.
- A feasibility analysis of the proposed hotel was prepared.
- The development of the Hornsby RSL & Community Car Park was designed to ensure that sufficient car parking spaces were kept for the public.
- The Hornsby War Memorial Hall was excluded from the proposed LEP amendments and concept design.
- The seniors housing development on the vacant land site was designed to provide dwelling sizes in excess of the minimum apartment sizes under the Apartment Design Guide, to provide a desirable option in the market place.
- The proposed heights of the concept design have been designed to reflect the typologies of the Hornsby West Side Precinct by tapering down from the centre to the edges.

5.2 SURROUNDING ROAD NETWORK

The subject site has multiple street frontages, including William Street, Ashley Lane, High Street, Ashley Street, Forbes Street and Webb Avenue, all of which are local roads.

There are a number of key intersections in the surrounding area being that of High Street/Peats Ferry Road and William Street/Peats Ferry Road, both of which are signalised.

The intersection of Peats Ferry Road/High Street is currently a priority intersection to Peats Ferry Road. However, the Draft Structure Plan for the Hornsby West Side indicates that this will eventually become a new four-way intersection to allow buses to exit from Station Street.

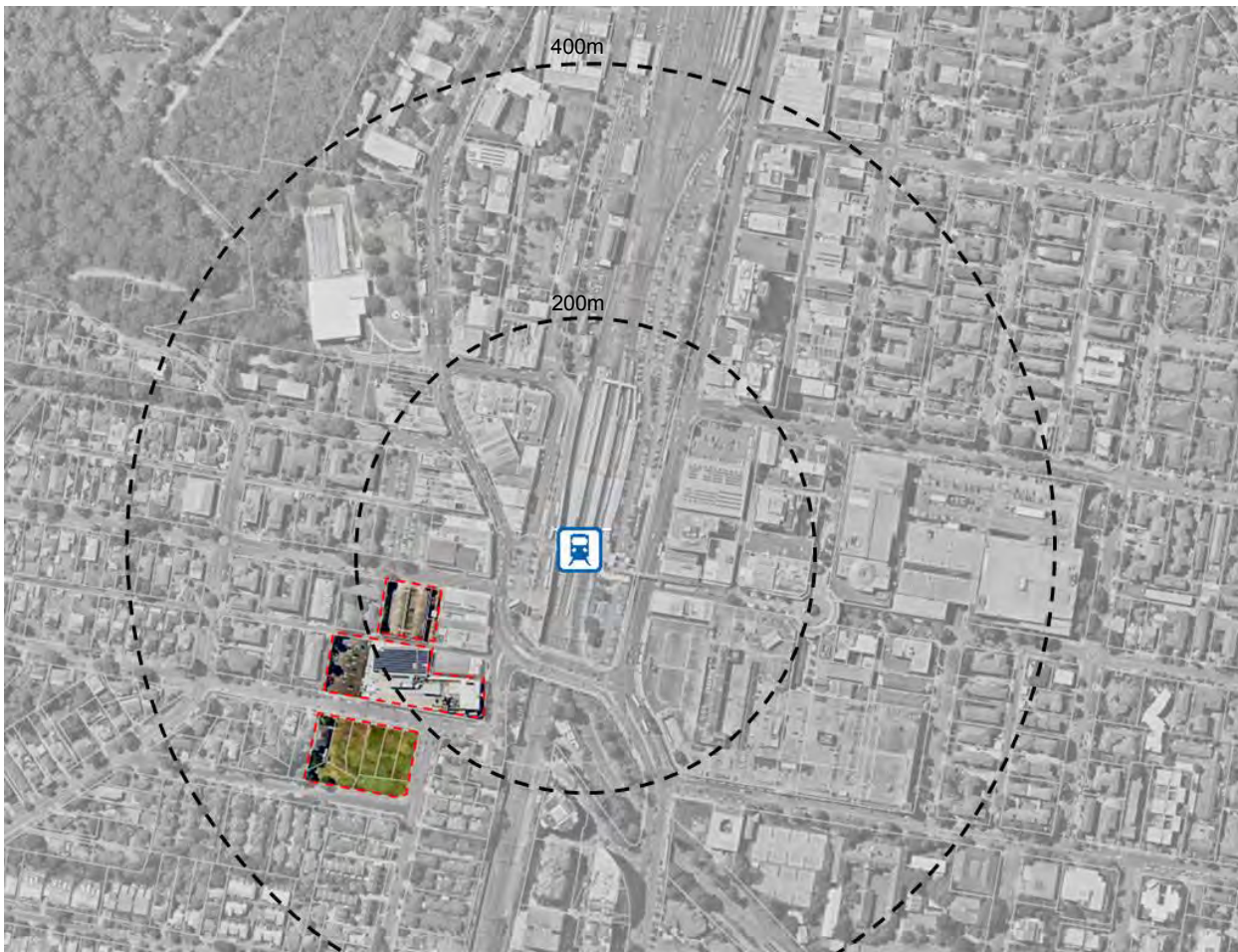
On street parking is generally permitted on all street frontages with a mix of parking controls prevalent including the following:

- Pick up and drop off zone at the High Street entry to the RSL Club (no parking);
- ½ hour, 1P and 2P parking zones between 8:30am-6:pm, Monday to Friday, and 8:30am-12:30pm, Saturday; and
- No parking zones.

5.3 PUBLIC TRANSPORT

The site is located within 170 to 300 metres, or a 3 minute, walking distance of Hornsby Train Station and bus interchange which provides access to high frequency bus and train services (see **Figure 7**). These services provide accessibility to all areas of Sydney. As such, the reliance on private vehicles will be limited, with public transport, cycling and walking encouraged.

FIGURE 7 – 200M AND 400M RADIUS FROM HORNSBY TRAIN STATION



SOURCE: NEARMAP (13 FEBRUARY 2016)

6 Indicative Design Concept

6.1 OVERVIEW

Following a detailed design process, a 'preferred scheme' has been developed by Altis Architecture to demonstrate the potential built form based on the proposed amendments. The rationale behind the proposed built form can be found in the Urban Design Statement at **Appendix B**.

The preferred scheme comprises three components:

- A retail, car park and residential mixed use development on the Hornsby RSL Club & Community Car Park site;
- An expansion of the Hornsby RSL Club, including additional car parking, lobbies, hotel/serviced apartments and residential apartments; and
- A seniors housing development on the 5,463.2m² vacant land to the south of the Hornsby RSL Club.

The proposed uses of the development sites are complementary to one another, as well as with the surrounding area. The RSL Club currently provides a range of food and beverage options, social groups, support and counselling networks. The expansion of the RSL Club will enable a greater number of services to be offered to the public, with a vision to enhance social cohesion. The provision of seniors housing will enable future residents to have easy access to services.

A numeric overview of the preferred design concept is provided below:

TABLE 4 – CONCEPT OVERVIEW

ELEMENT	CAR PARK DEVELOPMENT	HORNSBY RSL CLUB	SENIORS HOUSING
Site Area	2,450m ²	6,698m ²	5,463m ²
Gross Floor Area (GFA)	8,098m ²	19,847m ² plus residential	14,338m ²
Floor Space Ratio (FSR)	3.3:1	2.96:1	2.6:1
Maximum Height	44 metres	38.3 metres	20.5 metres
Storeys	15 storeys	12 storeys	6 storeys
Dwellings	72	54	110
Hotel Rooms	-	114	-
Car Parking Spaces	294	323	124

Further details of each component of the preferred scheme are discussed in the following sections.

6.2 STAGE 1 – RSL CAR PARK AND RESIDENTIAL DEVELOPMENT

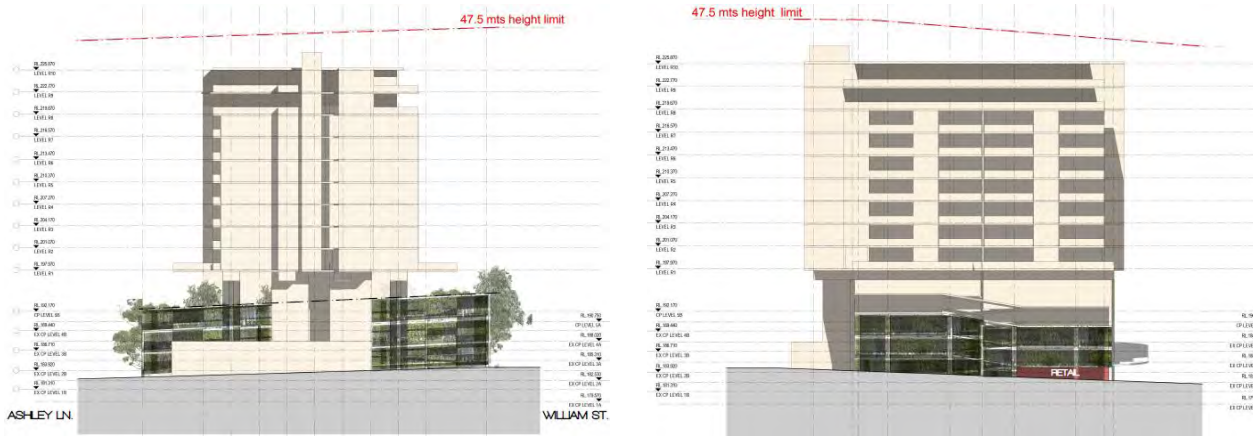
The existing Hornsby RSL & Community Car Park is proposed to be developed to retain the existing car park with the addition of two 100m² retail tenancies, residential lobby and new car park lift at the ground floor level. Two additional car parking levels would be added above the existing car park to serve 10 storeys of residential apartments above.

The 120 public car parking spaces would be retained and treatment would be made to the exterior facades of the car parking levels, such as green walls, to mitigate visual impacts from the streetscape.

The vision for the development is that a new activated laneway would be created between this site and the adjacent site at 141-153 Peats Ferry Road to provide greater permeability and activation of building facades.

Indicative elevations and a perspective of the proposed concept are provided at **Figure 8** and **Figure 9** below.

FIGURE 8 – CAR PARK DEVELOPMENT ELEVATIONS



PICTURE 11 – EASTERN ELEVATION

PICTURE 12 – NORTHERN ELEVATION

FIGURE 9 – CAR PARK DEVELOPMENT PERSPECTIVE



A feasibility analysis was undertaken to investigate the costs of demolishing the existing car park and constructing a basement car park, with mixed use tower above. However, the feasibility analysis found that it was not a cost-effective option and that for the site to redevelop, given the requirement to retain a certain amount of car parking for public use, constructing above the existing structure is the only option.

6.3 STAGE 2 – HORNSBY RSL CLUB EXTENSIONS

The extension to the Hornsby RSL Club include the construction of a six level car park containing a total of 249 spaces, including three levels of basement car parking, where the existing on-grade car parking area is to the west of the Club. This represents a 249 space increase from the existing car park.

A new drop off area would be created from Ashley Lane which would provide access to the proposed new Club lobby, residential lobby and hotel lobby.

1,440m² of additional club space which would be constructed over the proposed car parking, with a six storey hotel/serviced apartments tower above containing a total of 114 rooms.

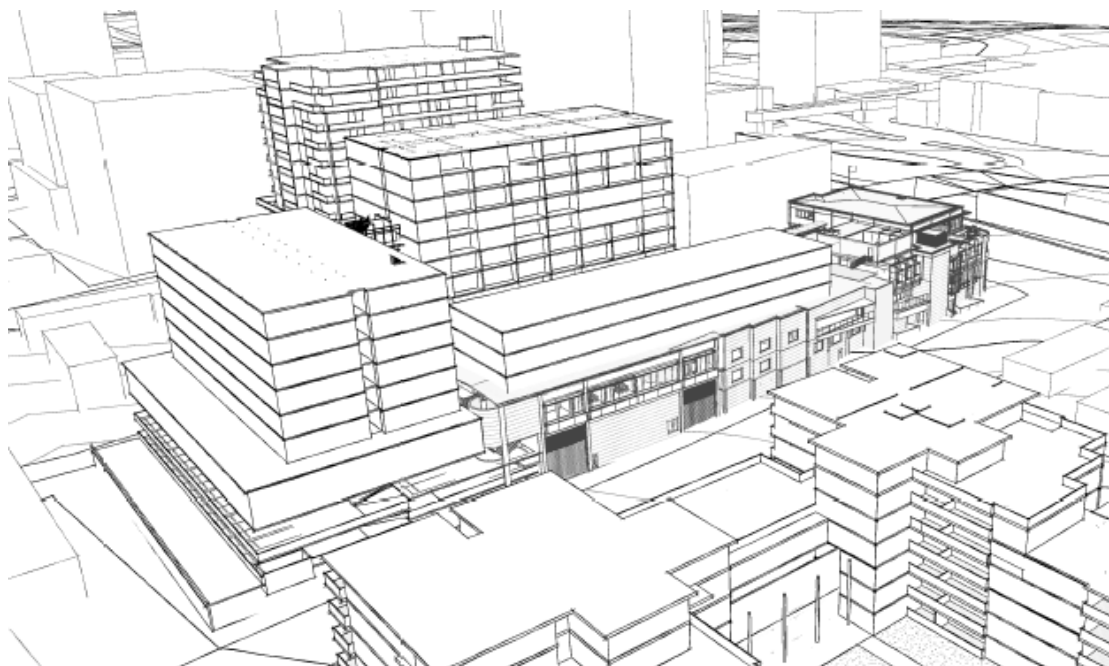
Above the existing auditorium would be an eight storey residential apartment tower containing a total of 43 apartments, with a dwelling mix of:

- 1 bedroom – 4 (7.4%)
- 1 bedroom + study – 6 (11.1%)
- 2 bedroom + study – 38 (70.4%)
- 3 bedroom – 6 (11.1%)

Lastly, a three storey extension above the existing gaming area to the south of the residential tower would be constructed to provide additional administration areas and additional services, such as a gymnasium and meeting rooms for local community groups.

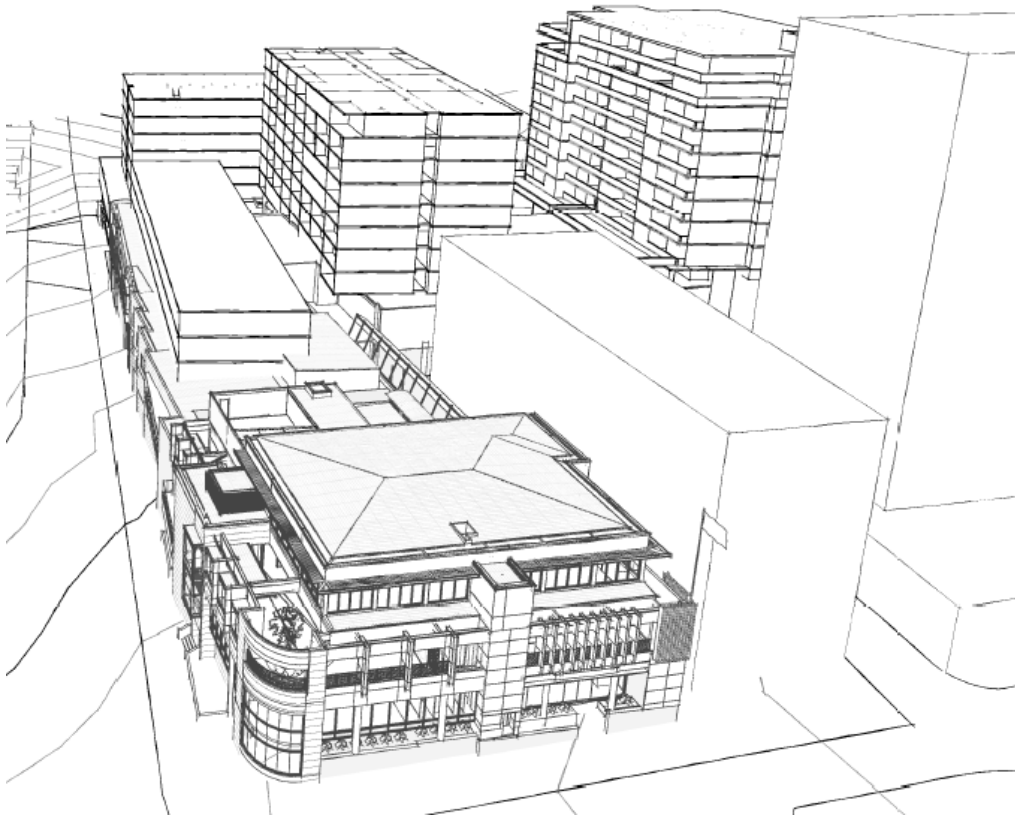
Indicative perspectives of the proposed extensions are provided in **Figure 10** and **Figure 11** below.

FIGURE 10 – RSL CLUB EXTENSIONS PERSPECTIVE 1



SOURCE: ALTIS ARCHITECTURE

FIGURE 11 – RSL CLUB EXTENSIONS PERSPECTIVE 2



SOURCE: ALTIS ARCHITECTURE

6.4 STAGE 3 – SENIORS HOUSING DEVELOPMENT

The seniors housing development involves the demolition of the existing dwelling house at 19 Ashley Street and construction of an six level building tiered with the existing fall of the site. The building will contain a total of 110 dwellings. Below the residential dwellings are two levels of car parking with a total of 124 spaces, with access provided via Webb Avenue.

The proposed building would be constructed in two stages and would have a total dwelling mix of:

- 1 bedroom – 4
- 2 bedrooms – 71
- 3 bedroom – 35

The development would have a porte cochère fronting Ashley Street, which serves the main entrance lobby. Communal open spaces would be provided at multiple landscaped roofs and a large central courtyard.

The development has been designed with dwelling sizes in excess of what is required under *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* (SEPP 65) and the Apartment Design Guide. The decision to provide greater apartment sizes is driven by the vision to provide dwellings with exceptional amenity and to provide an option which is not otherwise available in the surrounding area.

Indicative elevations and a perspective of the proposed concept are provided at **Figure 12** below.

FIGURE 12 – SENIORS HOUSING ELEVATIONS

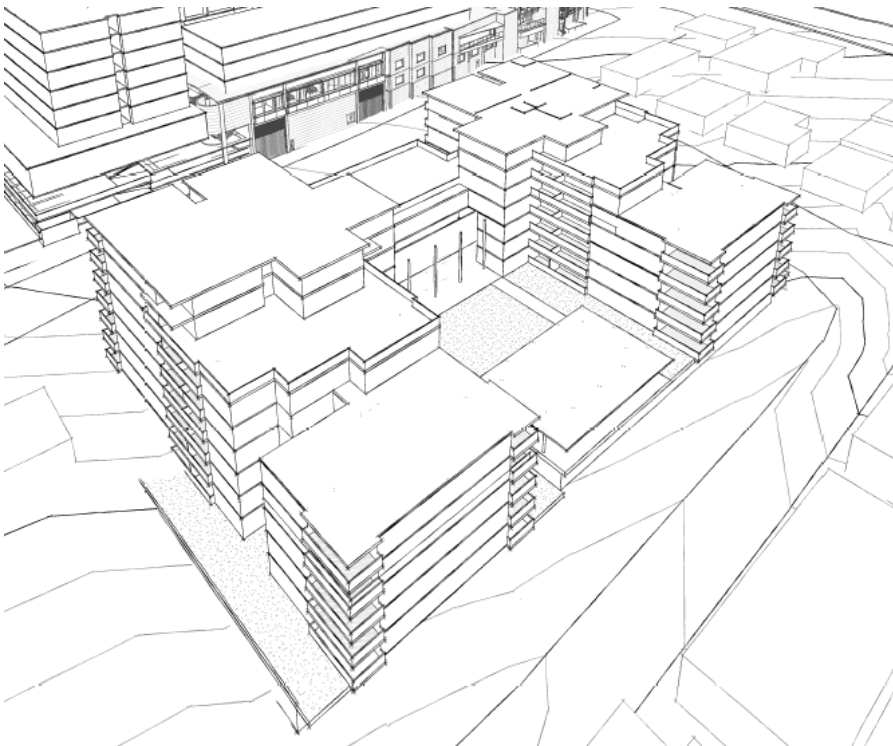


PICTURE 13 – NORTHERN ELEVATION



PICTURE 14 – SOUTHERN ELEVATION

FIGURE 13 – SENIORS HOUSING PERSPECTIVE



7 Objectives, Intended Outcomes and Explanation of Provisions

In response to the strategic site qualities and opportunities, the ultimate objective of the Planning Proposal is to facilitate the future development of a high quality, metropolitan scale development that responds to this prominent location in Hornsby. This vision would enable the direct achievement of a range of both regional and local strategic planning objectives including job, visitor accommodation and housing growth in a highly accessible and connected location.

The proposed outcome will be achieved by retaining the B4 Mixed Use and R3 Medium Density zonings, but amending HLEP 2013 to increase the 'Height of Buildings' map, as well as the relevant sections of the Hornsby Development Control Plan (HDCCP) 2013, to reflect the preferred design option.

Therefore, It is requested that Hornsby Shire Council amend the HLEP 2013 and HDCCP as follows.

7.1 AMENDMENT OF HEIGHT OF BUILDING MAP

To facilitate the proposed built form, we request that the 'Height of Buildings Map' be amended to provide a maximum height of buildings between 12 metres and 48 metres as shown below.

While we understand that the proposed seniors housing development has a greater height than that of the five-storey residential flat buildings allowed under the Hornsby Shire Housing Strategy, we propose to provide a development that exceeds the minimum apartment sizes under the SEPP 65.

Council raised concerns that providing a height in excess of the Housing Strategy may result in additional development yield should the larger units not proceed. To ensure the increase in height is only awarded in the instance that larger units are provided, we are willing to accept a requirement that the height is limited to 17.5 metres unless apartments with are provided with a floor area at least 20% greater than SEPP 65 requirements.

FIGURE 14 – PROPOSED HEIGHT OF BUILDINGS MAP



7.2 AMENDMENT TO CLAUSE 4.4(2D)

Clause 4.4(2D) of the HLEP 2013 currently allows areas identified as being located within 'Area 8' of the Floor Space Ratio Map to exceed the floor space ratio shown if the development is for the purposes of shop top housing and a minimum floor space ratio of at least 1:1 is provided for any other permitted land use in the zone, other than residential accommodation.

The requirement of providing 120 public car parking spaces within the Hornsby RSL Club & Community Car Park significantly restricts the type of development which is economically feasible on this site. A study was undertaken to understand if demolition of the existing structure and construction of a new building with basement car parking is feasible. However, based on the extended excavation works required to provide public car parking, this form of development is not feasible.

On this basis, it is requested that Clause 4.4(2D) be amended as follows (new text in **bold font**):

- “(2D) Despite subclause (2), the floor space ratio for development on land identified as “Area 8” on the Floor Space Ratio Map may exceed the floor space ratio shown for the land on the Floor Space Ratio Map if the development is for the purposes of:*
- (a) shop top housing, and*
 - (b) any other land use permitted in the zone, other than residential accommodation, that comprises a floor space ratio of at least 1:1, or public car parking with an area equivalent to 1:1.”*

7.3 AMENDMENT TO HORNSBY DEVELOPMENT CONTROL PLAN 2013

A number of the HDCP maps will be required to be updated as part of the Planning Proposal.

The current Hornsby West Side Precinct does not include the seniors housing development site to the south of the RSL Club. The relevant diagrams in the HDCP will need to be updated to reflect its inclusion.

7.3.1 BUILDING HEIGHT PLAN

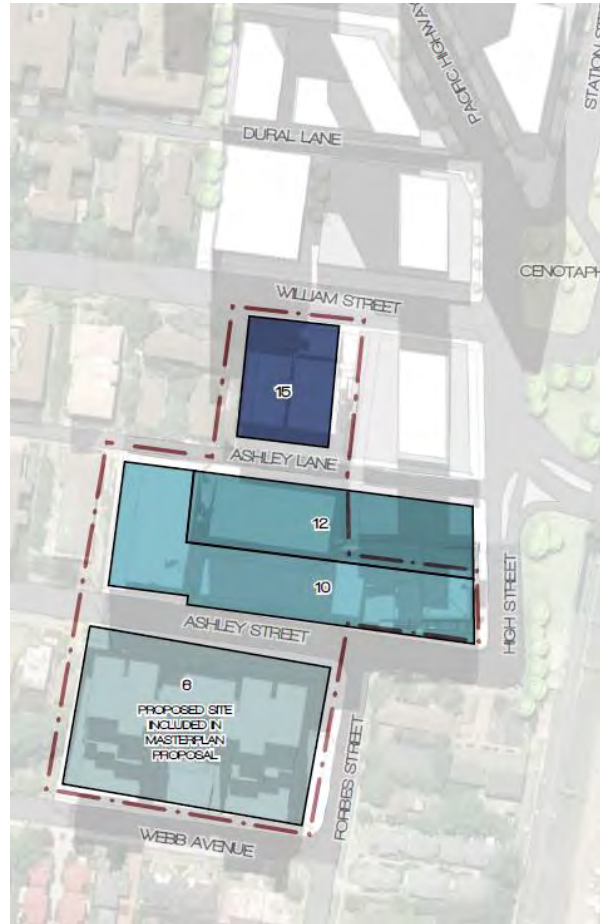
The Building Height Plan in the HDCP will be required to be amended as shown in the **Figure 15** below.

The same general distribution of height (i.e. height tapered from the centre and gateway buildings to the edges) has been maintained.

FIGURE 15 – BUILDING HEIGHT PLAN AMENDMENTS



PICTURE 15 – EXISTING BUILDING HEIGHT PLAN



PICTURE 16 – PROPOSED BUILDING HEIGHT PLAN

7.3.2 GROUND FLOOR MINIMUM SETBACKS

The proposed amendments to the ground floor level minimum setbacks are provided in **Table 5** and **Figure 16** below.

TABLE 5 – GROUND FLOOR MINIMUM SETBACKS

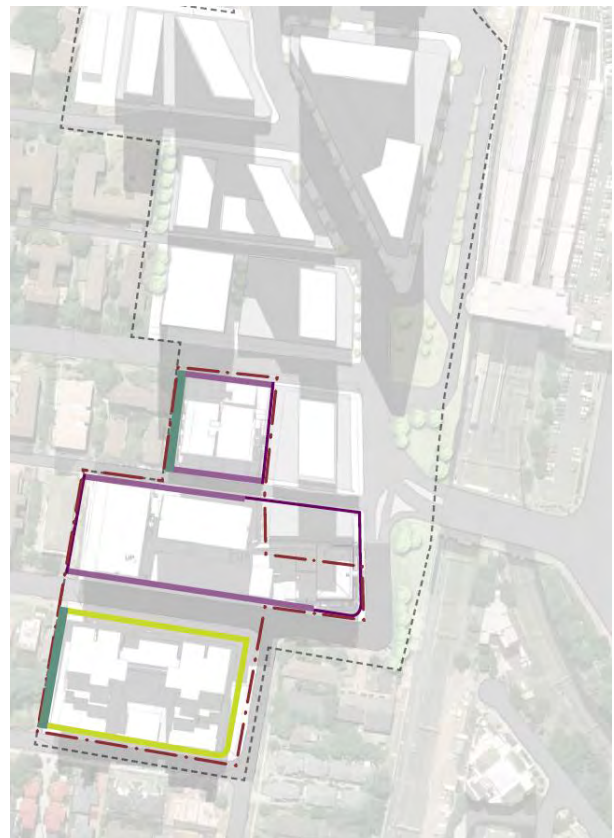
DEVELOPMENT SITE / BOUNDARY	EXISTING	PROPOSED
Hornsby RSL & Community Car Park site		
William Street	0-3 metres	0-3 metres
Ashley Lane	0-3 metres	0-3 metres
Western boundary	6 metres	6 metres
Hornsby RSL Club site		

DEVELOPMENT SITE / BOUNDARY	EXISTING	PROPOSED
Ashley Lane	0-3 metres	0-3 metres
High Street	0 metres	0 metres
Ashley Street	0-3 metres	0-3 metres
Western boundary	6 metres	0 metres
Seniors housing site		
Ashley Street	N/A	3 metres
Forbes Street	N/A	3 metres
Webb Avenue	N/A	3 metres
Western boundary	N/A	6 metres

FIGURE 16 – GROUND FLOOR MINIMUM SETBACKS AMENDMENTS



PICTURE 17 – EXISTING GROUND FLOOR SETBACKS



PICTURE 18 – PROPOSED GROUND FLOOR SETBACKS

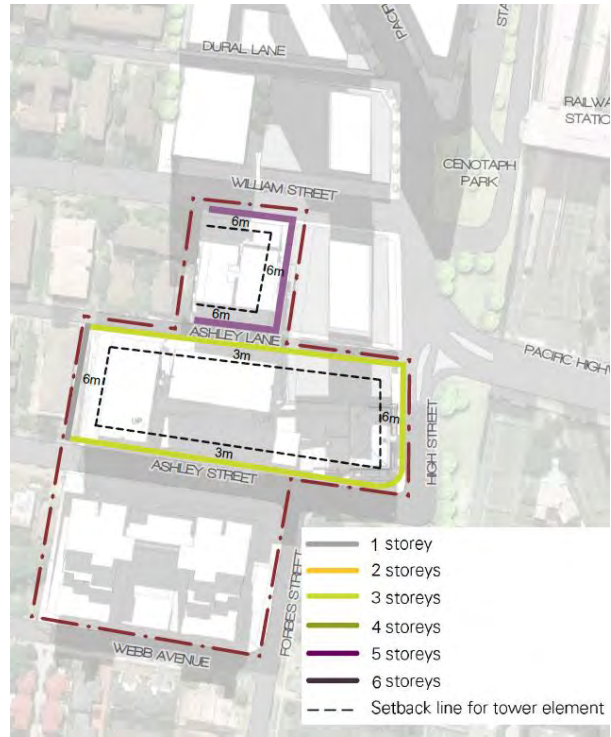
7.3.3 WALL HEIGHT

The proposed amendments to the wall heights to reflect the preferred scheme are shown in **Figure 17** below.

FIGURE 17 – WALL HEIGHT AMENDMENTS



PICTURE 19 – EXISTING WALL HEIGHTS



PICTURE 20 – PROPOSED WALL HEIGHTS

8 Justification for LEP Amendment

8.1 NEED FOR THE PLANNING PROPOSAL

The Department of Planning document “*A Guide to Preparing Planning Proposals*” includes the following questions in describing the need for the Planning Proposal.

Is the Planning Proposal a result of any strategic study or report?

Yes, the Planning Proposal is a continuation of the previous Hornsby West Side Planning Proposal. A submission was made during the exhibition period of the Hornsby West Side Planning Proposal. However, it was advised by Council that a separate, site-specific planning proposal should be prepared addressing the issues raised.

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

The Planning Proposal is the best means to achieve the objectives and intended outcomes described in Section 7 of this report as the extent, in numeric variation, from the current built form controls in comparison to the proposed could not reasonably be achieved through use of Clause 4.6 – Exceptions to Development Standards written request. Given that the *Hornsby Local Environmental Plan 2013* is in force, there are no alternative options available to avoid a standalone Planning Proposal.

8.2 RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

The current development on the site fails to effectively provide the scale, form and quality of development that is commensurate with a site of its strategic location. The Planning Proposal is therefore a direct and positive response to the site’s excellent strategic location within Hornsby, and the broader strategic regional and sub-regional objectives for the area.

Hornsby is identified as a ‘Strategic Centre’ in the current, *A Plan for Growing Sydney*. The Plan identifies a priority to “*work with council to provide capacity for additional mixed-use development in Hornsby including offices, retail, services and housing*”. The Planning Proposal will provide a significant contribution in meeting this priority by providing a range of additional housing stock, as well as facilities and services to support the intended direction of the area.

Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plans?

The *Your Community Plan 2013-2023* is the Council’s community strategic plan, long term vision and guide for the future growth of the Hornsby Shire. The Strategy includes 34 objectives across five key outcome areas, which relate to the environment, community, lifestyle, property and Council. The outcomes and objectives relating to community and lifestyle are of most relevance to the proposal.

- a) Community – The Strategy seeks to provide support programs and community and cultural facilities to create a stronger ‘sense of belonging’ in the community. The expansion of the Hornsby RSL Club responds positively to these objectives by providing additional facilities and services to the existing offerings of the Club. The seniors housing and RSL Club developments are intended to complement each other by providing suitable housing for seniors within close proximity to community services.
- b) Lifestyle – The Strategy aims to provide strategic land use planning and urban design, manage traffic flows, parking, access to public transport and road safety. The Planning Proposal response positively to these objectives by providing a suitable built form that respectfully responds to the adjacent existing and potential building envelopes, in a key location within easy walking to bus and train options and goods and services. Traffic modelling analysis has been undertaken to confirm that the surrounding road network has capacity for the proposed development. The proposal also response to

the Outcome Indicator by providing greater opportunities for seniors and people with a disability to care for themselves independently.

Is the planning proposal consistent with applicable State Environmental Planning Policies?

The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs). The relevant SEPPs are identified below.

TABLE 6 – RELEVANT SEPPS

POLICY	DETAILS
SEPP (State and Regional Development) 2011	<p>The aims of this Policy are to identify development that is State significant development, State significant infrastructure and critical State significant infrastructure, and to confer functions on joint regional planning panels to determine development applications.</p> <p>The proposal is not currently identified within any of the relevant schedules of the SEPP, nor deemed as State or Regional Development.</p>
SEPP (Infrastructure) 2007	<p>This SEPP provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process.</p> <p>While not specifically relevant to this Planning Proposal, future infrastructure works may not require development consent in accordance with the SEPP.</p>
SEPP 55 – Remediation of Land	<p>SEPP 55 introduces state-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed.</p> <p>There are no known contamination risks for the site. However, suitable investigations will take place at the development application stage.</p>
SEPP 65 – Design Quality of Residential Apartment Development	<p>SEPP 65 promotes better apartment design across the state by identifying nine ‘design quality principles’. Guidance to achieve these principles are detailed in the Apartment Design Guide (ADG), which provides a consistent set of planning and design standards.</p> <p>The concept design has been designed, taking into consideration the nine design quality principles and provisions of the ADG, to ensure residents of the development and surrounding sites achieve suitable amenity.</p> <p>The provisions of SEPP 65 and the ADG would be applied to the future detailed design of the future buildings.</p>

Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The Planning Proposal has been assessed against the s117 Ministerial Directions and is consistent with each of the relevant matters, as outlined below.

TABLE 7 – SECTION 117 DIRECTIONS

DIRECTION	COMMENT
1. Employment and Resources 1.1 Business and Industrial Zones	The proposal will provide additional jobs through the proposed hotel/serviced apartments and expansion to the Hornsby RSL Club and support surrounding local businesses by increasing local population which support the viability of the Hornsby Strategic Centre. The Planning proposal is consistent with this Direction.
3. Housing, Infrastructure and Urban Development 3.4 Integrating Land Use and Transport	The proposal provides increased density and high quality residential, registered club and visitor accommodation uses in close proximity to Hornsby Railway Station and bus interchange, which responds positively to this Direction.
7. Metropolitan Planning 7.1 Implementation of the Metropolitan Plan	The Planning Proposal provides a range of new job opportunities, housing and support facilities/services for the surrounding area which is consistent with the 'Metropolitan Priorities' of the Sydney Metropolitan Strategy.

8.3 ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

Not applicable to this Planning Proposal.

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

Given the proposed uplift in building height and density, the potential environmental effects that are relevant to the Planning Proposal include the indicative building design, residential amenity and traffic impacts.

Bulk, Scale and Massing of Indicative Design Concept

The preferred design scheme (see **Section 6**) for the RSL & Community Car Park site includes the addition of one car parking level above the existing four storey car park, with a 10 storey residential tower above. The building will also have two retail tenancies and a residential lobby at the ground floor level.

The extensions to the RSL Club site include the construction of a six level, above and below grade car park over the existing on grade car parking area to the west of the Club. A 1,440m² extension to the club space will be constructed above the car parking levels, with a six storey hotel above. An eight storey residential tower would be constructed over the existing auditorium and an additional three storeys would be constructed to the south of this tower above the existing gaming area.

The seniors housing development to the south of the RSL Club will present as six storeys when viewed from the streetscape on Ashley Street, Forbes Street and Webb Avenue.

The proposed built form responds to the surrounding context and intends to add to the locality's strong 'sense of place' by maintaining a clear hierarchy of building heights which focuses at gateway buildings and the centre of the Hornsby West Side Precinct, tapering down to the edges of the Precinct and surrounding development.

Amenity impacts on surrounding properties

Privacy and overshadowing are the two key potential amenity impacts arising from the proposed increase in height and density on the site, and have accordingly guided the appropriate height, bulk and scale for the site.

Privacy/Building Separation

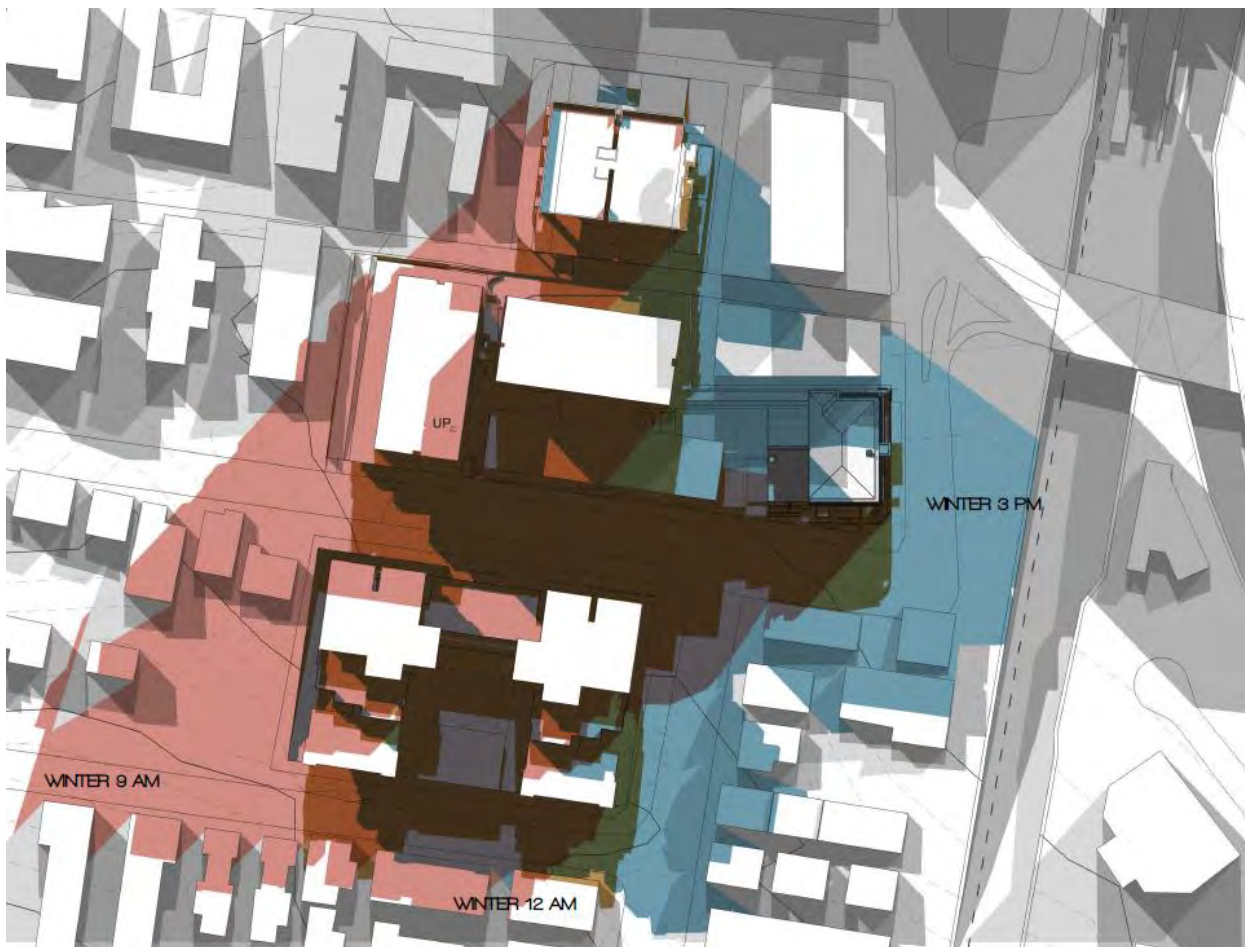
The scheme has been designed, taking into consideration the recommended building separation distances of SEPP 65 and the ADG, to ensure suitable privacy is afforded to surrounding properties and future residents of the proposed development.

Overshadowing

In developing the preferred scheme for the site, consideration has been given to the shadow impacts resulting from the proposed built form. While further refinements will be made at the detailed design stage, the preliminary shadow analysis has shown that properties in the surrounding area will not receive an unreasonable amount of additional overshadowing. The residential towers above the RSL & Community Car Park and RSL Club, and the seniors housing development, comply with the minimum requirements of the Apartment Design Guide under SEPP 65.

A shadow diagram illustrating overshadowing cast at 9am, 12noon and 3pm on 21 June (winter solstice) is provided below.

FIGURE 18 – SHADOW DIAGRAM



SOURCE: ALTIS ARCHITECTURE

Traffic Impacts

A Transport and Traffic Assessment has been prepared by Bitzios Consulting (see **Appendix C**), who provided the traffic modelling for the Hornsby West Side Planning Proposal, to assess the impacts of the proposed land uses, and review the preferred design concepts by Altis Architecture. Given the site's highly accessible location to Hornsby Railway Station and bus networks, as well as the proximity to goods and services in the surrounding area, car dependency will be limited and public transport, walking and other means of travel will be encouraged.

The calculated trips generated by the proposed uses were inputted into the Hornsby Shire VISUM model to simulate the performance of key intersections in the surrounding road network. From the VISUM model, it was calculated that the additional 61 vehicles per hour in the network in the AM peak are expected to have minimal impact on the performance of intersections. The levels of service of key intersections are shown to be similar to existing conditions.

The PM peak is shown to be the critical peak, with an estimated additional 300 vehicles per hour generated by the proposed development. The calculated performance of the surrounding intersections shows, however, that the proposed development would have a minimal impact on delays and Levels of Service. The performance of two intersections (Peats Ferry Road/Coronation Street intersection and Peats Ferry Road/High Street intersection) are expected to reduce from Level of Service (LOS) B to LOS C in the PM peak with the development-generated traffic, which is within acceptable limits.

Furthermore, it was identified that the development components introduce more mixed use into the area, which is aligned with the needs of a town centre and capitalises on its proximity to the rail station. As a result, the potential for multi-purpose trip-making and the ability to attract more pedestrian trips rather than car trips is considered likely.

How has the planning proposal adequately addressed any social and economic effects?

Social Impacts

The proposal will further strengthen the social and community benefits that the RSL Club provides. The seniors housing development has been designed to complement the RSL Club to provide access for future residents to community and support groups hosted by the Club, with a vision to provide health facilities, such as a gymnasium, in the future.

The proposed 1,440m² new flexible club space will provide a new facilities for the Club to offer the public, such as, health services, gymnasium, and meeting and events areas.

The proposal will promote greater interaction between people visiting, living and interacting in the development.

Economic Impacts

An economic feasibility assessment has been undertaken for the proposed hotel on the RSL Club site (**Appendix D**). The study found that serviced accommodation provides for the majority proportion of visitor accommodation, and that there is very limited availability in the upscale segment (i.e. 4-star and above) in the local market. The report also found there are particularly low levels of availability of hotel rooms within Hornsby's core centre and that accommodation options take little advantage of synergies with complimentary uses, such as conferencing and function venues.

This last point is considered to be one of the key attributes that will drive the success of the hotel. While providing a gap for short-term accommodation for people visiting the area for work or leisure, synergy with the functions/conference hall and RSL Club will enable the hotel to leverage patronage that would not be available to a standalone facility. In addition, there will be other indirect revenue from additional food and beverage sales in the RSL Club. While the hotel will provide an economic benefit to the Club, it will also provide new jobs in the hospitality, administration, marketing and construction/trades sectors to the local area.

In addition to the above, the provision of additional housing will also provide additional economic benefits through construction and providing a larger customer base for other businesses in the local area.

8.4 STAGE AND COMMONWEALTH INTERESTS

Is there adequate public infrastructure for the planning proposal?

The Planning Proposal does not alter the public infrastructure requirements that would be required when compared to the existing zoning and planning controls. The site is within walking distance of public transport (trains and buses), employment and lifestyle retail facilities within Hornsby. Upgrades to infrastructure arising from there development of the site (such as utilities and traffic) would be assessed during the development application process.

9 Conclusion

The Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*.

The Planning Proposal provides a comprehensive justification of the proposed amendment to HLEP 2013, and is supported on the following grounds:

- The existing controls do not appropriately reflect suitable redevelopment options for the Hornsby RSL Club holdings.
- The urban renewal of the key strategic site seeks to introduce high quality mixed use development which will raise the bar of design quality in the precinct and revitalise the area.
- The proposal would facilitate additional flexible club space and hotel services not currently available in the area.
- It will facilitate the delivery of approximately 236 high quality apartments, including 110 seniors housing dwellings, in a highly accessible 'Strategic Centre' location, creating a genuine transit-orientated development and reducing car dependency.
- Traffic Analysis has demonstrated that the proposal will not unreasonably burden the surrounding traffic network. Additionally, the development will promote walking to local retail, food and beverage, office and public transport options.
- The proposal is consistent with the objectives and actions contained in *A Plan for Growing Sydney* and the Hornsby Shire Community Strategic Plan. It is also consistent with applicable State Environmental Planning Policies and Section 117 Directions.

Overall, it is considered that the Planning Proposal has a range of positive benefits, and it is requested that the Hornsby Shire Council take the necessary steps to enable it to proceed to Gateway Determination under Section 56 of the EP&A Act.

Disclaimer

This report is dated May 2016 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Hornsby RSL Club (**Instructing Party**) for the purpose of preparing a planning proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A

Indicative Design Concept

Appendix B

Urban Design Statement

Appendix C

Transport and Traffic Assessment

Appendix D

Hotel Feasibility Study

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Appendix A

Hornsby RSL

Planning Proposal –

Amended Concept Plans

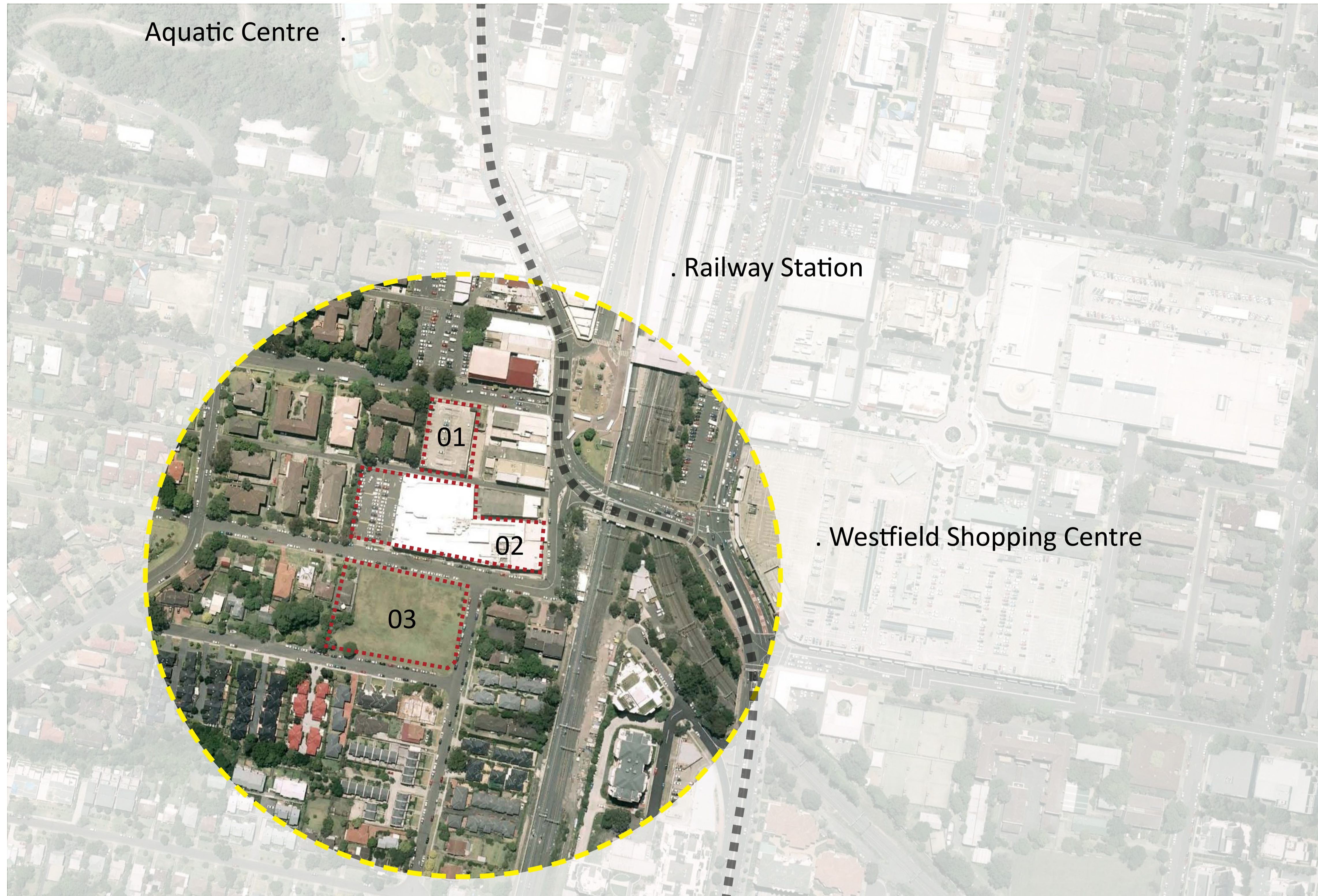
Lodged by Applicant on

21 October 2016

HORNSBY RSL PLANNING PROPOSAL

PROJECT 815E.14
26 September 2016





- Site 01. Existing RSL Carpark
- Site 02. Existing RSL Club
- Site 03. Existing Undeveloped Site

■■■■ Princess Highway

■■■■ Study Area

HORNSBY RSL MASTER PLAN

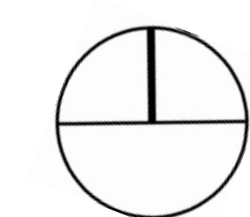
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LOCATION PLAN

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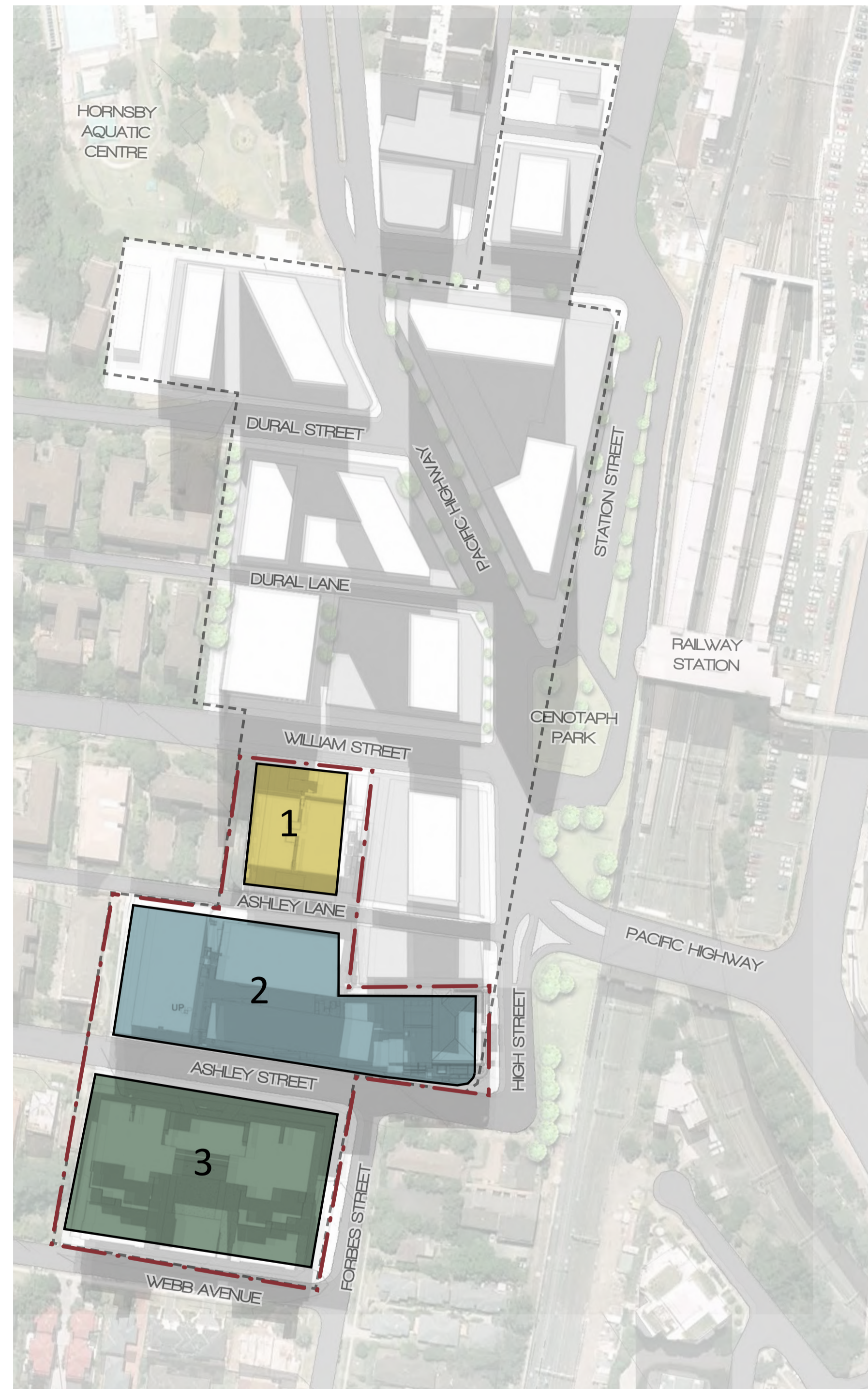
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A

A Hornsby West Side Precinct



B

HORNSBY RSL (CURRENT LAND OWNERSHIP):

- SITE AREA (LAND IN CLUB OWNERSHIP)
- SITE 1
- SITE 2
- SITE 3

B Hornsby RSL Planning Proposal
Proposed Site in context with Hornsby West Side Precinct

HORNSBY RSL MASTER PLAN

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PLANNING PRINCIPLES

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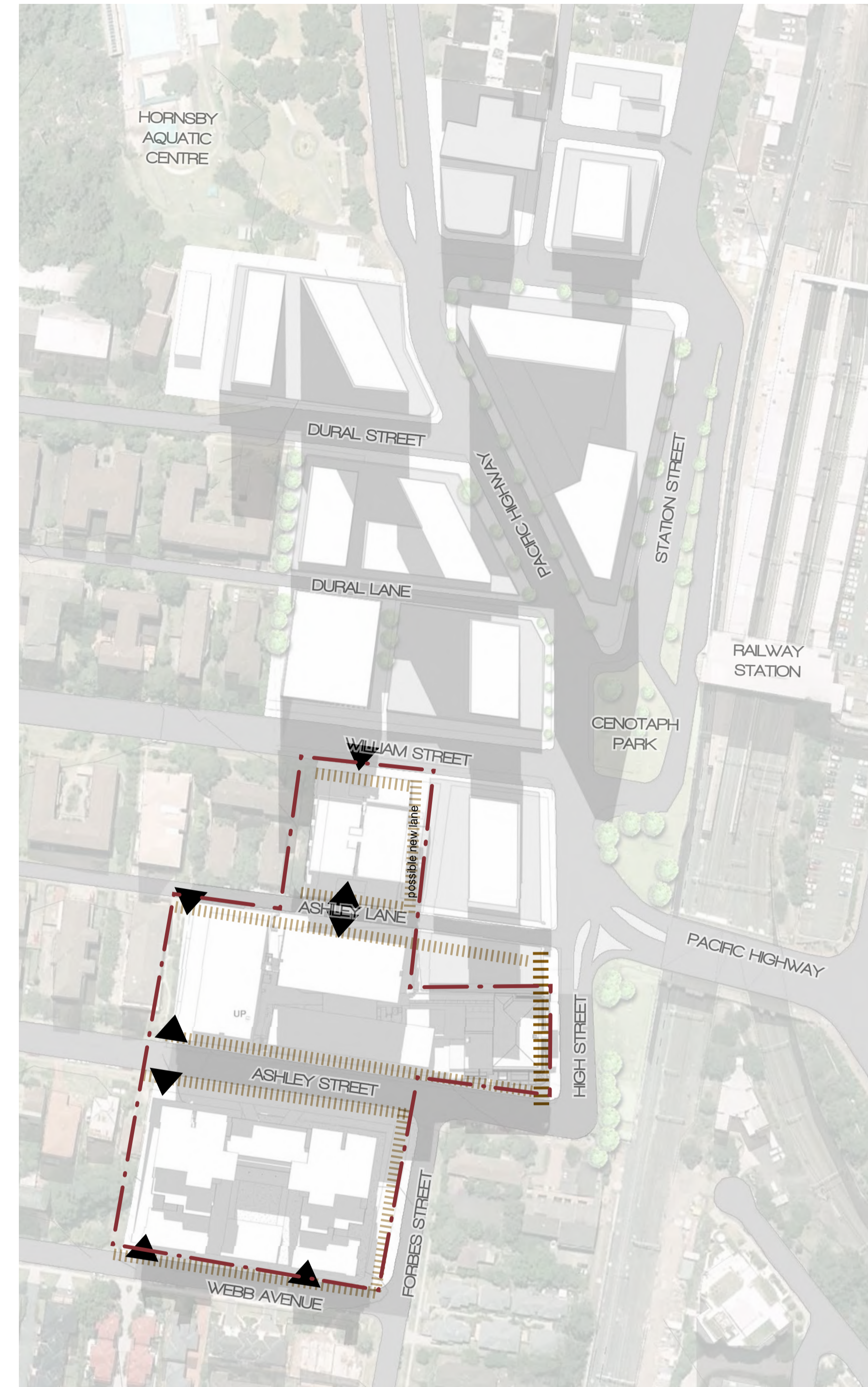


Figure 7 – Active Frontages & Awning Locations

Hornsby West Side Precinct_ New Planning Controls 1.1 Active Frontages & Awnings

Legend

- The Study Area
- Active frontage
- Semi active frontage
- Mandatory awning provision
- Preferred awning provision
- ▶ Preferred vehicular access point



Hornsby RSL & Memorial Club Planning Proposal 1.1 Active Frontages & Awnings

- HORNSBY RSL & HORNSBY MEMORIAL CLUB SITES
- ACTIVE FRONTAGE
- SEMI ACTIVE FRONTAGE
- ▶ PREFERRED VEHICULAR ACCESS POINT

HORNSBY RSL MASTER PLAN

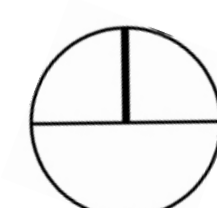
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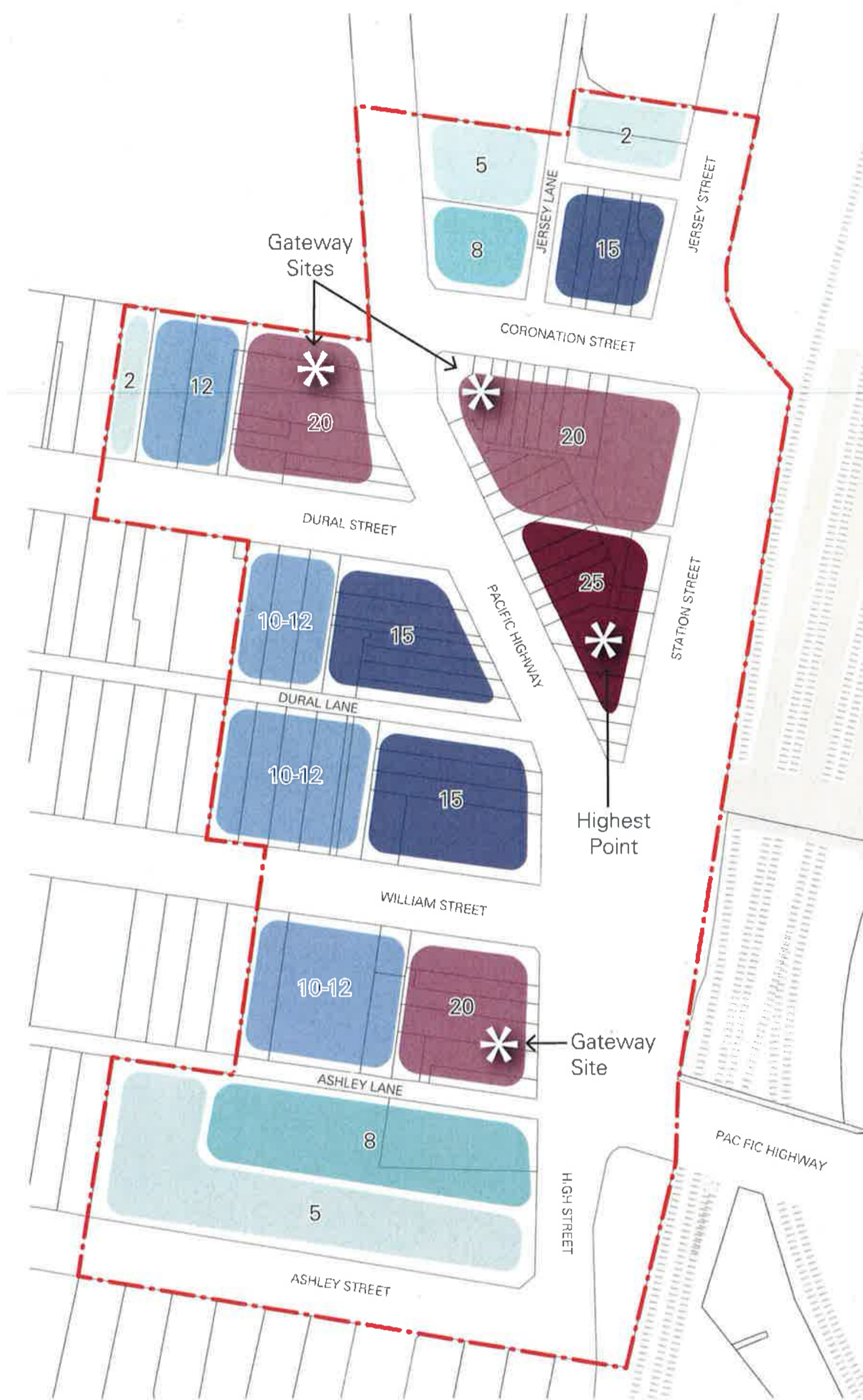


Figure 3 - Indicative building heights

Hornsby West Side Precinct_New Planning Controls 1.2 Built Form

- The Study Area
- 25 storeys 77.5m approx
- 20 storeys 62.5m approx
- 15 storeys 47.5m approx
- 10-12 storeys 38.5m approx
- 8 storeys 26.5m approx
- 2-5 storeys 17.5m approx



Hornsby RSL & Memorial Club Planning Proposal 1.2 Built Form

- HORNSBY RSL SITE
- 25 STOREYS 77.5m approx.
- 20 STOREYS 62.5m approx.
- 15 STOREYS 47.5m approx.
- 12 STOREYS 38.5m approx.
- 10 STOREYS 32.5m approx.
- 8 STOREYS 20.5m approx.
- 5 STOREYS 17.5m approx.

HORNSBY RSL MASTER PLAN

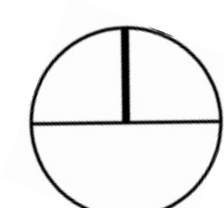
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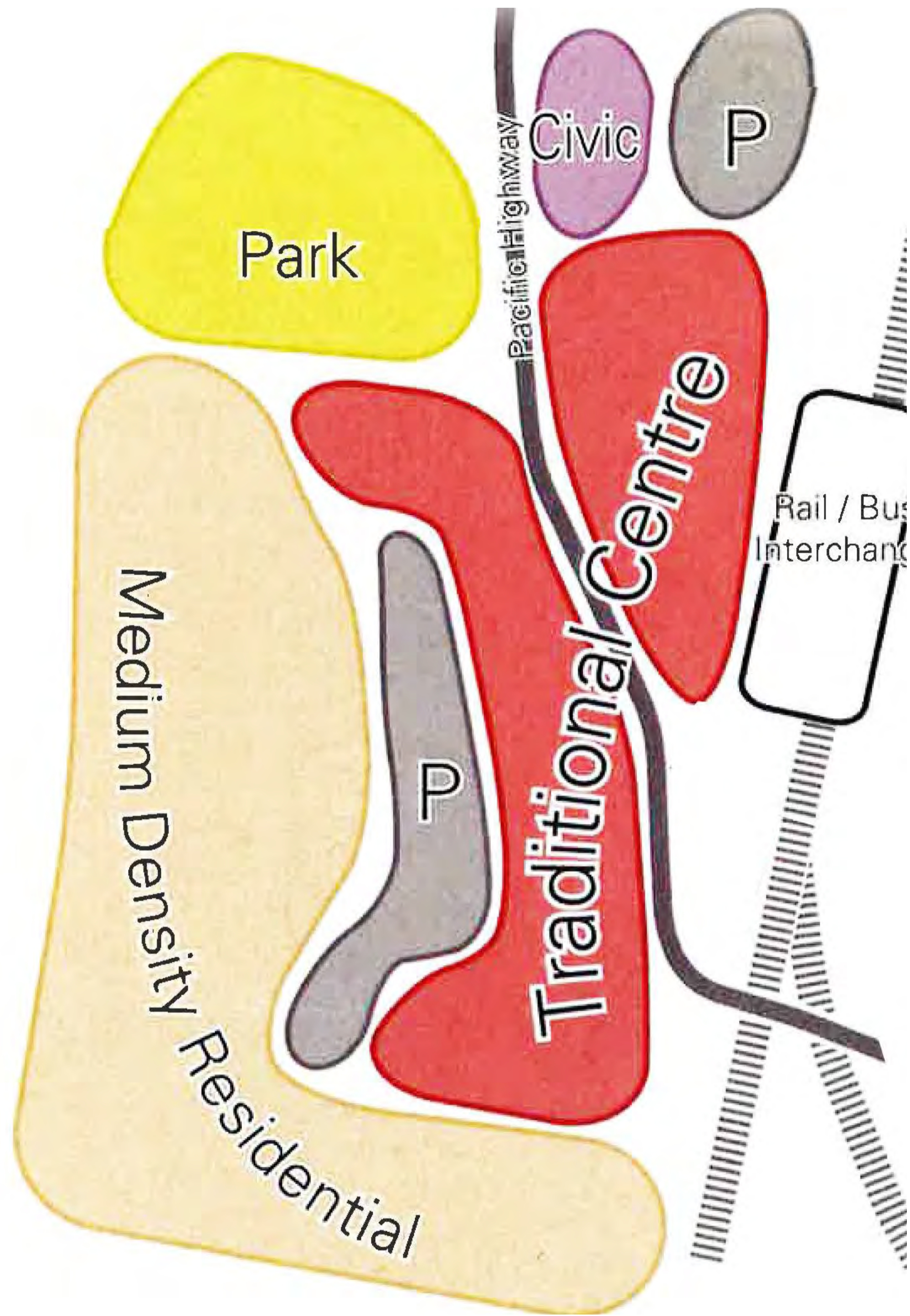
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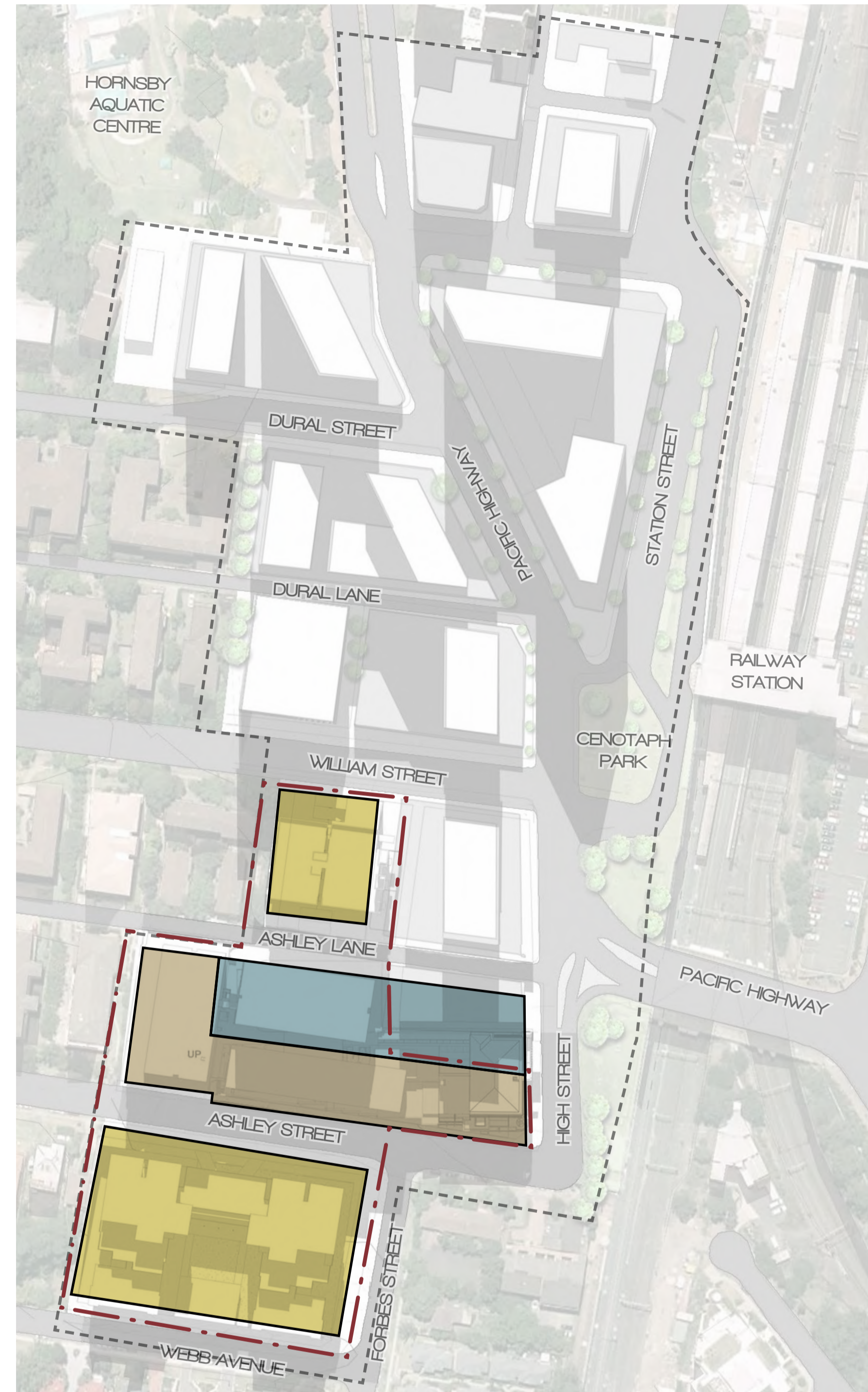
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Hornsby West Side Precinct_ New Planning Controls
1.3 Uses



Hornsby RSL & Memorial Club Planning Proposal
1.3 Uses

- MIXED USE (HIGH RISE)
- MIXED USE (MEDIUM RISE)
- RESIDENTIAL

HORNBSY RSL MASTER PLAN

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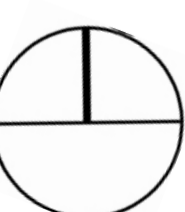


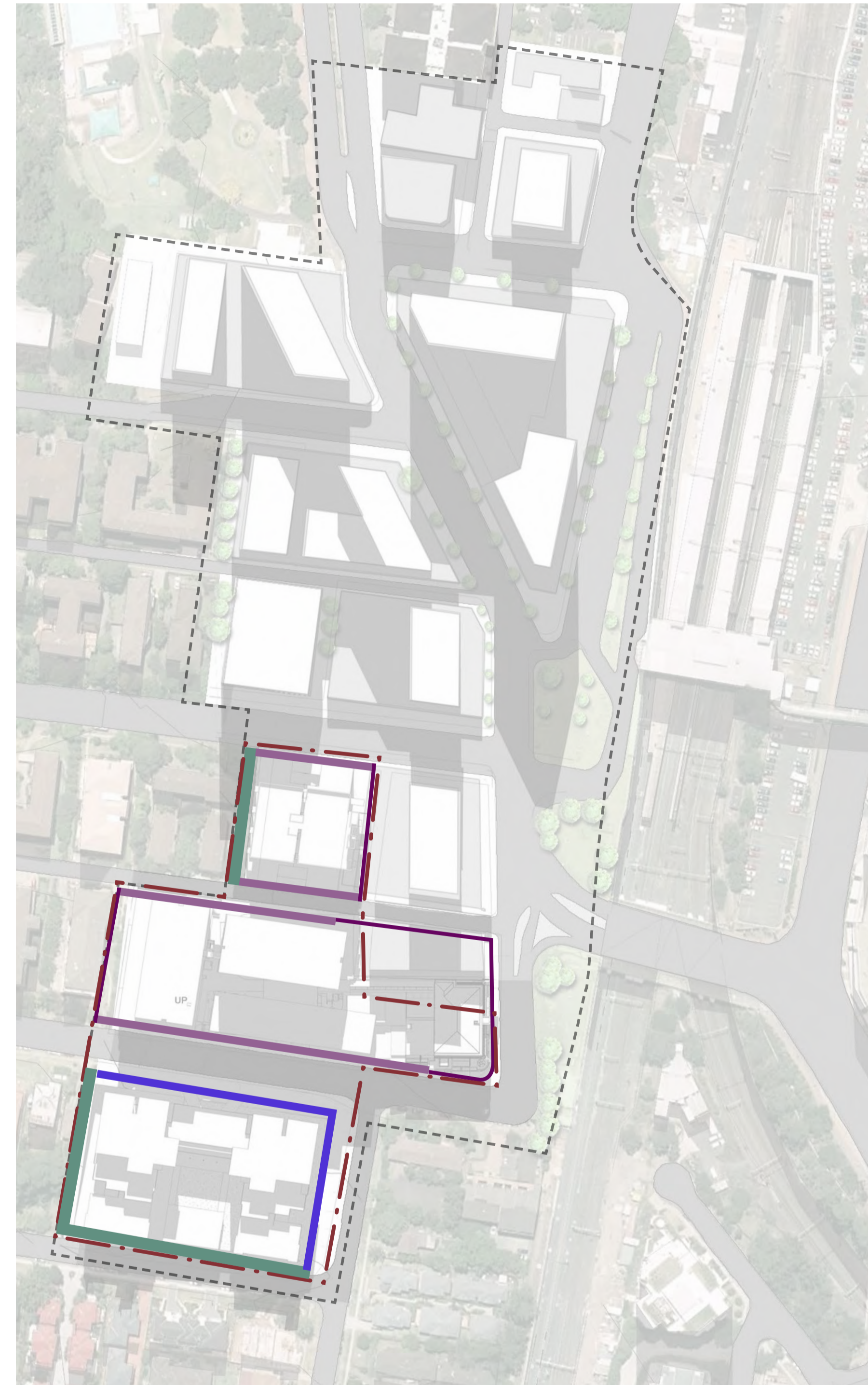


Figure 4 – Setbacks

Hornsby West Side Precinct_ New Planning Controls 1.4 Built to and Setbacks

Legend

- The Study Area
- 0m setback / build to line
- 0-3m setback
- 3m setback
- 4m setback
- 6m setback



Hornsby RSL & Memorial Club Planning Proposal 1.4 Built to and Setbacks

Legend

- The Study Area
- 0m setback / build to line
- 0-3m setback
- 3m setback
- 4m setback
- 6m setback

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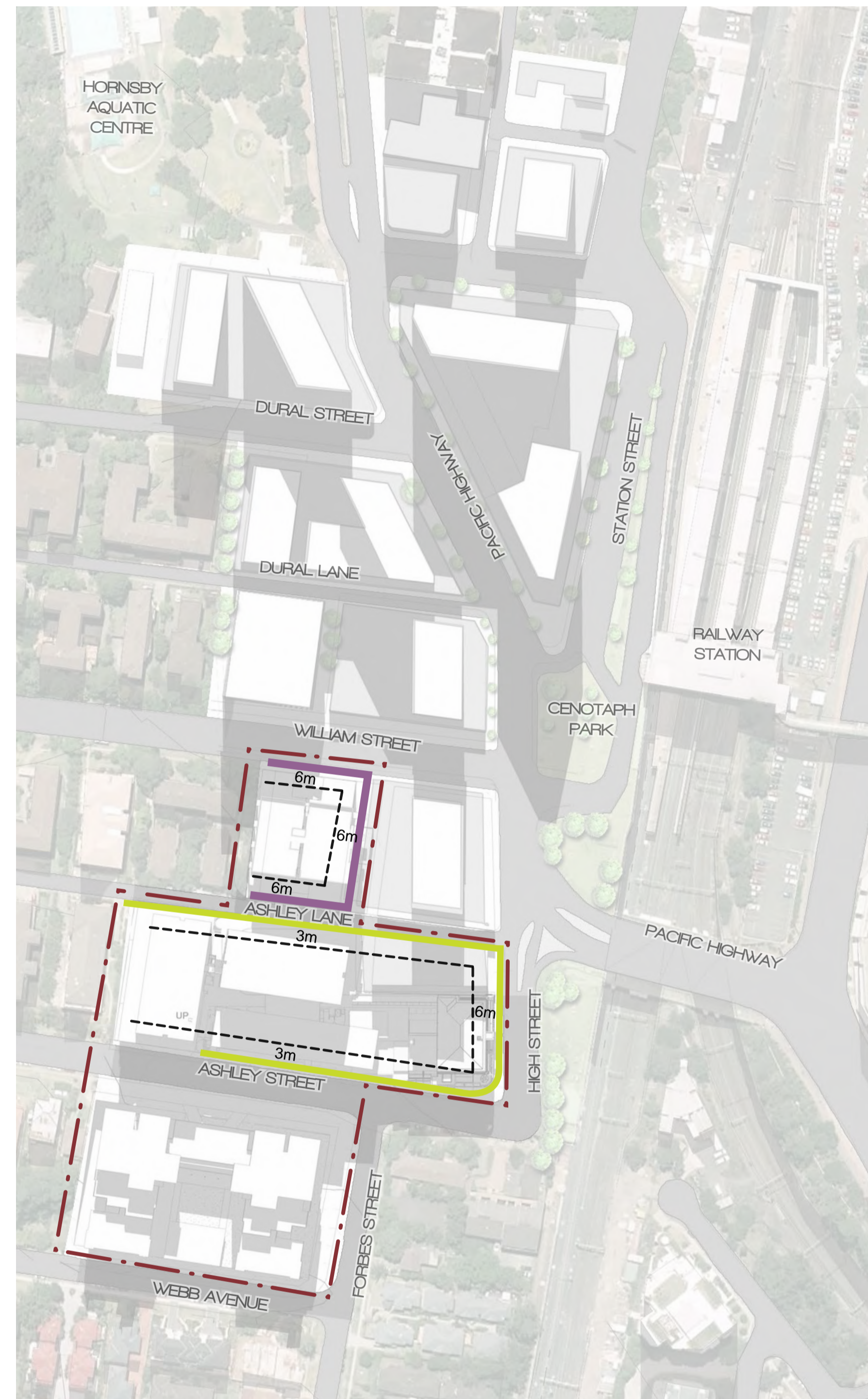
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Hornsby West Side Precinct_New Planning Controls
1.5 Wall Height

- The Study Area
- 2 storeys
- 3 storeys
- 5 storeys
- Setback line for tower element



Hornsby RSL & Memorial Club Planning Proposal
1.5 Wall Height

- The Study Area
- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- Setback line for tower element

HORNSBY RSL MASTER PLAN

PROJECT 815E.14

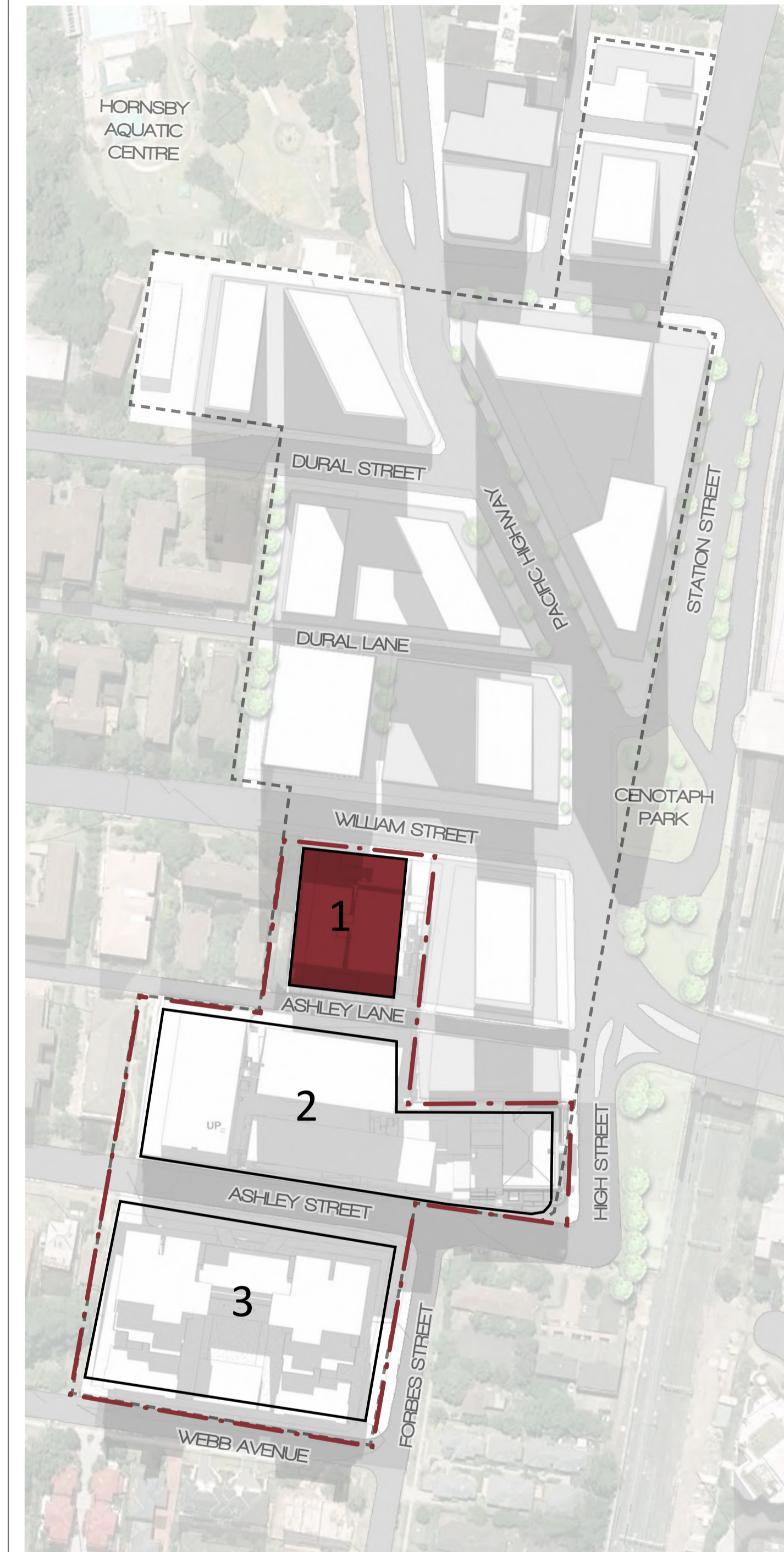
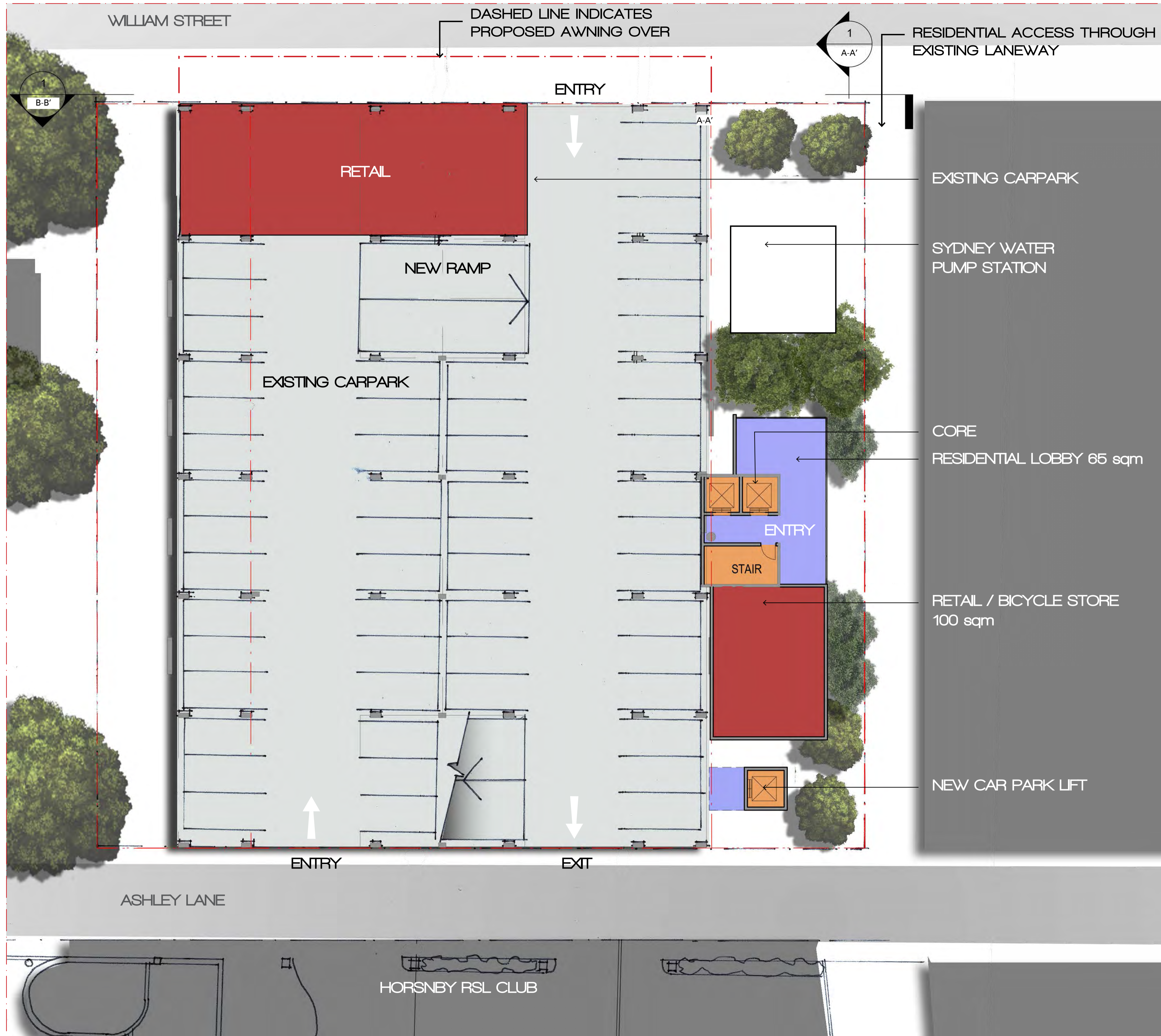
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GROUND FLOOR
 SITE 1



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RESIDENTIAL LEVEL 6

UNIT MIX	#	TOTAL
3 BED + STUDY	1	1
2 BED + STUDY	5	5
1 BED + STUDY	2	2

TOTAL 8



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RESIDENTIAL LEVEL 6 SITE 1



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RESIDENTIAL LEVEL 6

UNIT MIX	#	TOTAL
3 BED + STUDY	1	1
2 BED + STUDY	5	5
1 BED + STUDY	2	2

TOTAL LEVEL 6 8

RESIDENTIAL LEVEL 7-13

UNIT MIX	#	TOTAL
2 BED + STUDY	5	35
2 BED	1	7
1 BED + STUDY	3	21

TOTAL LEVEL 7-13 63

TOTAL UNITS 71



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RESIDENTIAL LEVEL 7-13

SITE 1



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RESIDENTIAL LEVEL 6

UNIT MIX	#	TOTAL
3 BED + STUDY	1	1
2 BED + STUDY	5	5
1 BED + STUDY	2	2
TOTAL LEVEL 6		8

RESIDENTIAL LEVEL 7-13

UNIT MIX	#	TOTAL
2 BED + STUDY	5	35
2 BED	1	7
1 BED + STUDY	3	21
TOTAL LEVEL 7-13		63

RESIDENTIAL LEVEL 14-15

UNIT MIX	#	TOTAL
3 BED + STUDY	3	6
2 BED	2	4
TOTAL LEVEL 14-15		10

TOTAL UNITS 81



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RESIDENTIAL LEVEL 14 SITE 1



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RESIDENTIAL LEVEL 6

UNIT MIX	#	TOTAL
3 BED + STUDY	1	1
2 BED + STUDY	5	5
1 BED + STUDY	2	2
TOTAL LEVEL 6		8

RESIDENTIAL LEVEL 7-13

UNIT MIX	#	TOTAL
2 BED + STUDY	5	35
2 BED	1	7
1 BED + STUDY	3	21
TOTAL LEVEL 7-13		63

RESIDENTIAL LEVEL 14-15

UNIT MIX	#	TOTAL
3 BED + STUDY	3	6
2 BED	2	4
TOTAL LEVEL 14-15		10

TOTAL UNITS 81



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RESIDENTIAL LEVEL 15 SITE 1



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SETBACK APARTMENTS

RESIDENTIAL

NEW RESIDENTIAL CARPARK
 NEW CARPARK SCREEN
 EXISTING 4 LEVEL CARPARK



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SECTION A-A' SITE 1

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