

20 June 2024

Ms Susan Higginson MLC
Portfolio Committee No. 7 Chair
NSW Parliament
6 Macquarie Street
SYDNEY NSW 2000

By email: portfoliocommittee7@parliament.nsw.gov.au

Dear Ms Higginson

Parliamentary Inquiry – Development of the Transport Oriented Development Inquiry

The purpose of this letter is to provide a response to a question on notice from Committee members at the Hearing on 20 May 2024.

What are the infrastructure requirements to support the Hornsby Town Centre Masterplan?

Response: The Hornsby Town Centre Masterplan requires approximately \$419 Million of infrastructure upgrades to support Council's vision for the creation of a vibrant housing and employment centre with 4,900 new homes. This cost represents a combined State and Local infrastructure list and includes community facilities, open space, streetscape and transport improvements as summarised in the table below.

INFRASTRUCTURE TYPE	LOCAL INFRASTRUCTURE VALUE (Approx.)	STATE INFRASTRUCUTRE VALUE (Approx.)
Community Facilities	\$66,800,000	–
Open Space/Recreation	\$15,600,000	\$87,800,000
Streetscape	\$52,600,000	–
Transport	\$26,000,000	\$171,000,000
TOTAL	\$ 161,000,000	\$258,000,000

The total cost of the local infrastructure list is approx. \$161 Million for the Hornsby Town Centre which supports Council's request for a 5% Section 7.12 Contributions levy.

The costs for the above categories are based on the following specific projects identified to support the level of growth projected.

INFRASTRUCTURE TYPE	ID	LOCAL	ID	STATE
COMMUNITY FACILITIES	C1	Wallerobba Arts and Cultural Centre extension		
	C2	New regional multi-purpose and library facility		
OPEN SPACE / RECREATION	OS3	Hornsby Square (Embellishment)	OS1	Cenotaph Plaza
	OS4	Burdett Street Park	OS2	Jersey Street Plaza
			OS3	Hornsby Square (Land Acquisition)
TRAFFIC / TRANSPORT	T1	Intersection upgrade - Peats Ferry Road and Bridge Road	T3	Jersey Street/Bridge Street/George Street overall rail upgrade
	T2	New two-way laneway and intersection signalisation with footpaths -Peats Ferry Road to Jersey Street south	T7	Road widening and associated works - George Street
	T4	One way conversion - Coronation Street west bound	T8	Bridge widening (one additional lane) – Bridge Road over-rail bridge
	T5	One-way conversion - Station Street north bound	T10	Intersection upgrade - George Street/Burdett Street
	T6	Pedestrian crossing on Peats Ferry Road south of William Street	T11	Intersection upgrade/signalisation - George Street/Linda Street
	T9	New laneway - George Street to Hunter Lane	T13	New bus interchange (East) - George Street
	T12	Intersection signalisation - Linda Street/Hunter Street	T14	Bus interchange (West) - Jersey Street south
	T15	Intersection signalisation - Jersey Street North/Mildred Avenue	T19	Additional intersection upgrade and widening - Bridge Road/Peats Ferry Road
	T16	Roundabout amalgamation - Bridge Road/Sherbrook Road/King Road	T21	Reconfigure - Albert Street/Westfield Entry/Exit
	T17	Intersection signalisation - Sherbrook Road and Northcote Road	T23	New traffic arrangement - George Street/Hunter Lane
	T18	Sherbrook Road upgrade	T28	New Hornsby Station northern concourse and station entry
	T20	Intersection upgrade - Edgeworth David Avenue/Sherbrook Road	T29 T30 T31	Station upgrades - new commuter car park between rail corridor and George Street (three levels)
	T22	Intersection signalisation - Burdett Street/Muriel Street		
	T24	Traffic phasing adjustment - Edgeworth David Avenue/Romsey Street		
	T25	Traffic phasing adjustment - Peats Ferry Road/Station Street		
	T26	TAFE car park exit upgrade		
	T27	Minor Peats Ferry Road reconfigurations		
	T32	Enhance town centre cycle network		
STREETSCAPE AND PUBLIC DOMAIN	SXX	Several streetscape improvements to the public domain throughout the Hornsby Town Centre		

	SXX	Undergrounding of powerlines to assist achieving urban tree canopy targets within the Hornsby Town Centre		
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The State Government has allocated \$520 million for the Accelerated precincts under the Housing and Productivity Contributions (HPC) fund to support delivery of community infrastructure, such as critical road upgrades, active transport links and good, quality public open spaces.

As a priority, Council has suggested to the State Government the acquisition and provision of the land for Hornsby Square from the HPC for the following reasons:

1. It would form a central open space area within the Town Centre which is vital to liveability, open space, gathering, tree planting, urban cooling and water sensitive urban design.
2. It would free up funds from Council's Section 7.12 Contributions Plan which will become vital if our request for a 5% Section 7.12 levy is not supported by DPHI.
3. It would act as a catalyst and improve feasibility within the Town Centre (land owners surrounding the Hornsby Square have indicated their willingness to activate and develop in accordance with the adopted Masterplan, with their main concern being the delivery of Hornsby Square).
4. It is of clear community benefit as an outcome of increased development.
5. State delivery of the land into Council ownership for embellishment would be a clear signal to the community and developers that both Council and the State Government are committed to the future vision for the Town Centre and the delivery of housing supported by infrastructure.

In summary, there are obvious social, economic and environmental benefits of expediting the creation of the Town Square. Further, the use of the funds for this purpose would assist financial feasibility of other sites within the Town Centre to accelerate housing supply consistent with State Government objectives.

I trust the above response is of assistance to the Committee and please do not hesitate to contact me should you have any further questions.

Yours faithfully

JAMES FARRINGTON
Director
Planning and Compliance